City Plan code template

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

Please note:

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

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

9.4.1 Change to ground level and creation of new waterways code

9.4.1.1 Application

This code applies to assessing operational work (change to ground level) and bulk earthworks undertaken as part of an operational work (works for infrastructure) application where indicated within **Part 5 Tables of assessment**.

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

Supporting information is prepared by a suitably-qualified person in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 8 – Engineering drawings, documents and reports and/or SC6.10 City Plan policy – Geotechnical stability assessment guidelines**.

9.4.1.2 Purpose

(1) The purpose of the Change to ground level and creation of new waterways code is to protect the environment from impacts of earthworks and the creation or expansion of waterways.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) Ground level changes are undertaken with geotechnically and ecologically sound practices.

Note: For guidance on how to meet this overall outcome refer to SC6.10 City Plan policy – Geotechnical stability assessment guideline.

(b) Development does not increase the risk of flood damage to life or property.

(c) Development does not increase the rate or volume of run-off during a flood.

(d) Soil disturbance and development of land containing potential and actual acid sulfate soils does not result in environmental damage.

(e) Construction phase erosion and sediment controls are implemented to minimise erosion and ensure total suspended solids in receiving waters meet the water quality objectives (*Environmental Protection (Water) Policy 2009*).

(f) Changes to existing ground levels, including the creation of new waterways do not adversely affect the amenity and landscape values.

(g) The environment and public safety are protected from impacts arising from the creation or expansion of non-tidal artificial waterways, such as urban lakes.

(h) Development does not adversely affect the quality of stormwater discharging from the development site.

(i) The drainage capacity of the Woongoolba Flood Mitigation Scheme Area for rainfall events up to 1 in 10 year, 72 hours is maintained (contained within the Scheme drains within a 4 day period) and this capacity is not eroded due to cumulative impact of development.

9.4.1.2 Specific benchmarks for assessment

Table 9.4.1-1: Change to ground level and creation of new waterways code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Finished surface levels			
PO1 The finished surface level is free draining and free from localised flooding.	**AO1** Development is free draining and the surface gradient of the fill and/or excavated area is between 0.5% to 1.5%. OR For steep surface gradients, integration with the surrounding topography must be achieved so that the finished profile does not interrupt or materially change the surface water.	The Civil Engineering Report and Concept Stormwater Management Plan (refer Attachments E(i) and E(ii)) provides justification against this requirement.	
Stormwater drainage			
PO2 Development does not cause adverse stormwater drainage impacts on or off the site.	**AO2.1** The change to ground level maintains flood conveyance through the site for flood events up to a 1 in 100 (Q100) year Average Recurrence Interval (ARI) storm event using the drainage strategy in accordance with **SC6.11 City Plan policy –Land development guidelines, Section 4 – Stormwater**	The Civil Engineering Report and Concept Stormwater Management Plan (refer Attachments E(i) and E(ii)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	drainage and water sensitive urban design standards.		
	AO2.2 The change in ground level does not involve fill below the designated flood level, unless approved as part of a development approval for material change of use or reconfiguration of a lot.	The Civil Engineering Report and Concept Stormwater Management Plan (refer Attachments E(i) and E(ii)) provides justification against this requirement.	
	AO2.3 The change in ground level does not result in an alteration of overland flows onto other properties or create an increase in flood damage to other properties.	The Civil Engineering Report and Concept Stormwater Management Plan (refer Attachments E(i) and E(ii)) provides justification against this requirement.	
Woongoolba Flood Mitigation Scheme Catchment Area			
PO3 In the Woongoolba Flood Mitigation Scheme Catchment Area, shown on the **Water catchments and dual reticulation overlay map**, peak outflow and its timing for Q2, Q5 and Q10 for rainfall events up to 72 hours does not change as a result of development.	**AO3** No acceptable outcome provided.	N/A	
Stormwater quantity			
PO4 Development ensures that there is no impact on local drainage systems, so that no damage is caused to any property upstream or downstream of the site.	**AO4** A site stormwater quantity management plan is prepared by a suitably qualified professional and demonstrates: (a) achievable stormwater quantity control measures for discharge during both the construction and operational phases of development designed in accordance with the *Queensland Urban Drainage Manual (QUDM)* unless subject to	The Civil Engineering Report and Concept Stormwater Management Plan (refer Attachments E(i) and E(ii)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	specific requirements of **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design**; and (b) on-site detention systems are designed to restrict peak outflows for Q2, Q5, Q10, Q20 Q50 and Q100 to pre-development conditions. OR A Site Stormwater Quantity Management Plan is consistent with that approved in a related development approval.		
Erosion and sediment control			
PO5 All construction and operational work is designed and managed with specific regard to the density, scale, layout and staging of development. All reasonable and practicable measures are taken to protect the environmental values of waters and the functionality of stormwater infrastructure from the impacts of erosion, turbidity and sedimentation, on and downstream of the development site.	**AO5.1** An **assessment** is undertaken in accordance with the criteria in **Table 9.4.1-2: Erosion hazard assessment**.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
	AO5.2 **Where the Erosion hazard assessment has a risk score <u>less than or equal to 10</u>:** a deemed-to-comply report is prepared by a suitably qualified person for Council's approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the criteria within the guidelines entitled: *Urban Stormwater Quality Planning Guidelines by the Department of Environment and Heritage Protection*.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	OR **Where the Erosion hazard assessment has a risk score <u>greater than 10</u>:** an Erosion and Sediment Control Plan (ESCP) is prepared by a suitably qualified person for Council's approval in accordance with the: *Best Practice Erosion and Sediment Control International Erosion Control Association (ICEA) 2008, Australasia Chapter 2008* detailing the stormwater (quality and flow) treatment measure during the construction phase of development, demonstrating how the minimum design objectives in **Table 9.4.1-3 Summary of design objectives for management of stormwater quality – construction phase** are achieved including: (a) measures to ensure that the release of sediment-laden stormwater for the nominated design storm are minimised when the design storm is exceeded; (b) detailed design, installation, construction, monitoring and maintenance requirements of all approved proprietary products in accordance with local conditions and manufacturers recommendations; (c) detailing how the ESCP accompanying the Operational work (change to ground level) aligns with the Reconfiguration of lot staging.		
	AO5.3	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	Where development is on a lot less than 850m², provide an ESCP in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design** and **Section 8 – Engineering drawings, documents and reports**.		
	AO5.4 Where development is on a lot equal to or more than 850m², provide an ESCP in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design** and **Section 8 – Engineering drawings, documents and reports**.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Hydraulic considerations			
PO6 Any change to the level of the land does not have adverse flooding and drainage impacts.	**AO6** An Hydraulic report is prepared by a suitably qualified professional to accord with the Council's hydraulic requirements, demonstrating that the change to the level of the land does not: (a) cause ponding on the site or nearby land; (b) increase flooding which adversely affects the safety or use of any land upstream and downstream; (c) adversely affect the flow of water in any overland flow path, or otherwise.	The Civil Engineering Report and Concept Stormwater Management Plan (refer Attachments E(i) and E(ii)) and the Hydraulic Impact Assessment (refer Attachment D(iii)) provides justification against this requirement.	
Geotechnical fill			
PO7 Material used as fill has the ability to	**AO7** The fill material type, composition and	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
adequately support future development of the land.	source is geotechnically suitable and adequately compacted to support future development, in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards**.		
Geotechnical stability			
PO8 All earthworks are carried out in a location which is not at risk from geotechnical instability.	**AO8** The site is free of compressible soils (e.g. soft clays underneath the site). OR Where the site is underlain by compressible soils, a Geotechnical stability assessment report is prepared by a suitably qualified professional demonstrating the treatment of compressible soils achieves a stable ground able to support future structures.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Batters and retaining wall			
PO9 Batters and retaining walls do not create a negative visual impact on the area.	**AO9** Batters and retaining walls are in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards**.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Local amenity, noise and emissions			
PO10 Change to ground level or bulk earthwork activities do not impact on the amenity of the area.	**AO10.1** Development work, which has the potential to generate dust is controlled by: (a) daily water spraying of exposed areas; (b) sealed roads; (c) protective covering of exposed	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement. Further information will be provided as part of the subsequent Operational Works phase of the project.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	areas; and (d) installing wind barriers.		
	AO10.2 All earthworks on the site is undertaken within the following days and hours: **Day** — **Hours** Monday to Friday — between 6:30am and 6:30pm Saturday — between 6:30am and 6:30pm	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement. Further information will be provided as part of the subsequent Operational Works phase of the project.	
Managing contamination risk			
PO11 Any filling or excavation material does not result in the contamination of land.	**AO11** All fill material is solid clean earth or clean inert material, free of organic, putrescible or refuse matter.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement. Further information will be provided as part of the subsequent Operational Works phase of the project.	
Haulage activity and amenity			
PO12 Haulage activities do not impact on the amenity of the area.	**AO12.1** Where transportation of fill material to or from the site is involved, the following applies: (a) loads are covered; (b) spilled or wheel-tracked material is immediately cleaned from external roads; and (c) heavy vehicle traffic is controlled.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement. Further information will be provided as part of the subsequent Operational Works phase of the project.	
	AO12.2 All waste material, including vegetation from the site is disposed of in an approved location.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement. Further information will be provided as part of the subsequent Operational Works phase of the project.	
	AO12.3 All haulage routes are approved: (a) for declared main roads – by the Department of Transport and Main	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement. Further information will be provided as part of the subsequent Operational Works phase of the project.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	Roads; (b) for all other roads – by the Council.		
	AO12.4 All haulage to and from the site is conducted within the following days and hours: **Day** — **Hours** Monday to Friday — between 6am and 6pm Saturday — between 7am and 6pm	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement. Further information will be provided as part of the subsequent Operational Works phase of the project.	
Created new waterways			
PO13 The waterway contributes to the amenity of the development and the surrounding area.	**AO13.1** Created waterways within an Operational work (change to ground level) application are designed and managed for any of the following end-uses: (a) amenity, aesthetics, landscaping or recreation; (b) flood management; (c) stormwater harvesting within an integrated water-cycle management plan; and (d) aquatic habitat.	N/A as the proposal incorporates works associated with an existing waterway only.	
	AO13.2 The end-use of the created waterway is designed and operated to protect water environmental values.	N/A as the proposal incorporates works associated with an existing waterway only.	
PO14 The created waterway location is compatible with the land-use constraints of the site protecting water environmental values in existing natural waterways.	**AO14.1** The created waterway within the Operational work (change to ground level) application achieves the following: (a) environmental values in downstream waterways are	N/A as the proposal incorporates works associated with an existing waterway only.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	protected; (b) groundwater recharge areas are not affected; (c) the waterway location incorporates low-lying areas of a catchment connected to an existing waterway; and (d) any existing areas of ponded water are included.		
	AO14.2 Created waterways: (a) are located outside natural wetlands, waterways and associated buffer areas; (b) avoid soil or sediment disturbance; and (c) avoid alteration of the natural hydrologic regime in acid sulfate soil and nutrient hazard areas.	N/A as the proposal incorporates works associated with an existing waterway only.	
PO15 The created waterway's location is compatible with existing tidal waterways.	**AO15** Where the created waterway is adjacent or connected to a tidal waterway by a weir, lock, pumping system or similar: (a) there is sufficient flushing or a tidal range of >0.3m; OR (b) any tidal flow alteration does not adversely impact on the tidal waterway; OR (c) there is no introduction of salt water into freshwater environments.	N/A as the proposal incorporates works associated with an existing waterway only.	
PO16 Created waterways are designed and	**AO16.1** The created waterway within the	N/A as the proposal incorporates works associated with an existing waterway only.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
managed to support the legislated environmental values and water quality objectives within *Environmental Protection (Water) Policy 2009* of connected receiving water environments.	Operational work (change to ground level) application is designed, constructed and managed by a suitably qualified Registered Professional Engineer Queensland (RPEQ) with specific artificial waterway experience.		
	AO16.2 The created waterway within the Operational work (change to ground level) application is supported by a Water Quality Management Plan, prepared by a suitably qualified professional, demonstrating the following: (a) water quality of the created waterway is the same or higher standard as the existing water quality; (b) long-term maintenance of the water quality standard is achieved; and (c) breeding potential of biting insects is minimised.	N/A as the proposal incorporates works associated with an existing waterway only.	
	AO16.3 The created waterway does not have deep, isolated holes that stratify and increase the possibility of algal blooms occurring.	N/A as the proposal incorporates works associated with an existing waterway only.	
	AO16.4 Pumping from a created waterway to maintain water quality is avoided.	N/A as the proposal incorporates works associated with an existing waterway only.	
	AO16.5 The created waterway is designed with a suitable outlet to ensure that flooding is possible, if required.	N/A as the proposal incorporates works associated with an existing waterway only.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	AO16.6 Stormwater is treated before any stormwater enters a created waterway.	N/A as the proposal incorporates works associated with an existing waterway only.	
PO17 Operational work does not cause geotechnical bank instability, erosion, bed scour or revetment wall collapse to existing or newly created waterway.	**AO17** Edge treatments certified by a suitably qualified person are in place during and post-construction phase to strengthen the embankment and protect from damage.	N/A as the proposal incorporates works associated with an existing waterway only.	
PO18 The waterway is managed and operated to achieve the water quality objectives *(Environmental Protection (Water) Policy 2009)* in natural waterways.	**AO18.1** Monitoring and maintenance programs manage the waterway to achieve the water quality objectives downstream.	N/A as the proposal incorporates works associated with an existing waterway only.	
	AO18.2 Aquatic weeds are managed to achieve a low percentage (less than 10%) coverage of the water surface area. Pests and vectors are managed by avoiding stagnant water areas, providing for native fish predators, and, if necessary, other best practices for monitoring and treating pests.	N/A as the proposal incorporates works associated with an existing waterway only.	
	AO18.3 The created waterway is managed and operated under agreement by an appropriate entity for the life of the waterway. A Waterway Management Plan is incorporated within the Community Management Statement for the principal body corporate that: (a) identifies the waterway; (b) states the period of responsibility of the entity; (c) states a process for transfer of responsibility for the waterway;	N/A as the proposal incorporates works associated with an existing waterway only.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	(d) states required actions for monitoring water quality of the waterway and receiving waters; (e) states required actions for maintaining the waterway to achieve the policy outcomes of the *Environmental Protection (Water) Policy 2009* and approval conditions; and (f) identifies funding sources for the above matters including bonds, headworks charges or levies.		
Access to new waterways			
PO19 Created waterways are designed to provide maintenance access to revetment walls and cleaning of the waterway.	**AO19** Access is provided to the waterways by: (a) dedication of land to the Crown; or (b) existing access arrangements.	N/A as the proposal incorporates works associated with an existing waterway only.	
PO20 Created waterways to be transferred to public ownership are supported by infrastructure to ensure public safety.	**AO20** Created waterways are designed to create a safe public asset by including: (a) warning signs; and (b) fenced areas restricting access to steep-sided embankments or large drops.	N/A as the proposal incorporates works associated with an existing waterway only.	

City Plan code template

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

Please note:

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

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

9.4.2 Driveways and vehicular crossings code

9.4.2.1 Application

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

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

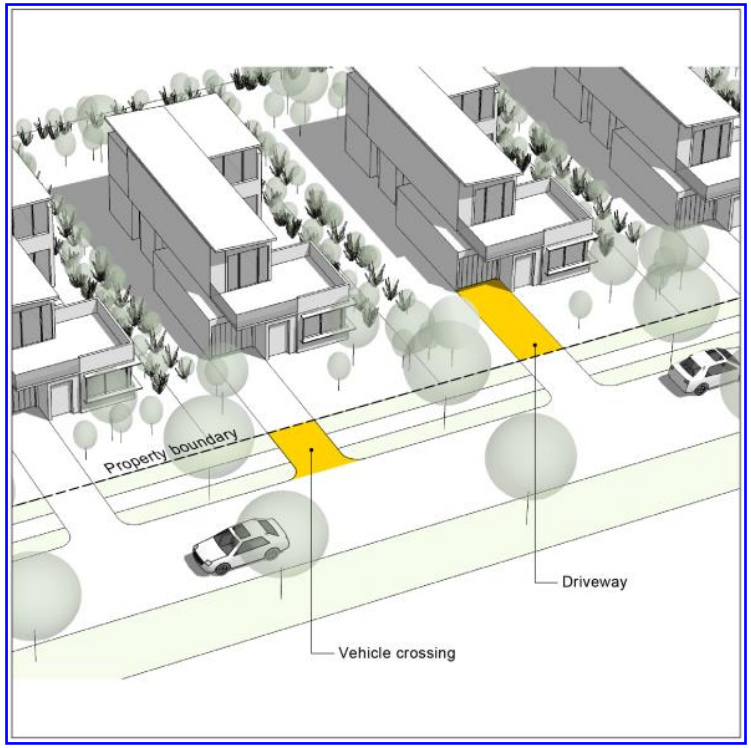


Figure 9.4.2-1
Illustration showing driveway and vehicle crossing for access to parking spaces

9.4.2.2 Purpose

(1) The purpose of the Driveways and vehicular crossings code is to provide design standards for the construction, repair or modification to a driveway and/or a vehicular crossing and to ensure that the decisions are compatible.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) Vehicular crossings provide safe access from the edge of the road carriageway to the property boundary.

(b) Vehicular crossings are located and constructed to avoid adverse impacts on City or utility infrastructure.

(c) Vehicular crossings are constructed to a standard that is consistent with a standard vehicle.

(d) Vehicular crossings are designed to ensure that there is minimal loss of on-street car parking spaces.

(e) Driveways provide safe access from the property boundary to the on-site vehicle accommodation or standing area.

(f) Driveways are located to ensure damage to existing street trees located within the verge is avoided.

(g) Driveways are located to retain space for the future planting of street trees.

(h) The construction, location and design of vehicular crossings and driveways prevent interference with the safe movement of vehicles or the safe use of the footpath to maintain the amenity of the area.

(i) The design and construction of the driveway and vehicular crossing are such that vertical and horizontal alignments provide a continuous, smooth access of good rideability and clearance for vehicles and driveway and vehicular crossing do not cause adverse stormwater drainage impacts.

9.4.2.3 Specific benchmarks for assessment

Table 9.4.2-3: Driveways and vehicular crossings code – assessable development for driveways

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Location			
PO1 The location of the driveway is considered at the design stage of the development to ensure it does not unnecessarily damage street trees and allows space for the planting of street trees within the verge.	**AO1** The design of the driveway: (a) does not cause damage to street trees in the verge; and (b) retains space for the planting of street trees within the verge.	The proposed driveways to accommodate access to the site are located so as to not adversely impact on any established features within the road reserve, therefore the proposal complies.	

<table>
<tr><th>Performance outcomes</th><th colspan="2">Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td colspan="2">Design</td><td></td><td></td><td></td></tr>
<tr><td rowspan="4">PO2
The driveway is designed and constructed to ensure:
(a) safe access for a B85 vehicle (AS/NZS 2890 (Set):2009 Parking Facilities Set) from the property boundary to the on-site vehicle accommodation or standing area;
(b) it does not cause adverse stormwater drainage impacts on or off the site; and
(c) safe pedestrian movement in the proximity of the site.</td><td colspan="2">AO2
The driveway is designed in accordance with the following design standards:</td><td rowspan="4">The proposed driveways are able to comply with these requirements.</td><td rowspan="4"></td></tr>
<tr><td>Land use</td><td>Design standard</td></tr>
<tr><td>• Dual occupancy
• Dwelling house
• Multiple dwellings (where the development is for townhouses)</td><td>Queensland Development Code – NMP 1.1 - Driveways</td></tr>
<tr><td>All other land uses</td><td>AS/NZS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking</td></tr>
<tr><td></td><td colspan="2">OR
Where particularly restrictive physical conditions exist and the above standard arrangements are not attainable, the design and construction of the proposed driveway is certified by a RPEQ having regard to the following:
(a) Disability Discrimination Act 1992;
(b) AS/NZS 2890.1:2004 Parking facilities Part 1:Off-street car parking;
(c) QUDM; and
(d) Good engineering practice.</td><td></td><td></td></tr>
</table>

Table 9.4.2-4: Driveways and vehicular crossings code – assessable development for vehicular crossings

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Construction of vehicular crossings			
PO1 The vehicle crossing is designed and constructed to ensure: (a) safe access for a B85 vehicle (*AS/NZS 2890 (Set):2009 Parking Facilities Set*) from the road carriageway to the property boundary; (b) it does not cause adverse stormwater drainage impacts on or off the site; and (c) safe pedestrian movement in the proximity of the site.	**AO1** Prior to the use commencing a vehicular crossing is constructed to provide access from the road to the property. Either: (a) The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards drawing in **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**; or (b) where particularly restrictive physical conditions exist and the above standard arrangements are not attainable, the design and construction of the proposed vehicular crossing is certified by a RPEQ having regard to the following: (i) *Disability Discrimination Act 1992*; (ii) *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*; (iii) *QUDM*; and (iv) Good engineering practice.	The proposed driveways to accommodate access to the site are located and designed to be able to comply with Council's standards, therefore the proposal complies.	
PO2 Location and construction of the vehicular crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other municipal infrastructure.	**AO2** The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards in **SC6.11 City Plan policy – Land**	The proposed driveways to accommodate access to the site are located and designed to be able to comply with Council's standards, therefore the proposal complies.	

<table>
<tr><th>Performance outcomes</th><th>Acceptable outcomes</th><th>Does the proposal meet the acceptable outcome?
If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome</th><th>Internal use</th></tr>
<tr><td></td><td>development guidelines, Section 2 – Transport network standards.</td><td></td><td></td></tr>
<tr><td colspan="2">Maximum number of vehicular crossings per site</td><td></td><td></td></tr>
<tr><td>PO3
The number of vehicular crossings per site are minimised to avoid the loss of on-street car parking spaces and to prevent adverse interference with:
(a) the safety, capacity and operations of the existing or planned road network;
(b) the proposed driveway; and
(c) cycleways or pedestrian footpaths.</td><td>AO3
The maximum number of vehicular crossings per site, for the following land uses, is as follows:<table><tr><th>Land use</th><th>Maximum number of vehicular crossings per site</th></tr><tr><td>Dwelling house</td><td>1
OR
2 - when the road frontage at the kerb is at least 40m</td></tr><tr><td>Dual occupancy
Multiple dwelling</td><td>1
OR
2 - where the road frontage at the kerb is greater than 20m</td></tr><tr><td>Non–residential use</td><td>2</td></tr></table></td><td>The proposed development accommodates two (2) driveway locations on a site with a road frontage exceeding 20m in width, therefore the proposal complies.</td><td></td></tr>
<tr><td colspan="2">Separation distances</td><td></td><td></td></tr>
<tr><td>PO4
Vehicular crossings are appropriately separated from other vehicular crossings and side property boundaries to prevent</td><td>AO4
Vehicular crossings are separated from:<table><tr><th>Instance</th><th>Minimum distance (m)</th></tr></table></td><td>The proposal complies.</td><td></td></tr>
</table>

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
interference with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	Any other vehicular crossing	3m		
	Any side property boundary: • for residential development of 2 dwellings or less	1.5m		
	• All other development	2m		
Location				
PO5 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	**AO5.1** The location of the vehicular crossing to a public roadway is consistent with *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking* and *AS 2890.2–2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.		The proposed driveways to accommodate access to the site are able to adhere with the requirements of these standards.	
	AO5.2 No new vehicular crossings are created on roads identified on the **Functional road hierarchy** as shown on the Zone maps or the **Pacific motorway service road types overlap map**.		N/A	
PO6 Vehicular crossings are located to: (a) avoid damage to existing street trees located within the verge; and (b) retain space for the future planting of street trees within the verge.	**AO6** No acceptable outcome provided.		The proposed driveways to accommodate access to the site are located so as to not adversely impact on any established features within the road reserve, therefore the proposal complies.	
Sight distances and lines				

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO7 Vehicular crossings are designed to prevent conflict between vehicles with cyclists and pedestrians.	**AO7.1** Safe sight distances are provided, based on the vehicle speed at the vehicular crossing. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	The proposed driveways to accommodate access to the site are located to be separate from established crossovers on adjoining premises with appropriate sight distances, therefore the proposal complies.	
	AO7.2 Vehicular crossings are designed to provide safe sight lines for vehicles exiting the vehicular crossing in accordance with *AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*. Where no service vehicle is required to access the site, including waste collection, the requirements for sight lines at the vehicular crossing are in accordance with *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	The proposed driveways to accommodate access to the site are located to be separate from established crossovers on adjoining premises with appropriate sight distances, therefore the proposal complies.	

City Plan code template

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

Please note:

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

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

9.4.4 General development provisions code

9.4.4.1 Application

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

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

9.4.4.2 Purpose

(1) The purpose of the General development provisions code is to provide a consistent approach to city wide issues and avoid duplication of regulation throughout the City Plan.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) Development is designed to maintain the expected level of amenity for the area.
- (b) Development promotes a safe environment and reduces the potential for crime.
- (c) Development is designed to respect the natural values of the land, including vegetation, natural topography and development on steep slopes to minimise impacts on the landscape character of the city's rural, urban and hinterland areas.
- (d) Development does not result in unsightly retaining walls.
- (e) Building services and storage areas are designed and located to avoid nuisance to adjoining premises and avoid an unattractive appearance when viewed from the street.
- (f) Development does not cause adverse stormwater drainage impacts on or off the site.
- (g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.

(h) Development is designed and located to ensure it does not adversely impact on Council infrastructure.

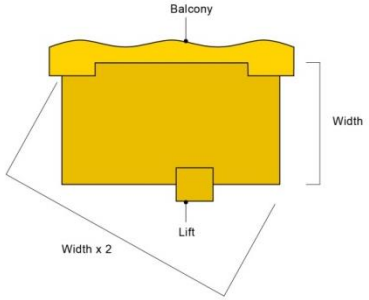
9.4.4.3 Specific benchmarks for assessment

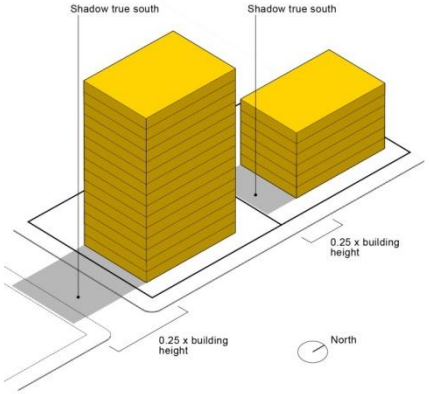
Table 9.4.4-2: General development provisions code – for assessable development

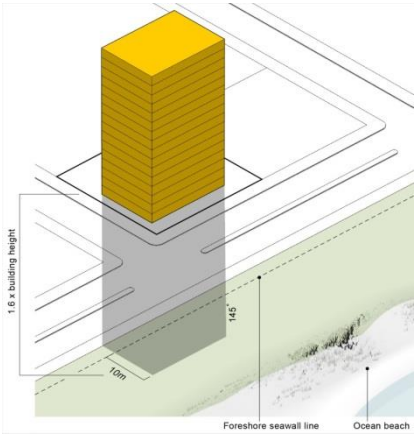
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	**AO1** No acceptable outcome provided.	The proposed development has been designed to protect the amenity of future residents, primarily from the acoustic impacts borne by the adjoining railway corridor. A proposed 3.5m high acoustic barrier forms part of the development proposal with an associated 5m wide landscaping buffer to reduce the adverse impacts of the barrier from internal view.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage;	**AO2** No acceptable outcome provided.	The proposed development being a proposed medium density project is in keeping with the expectations of surrounding land uses, therefore the proposal complies.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
(e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.			
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	**AO3** Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	The proposed development has been designed to protect the amenity of future residents, primarily from the acoustic impacts borne by the adjoining railway corridor. A proposed 3.5m high acoustic barrier forms part of the development proposal with an associated 5m wide dense landscaping area. The proposal is considered to comply.	
Landscaping			
PO4 The proposal provides landscape work that protects and enhances the character of the local area.	**AO4.1** For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with **SC6.12 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. **AO4.2** An Open Space Management Statement is prepared in accordance with **SC6.12 City Plan policy – Landscape work** where landscape works are proposed to be undertaken	The proposed development has been designed to accommodate significant areas of landscaping, subject to detailed assessment as part of a subsequent Operational Works application.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	on land that is or is intended to be, public open space.		
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	**AO5** **For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences:** The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	The proposed development has been designed to accommodate future building services within the buildings.	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	**AO6** No acceptable outcome provided.	Able to comply with this requirement, subject to detailed design as part of the subsequent Operational Works (Landscaping) process.	
Lighting			
PO7 Lighting associated with any development does not cause a nuisance.	**AO7** Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	Able to comply, subject to adherence with relevant and reasonable conditions of approval.	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	 **Figure 9.4.4-2** Illustration showing southern shadow outcome		
	AO8.3 **Bermuda Point precinct** The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from the top of the podium adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site. **Note: The podium is excluded from any southern shadow calculations.**	N/A	
	AO8.4 The shadow cast by any building does not cover any part of the ocean beach or Broadwater foreshore when the shadow has a bearing of 145° east of true north and the length of the shadow is 1.6 times the height of the building as	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	measured from the ground level to the top of the topmost storey. **Note: For the purpose of this acceptable outcome, the ocean beach is defined as that area east of a line 10m east of and parallel to the foreshore seawall line and the Broadwater foreshore is defined as that area east of the leading edge of the revetment wall.**  **Figure 9.4.4-3** Illustration showing ocean beach and Broadwater foreshore shadow outcome		
	AO8.5 The shadow cast by the building in the direction of true south does not intrude more than 10m into a riverside public open space reserve.	N/A	
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not	**AO9** Retaining walls and batters comply with the requirements of **SC6.11 City Plan**	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
create a negative visual impact upon neighbouring properties or the streetscape.	**policy – Land development guidelines, Section 3 – Change to ground level standards**.		
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	**AO10** All development incorporates stormwater drainage works to comply with the requirements of **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	The Concept Stormwater Management Plan (refer Attachment E(ii)) and Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	**AO11** All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO12 Development is undertaken in accordance with the Performance Criteria specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure.*	**AO12** Development is undertaken in accordance with the Acceptable Solutions specified in the *Queensland Development Code MP1.4 – Building over or near relevant infrastructure*.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Site analysis			
PO13 Development is designed to: (a) complement the character and address any impacts on the amenity and environment of the local area; (b) avoid any risk to life or property arising from natural hazards; and (c) protect significant natural habitat areas, wildlife corridors, wetlands and waterway corridors.	**AO13** A site analysis plan is prepared in accordance with **SC6.13 City Plan policy – Site analysis**.	The proposed development accommodates suitable site analysis considerations, as outlined in the 'Site Layout' plan.	

City Plan code template

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

Please note:

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

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

9.4.5 Healthy waters code

9.4.5.1 Application

This code applies to assessing material change of use or reconfiguring a lot for development where indicated within **Part 5 Tables of assessment** unless either of the following circumstances apply:

(1) No increase in impervious area is required onsite for the development.

(2) A stormwater quality and quantity management plan previously approved by the Council has been fully implemented within the existing development layout.

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

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

9.4.5.2 Purpose

(1) The purpose of the Healthy waters code is to protect the quality of the city's waters from the impacts of development.

(2) The purpose of the code will be achieved through the following overall outcomes:

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

(iv) Development avoids adverse impacts on the City of Gold Coast's waters or, where this is not feasible, adverse impacts are minimised.

(b) Water resource catchments are protected from contamination by chemicals.

(c) The drainage capacity of the Woongoolba Flood Mitigation Scheme Area for rainfall events up to 1 in 10 year 72 hours is maintained (contained within the Scheme drains within a 4 day period) and this capacity is not be eroded due to cumulative impact of development.

9.4.5.3 Specific benchmarks for assessment

Table 9.4.5-2: Healthy waters code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets either the performance outcome or overall outcome**	Internal use
Stormwater quality			
PO1 Development appropriately manages stormwater quality to: (a) protect natural ecosystems; (b) integrate stormwater treatment into the urban landscape; (c) protect water quality; (d) reduce runoff and peak flows; and (e) meet the water quality objectives and environmental values for Queensland waters. **Note: Water quality objectives and environmental values for Queensland waters are contained within *Schedule 1* of the *Environmental Protection (Water) Policy 2009*. Water quality objectives are locally specific and vary between and within river catchments.**	**AO1.1** Where development is: (a) for a dwelling house, dual occupancy or multiple dwelling on a lot less than 5000m²; or (b) light industry or business activity on a lot less than 2500m², it complies with the 'Deemed to comply' requirements detailed in the **Stormwater quality management guidelines** in **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.	The Concept Stormwater Management Plan (refer Attachment E(ii)) provides justification against this requirement.	
	AO1.2 Where development is: (a) for a dwelling house, dual occupancy or multiple dwelling on a lot equal to or more than 5000m² but less than 1.25 ha; or (b) light industry or business activity on a lot equal to or more than 2500m² but less than 1.25 ha; (c) it complies with the 'Deemed to comply' requirements detailed in	The Concept Stormwater Management Plan (refer Attachment E(ii)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	the **Stormwater quality management guidelines** in **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**.		
	AO1.3 Where development is not listed in AO1 a Stormwater Quality Management Plan is prepared by a suitably-qualified person in accordance with the **Stormwater quality management guidelines** in **SC6.11 City Plan policy – Land development guidelines, Section 8 – Engineering drawings, documents and reports**.	The Concept Stormwater Management Plan (refer Attachment E(ii)) provides justification against this requirement.	
Stormwater quantity			
PO2 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	**AO2** A stormwater quantity management plan is prepared by a suitably qualified person and demonstrates: (a) achievable stormwater quantity control measures for discharge during both the construction and operational phases of development designed in accordance with the *Queensland Urban Drainage Manual (QUDM)* unless subject to specific requirements of **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards**; (b) on-site detention systems that are designed to restrict peak outflows for Q2, Q5, Q10, Q20 Q50 and	The Concept Stormwater Management Plan (refer Attachment E(ii)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	Q100 to pre-development conditions.		
Woongoolba Flood Mitigation Scheme Catchment Area			
PO3 In the Woongoolba Flood Mitigation Scheme Catchment Area, shown on the **Water catchments and dual reticulation overlay map**, peak outflow and its timing for Q2, Q5 and Q10 for rainfall events up to 72 hours does not change as a result of development.	**AO3** No acceptable outcome provided.	N/A	
Protection of natural flows (discharge)			
PO4 Construction and operational activities avoid or minimise adverse impacts of altered stormwater quality and quantity.	**AO4** Development achieves the Frequent Flow Management and Waterway Stability Management design objectives as stated within *Chapter 2 – Section 2.4.2 of the Urban Stormwater Quality Planning Guidelines 2010*. **Note: A site Stormwater Quality and Quantity Management Report prepared by a suitably qualified person is Council's preferred method required to be submitted to Council to address this Acceptable outcome.** **The intent in the above guidelines (*Urban Stormwater Quality Planning Guidelines 2010*) can be achieved by adopting Water Sensitive Urban Design (WSUD) concepts within the development.**	The Concept Stormwater Management Plan (refer Attachment E(ii)) provides justification against this requirement.	
Wastewater management			
PO5 Development does not discharge wastewater to receiving waters or areas	**AO5** Where the development involves the discharge of wastewater, a Wastewater	The Concept Stormwater Management Plan (refer Attachment E(ii)) and Civil Engineering Report (refer Attachment E(i)) provides justification against this	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
external to the site unless demonstrated to be the best-practice environmental management for that site and takes into consideration: (a) the applicable water quality objectives for the receiving waters; and (b) the potential adverse impact on ecosystem health of receiving waters.	Management Plan (WWMP) is prepared, demonstrating compliance with the performance outcome, by a suitably qualified person and submitted to the Council, detailing all of the following: (a) wastewater type; (b) climatic conditions; (c) water quality objectives; (d) best-practice environmental management; (e) waste management hierarchy; and (f) the WWMP provides for the management of wastewater in accordance with a wastewater management hierarchy that: (i) avoids wastewater discharge to waterways; or (ii) if wastewater discharge to the environment cannot practicably be avoided wastewater discharge to waterways is minimised through re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.	requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Erosion and sediment control (ESC)			
PO6 Development does not cause erosion or allow sediments to leave the site.	**AO6** An **Erosion hazard assessment** completed in accordance with the criteria in **Table 9.4.5-3** is undertaken to establish the level of risk for soil erosion and sediment pollution to the environment. **Where the Erosion hazard assessment has a risk score less than or equal to 10:** A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the *Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008.* **Where the Erosion hazard assessment has a risk score greater than 10:** A conceptual erosion and sediment control plan (ESCP) is prepared by a suitably qualified person for Council approval in accordance with the *Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008*.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement, with further details to be provided as part of the subsequent Operational Works phase of the project.	

City Plan code template

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

Please note:

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

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

9.4.6 Landscape work code

9.4.6.1 Application

This code applies to assessing Operational work – landscape work where indicated within **Part 5 Tables of assessment**.

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

9.4.6.2 Purpose

(1) The purpose of the Landscape Work code is to ensure high-quality landscape works that are consistent with the local landscape character and contribute to the overall image of the city.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) Landscape work enhances the visual and built form attributes of the development.
- (b) The identified landscape character, including areas of high scenic amenity of the locality is retained, reflected and enhanced by development.
- (c) Landscape work does not include any known pest species.
- (d) Vegetation to be retained is protected during construction.
- (e) Landscape work promotes safe and high quality places.
- (f) Landscape work is designed to promote conservation of natural resources and energy and water efficiency outcomes.
- (g) Landscape work is consistent with all relevant Australian/New Zealand Standards.
- (h) Landscape work is designed to complement the built form and provide enjoyable urban environments.

(i) Landscape work is supported by efficient ongoing maintenance programmes.

(j) Landscape works contributes to an attractive and shaded city.

9.4.6.3 Specific benchmarks for assessment

Table 9.4.6-1: Landscape work code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Landscape design			
PO1 All landscape work complements and enhances new and existing development and landscape values by: (a) responding to the opportunities and constraints of the site; (b) creating a sense of place and character; (c) providing long-term visual amenity; (d) reinforcing and enhancing the local landscape character; (e) ensuring it is suited to the environmental, climatic, soil and aspect conditions of the area; (f) having regard for ongoing efficient maintenance outcomes; and (g) contributing to a safe and inclusive environment through design. **Note: A Detailed landscape plan, prepared in accordance with SC6.12 City Plan policy – Landscape work, is required to demonstrate compliance with this provision.** **Note: Where a Statement of landscape intent has been endorsed through an earlier approval, the Detailed**	**AO1** No acceptable outcome provided.	The proposed landscaping works within the site are to be dealt with via a subsequent Operational Works application for Landscaping, though sufficient areas have been accommodated across the site for presentation plantings and for treatment of the development at the interface with the adjoining railway corridor. Further, proposed planting options within the central waterway corridor are detailed within the Rehabilitation Management Plan (refer Attachment D(ii)).	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
landscape plan should be in accordance with that approval.			
Selection of plant species			
PO2 Species selection must be those which respect the landscape character of the site and surrounds, the city image and which are best suited to the use, function, environmental, climatic, soil and aspect conditions.	**AO2** Landscape work utilises plant species that meet the Guidelines for plant selection and planting, contained in accordance with **SC6.12 City Plan policy – Landscape work.**	The proposed plant species for landscaping works within the site are to be dealt with via a subsequent Operational Works application for Landscaping. Further, proposed planting options within the central waterway corridor are detailed within the Rehabilitation Management Plan (refer Attachment D(ii)).	
PO3 Landscape work does not include any recognised pest species.	**AO3** Landscape Work does not include any undesirable plants as identified in **SC6.12 City Plan policy – Landscape work**.	The proposed plant species for landscaping works within the site are to be dealt with via a subsequent Operational Works application for Landscaping. Further, proposed planting options within the central waterway corridor are detailed within the Rehabilitation Management Plan (refer Attachment D(ii)).	
Retaining vegetation			
PO4 Best management practices must be utilised for all pre and post works treatment and all operational works associated with any tree or vegetation to	**AO4** Trees identified in a landscape intent or development approval for retention are protected in accordance with the Guidelines for retaining and protection of existing vegetation within the	The proposed management approaches for vegetation are detailed within the Rehabilitation Management Plan (refer Attachment D(ii)), with further information to be provided within a Construction Management Plan as part of the subsequent Operational Works phase.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
be retained and protected, relocated or propagated.	**SC6.12 City Plan policy – Landscape work**.		
Safety			
PO5 Landscaping contributes to a safe environment by: (a) providing clear sightlines; (b) minimising concealment spots; and (c) providing good visibility to entrance and exit points.	**AO5** No acceptable outcome provided. **Note: Refer to SC6.12 City Plan policy – Landscape work and SC6.11 City Plan policy – Land development guidelines, Section 5 – Public open space standards for guidance.**	The proposed landscaping works within the site are to be dealt with via a subsequent Operational Works application for Landscaping, though sufficient areas have been accommodated across the site for presentation plantings. Further, proposed planting options within the central waterway corridor are detailed within the Rehabilitation Management Plan (refer Attachment D(ii)).	
Mounding			
PO6 Mounding is sensitively designed as an integral part of the site works by being appropriate to their function, enhancing aesthetic appeal, and having regard for maintenance issues including future costs.	**AO6** Mounding is designed in accordance with **SC6.12 City Plan policy – Landscape work.**	N/A	
Batters			
PO7 Batters must: (a) be sensitively designed as an integral part of the development works, with the design being appropriate to their function and location; (b) be stabilised through sufficient landscape works to control soil erosion; and (c) enhance visual amenity.	**AO7** Batters are designed in accordance with **SC6.12 City Plan policy – Landscape work**.	The required treatment of any proposed future batters are to be detailed within a subsequent Operational Works application for Landscaping.	
Irrigation			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO8 All planting must aim to be maintained without the use of potable water from the City's water reticulation system for irrigation purposes.	**AO8** No acceptable outcome provided. **Note: Refer to SC6.12 City Plan policy – Landscape work for guidance.**	The proposed irrigation works within the site are to be dealt with via a subsequent Operational Works application for Landscaping.	
Hard surfacing			
PO9 All hard surfacing in open space areas and areas external to buildings must be designed to provide for safety, be functionally appropriate, enhance visual amenity, and have regard for ongoing maintenance requirements.	**AO9** Hard surfacing is designed in accordance with **SC6.12 City Plan policy – Landscape work.**	The proposed areas of hard surfacing – primarily the vehicular thoroughfares – are surrounded by extensive presentation landscaping treatments. Further information is to be provided via a subsequent Operational Works application for Landscaping.	
Public open space areas			
PO10 Landscape works in public open space areas (including open space dedicated as an open space contribution) must be designed to be appropriate to their function and location by: (a) utilising suitable land for its intended purpose; (b) incorporating, complementing and enhancing existing vegetation and ecological systems; (c) enhancing the visual amenity of local area and contributing to the amenity of the region; (d) providing an inclusive and sustainable community resource; and (e) reinforcing and enhancing hydraulic or drainage regimes on the site and within the adjacent surrounding areas.	**AO10** No acceptable outcome provided. **Note: Refer to SC6.12 City Plan policy – Landscape work and SC6.11 City Plan policy – Land development guidelines, Section 5 – Public open space standards for guidance.**	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO11 Landscape works in public open space areas (including open space dedicated as an open space contribution) are appropriately managed during the construction and subsequent maintenance phases.	**AO11**	N/A	

	An Open Space Management Plan prepared in accordance with **SC6.12 City Plan policy – Landscape work** is submitted where the site includes one or more of the following: (a) threatened flora or habitat for threatened fauna under the *Nature Conservation Act 1992*; (b) assessable vegetation; (c) includes retention of matters of environmental significance; (d) includes extensive areas of replanting and large rehabilitation areas; (e) includes wetlands, waterways and other drainage corridors; (f) requires storage of materials on-site during construction; (g) forms part of a wider open space system; (h) may be subject to sediment deposition or erosion; (i) includes fauna habitats that require protection or expansion, including habitat features; (j) includes areas of land subject to the **Bushfire hazard overlay map**; (k) incorporates significant public facilities or spaces likely to attract high visitation and use; or (l) incorporates treatment to the banks of wetlands, waterways or edges of other water bodies and other drainage corridors. **Note: Where an Open Space Management Statement has been endorsed through an earlier approval, the Open Space Management Plan should be in accordance with that approval.**		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO12 Landscape work is designed and constructed to achieve a reasonable and practicable response to all public risk – duty of care issues.	**AO12** The design and construction of Landscape work in public open space areas is consistent with all relevant Australian standards or other international landscape standards where a standard is not available in Australia or New Zealand for the specific work item or practice.	N/A	
Road reserves			
PO13 Landscape works undertaken in road reserve areas must be designed to provide: (a) a contribution to the greenscape of the city; (b) for safe movement of vehicular traffic and pedestrians including visibility and lighting; (c) appropriate species selection and sizes; (d) adequate growing medium for planting above and below ground; (e) water infiltration and subsoil drainage; (f) aesthetically pleasing streetscapes; (g) shade; (h) innovation in civic areas, such as engineered root volume solutions, permeable paving, aeration and deep watering systems; and (i) for functional operation of underground and above ground service infrastructure.	**AO13** No acceptable outcome provided. **Note: Refer to SC6.12 City Plan policy – Landscape work for guidance.**	N/A as the proposal does not include the establishment of any road reserve areas.	
Car parking			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO14 Landscape works associated with car park areas are to: (a) provide a contribution to the greenscape of the city; (b) be sited appropriately; (c) provide adequate growing medium for planting above and below ground; (d) utilise appropriate species, hardsurfacing and associated hardscape with relation to the function, use and character of the locality; (e) reduce the visual impact of the carpark from surrounding areas; and (f) provide shade and screening where appropriate.	**AO14** No acceptable outcome provided. **Note: Refer to SC6.12 City Plan policy – Landscape work for guidance.**	The proposed landscaping works within the site are to be dealt with via a subsequent Operational Works application for Landscaping, though sufficient areas have been accommodated for the establishment of landscape works around proposed visitor car parking areas.	
Landscape buffer			
PO15 Landscaped buffers: (a) are sensitively designed as an integral part of the site; (b) incorporate retained native vegetation; (c) are appropriate to their function; (d) are of a sufficient width; (e) enhance visual amenity; and (f) have appropriate maintenance regimes.	**AO15** No acceptable outcome provided. **Note: Refer to SC6.12 City Plan policy – Landscape work for guidance.**	The proposed landscaping works within the site are to be dealt with via a subsequent Operational Works application for Landscaping, though sufficient areas have been accommodated for the establishment of landscape buffers (most notably the 5m wide area abutting the future acoustic barrier).	

City Plan code template

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

Please note:

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

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

9.4.12 Solid waste management code

9.4.12.1 Application

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

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

9.4.12.2 Purpose

(1) The purpose of the Solid waste management code is to ensure development provides appropriate solid waste and recycling storage and servicing facilities.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) Development provides waste and recycling storage and servicing points that are safe, convenient, efficient, appropriately sized, and minimise disruption to traffic.
- (b) Waste and recycling storage and servicing facilities minimise risk to public health and the environment.
- (c) The location and design of waste and recycling storage and waste servicing points protect the amenity of occupants and adjoining properties.
- (d) Development provides suitable waste management measures in non-serviced areas.

9.4.12.3 Specific benchmarks for assessment

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Waste and recycling storage and bin wash-down facilities			
PO1 Development provides waste and recycling storage and servicing facilities that are safe, convenient, efficient, appropriately sized for the type and volume of waste generated.	**AO1.1** Development includes waste storage points of sufficient size to accommodate the required number of waste and recyclable bins consistent with **SC6.15 City Plan policy –Solid waste management**.	As detailed within the supporting Traffic Engineering Report (refer Attachment E(iv)), based on the development being wholly residential, it is expected that general refuse will occur fortnightly. The waste will be collected on-site, from the kerbside. TTM have conducted a swept path analysis (refer Appendix B) demonstrating that an RCV can collect all kerb side wheelie bins via the left-hand side of the vehicle. This refuse collection is likely to occur off peak.	
	AO1.2 Waste and recycling storage points are located, designed and sized consistent with **SC6.15 City Plan policy – Solid waste management**.	Refer to the supporting Traffic Engineering Report (refer Attachment E(iv)) that demonstrates adherence with this provision.	
	AO1.3 Development with a dwelling above the third storey include appropriate waste removal systems which incorporate: (a) waste chutes; (b) hoppers; and (c) separate waste storage rooms. **Note: Waste removal system design is to be consistent with SC6.15 City Plan policy – Solid waste management.**	N/A	
	AO1.4 Development that includes a commercial kitchen or generates clinical or related waste incorporate additional waste facilities consistent with **SC6.15 City Plan policy –Solid waste management**.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
PO2 Development provides a bin wash-down facility that maintains appropriate environmental health and amenity standards.	**AO2** Development includes appropriately sized and located bin wash-down facilities consistent with **SC6.13 City Plan policy –Solid waste management**.	N/A	
Amenity			
PO3 Waste and recycling storage and servicing points are appropriately located and designed for convenient and safe access by all users and to minimise the potential for nuisance to occupants of the development or adjoining properties.	**AO3.1** Direct unobstructed paths exist between waste and recycling storage and servicing points and road frontages.	Compliant.	
	AO3.2 Waste and recycle storage points are screened by solid fencing or vegetation to ensure they are not visible from a public place or sensitive land use.	N/A	
Waste servicing			
PO4 Waste and recycling servicing points are appropriately located and designed to facilitate safe, unobstructed and efficient servicing of waste containers.	**AO4** Waste and recycling servicing points are located, designed and sufficiently sized consistent with **SC6.15 City Plan policy –Solid waste management**. **Note: Regulation of the access, stopping and manoeuvring of refuse collection vehicles are subject to meeting, Part 9.4.13 Transport code and associated City Plan guidelines.**	Refer to the supporting Traffic Engineering Report (refer Attachment E(iv)) that demonstrates adherence with this provision.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Non-serviced areas			
PO5 Developments in non-serviced areas have appropriate solid waste management measures to adequately service the development. **Note: For Commercial developments a Waste management plan, prepared in accordance with SC6.15 City Plan policy – Solid waste management, is Council's preferred method of addressing the above outcome.**	**AO5** No acceptable outcome provided.	N/A	

City Plan code template

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

Please note:

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

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

9.4.13 Transport code

9.4.13.1 Application

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

(a) establishing in an existing lawful non-residential premises; and

(b) involving:

  (i) no building work (other than an internal fit-out); or

  (ii) only minor building work; and

(c) the development results in no loss of car parking spaces.

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

9.4.13.2 Purpose

(1) The purpose of the Transport code is to ensure transport needs associated with the development of land are met.

(2) The purpose of the code will be achieved through the following overall outcomes:

  (a) Development –

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

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

(b) An integrated transport system is provided that:

(i) is convenient, efficient and flexible, being able to accommodate major events and provide a high level of connectivity between all activity centres, urban neighbourhoods, mixed use and industrial areas, inclusive of all modes, including active transport networks;

(ii) supports well designed urban development, which is concentrated within activity centres and urban neighbourhoods, that is easy to access via frequent public transport, walking and cycling, thereby reducing the need to travel by car;

(iii) supports community and privately operated transport services as viable alternatives to the private car;

(iv) reduces congestion and car dependency and significantly increases levels of walking, cycling and public transport use; and

(v) ensures existing and future transport corridors are protected.

(c) Active transport networks are provided that:

(i) are direct, safe, pleasant and comfortable to make walking and cycling an attractive alternative to the car;

(ii) ensure development within centres and urban neighbourhoods, including the light rail corridor have access to high quality active transport infrastructure including paths, bicycle parking and end of trip facilities;

(iii) are directly connected to local attractions and services;

(iv) are clear and easily accessed; and

(v) ensure the active transport infrastructure are completed in the early stages of development.

(d) Public transport networks are provided that:

(i) are of a standard and quality to provide an attractive alternative to the car;

(ii) ensure district and regional level community uses are within walking distance of public transport facilities; and

(iii) are clear and easily accessed.

(e) A road network is provided that:

(i) is developed and managed efficiently and meets the city's needs for the movement of people and goods, and can be safely shared by all users;

(ii) ensures development impacts on amenity caused by traffic and parking is consistent with the community's reasonable expectations for the intended use;

(iii) develops local road networks that are permeable and legible to facilitate a high level of connectivity, are safe and are shared with active and public transport;

(iv) ensures developments are designed for safe and efficient waste collection, carried out with minimal disruption or impact to the road network; and

(v) within the Coomera Town Centre area, provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections that is guided by the indicative access and mobility outcomes in Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility..

(f) Major freight corridors and haulage routes:

(i) are protected from incompatible uses and ensure their safe and efficient operation.

(g) Navigable waterways:

(i) support active and public transport facilities in waterfront locations for public water transport and enhance access to the city's waterways.

9.4.13.3 Specific benchmarks for assessment

Table 9.4.13-2: Transport code – for assessable development

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Car parking				
PO1 Development provides off-street car parking to accommodate the parking demand. OR Where located in the Centre zone or the Southport Priority Development Area at rates that: (a) reduce congestion and car dependency; (b) maximise the efficiency of car parking provided; and (c) encourage alternative transport options such as walking, cycling and the use of public transport.	**AO1** Off- street car parking spaces are provided in accordance with the identified relevant table as follows:		The proposed development accommodates 2 x undercover car parking spaces for each dwelling unit, with 35 x visitor parking spaces provided within the development. The proposal complies.	
	Location	**Off-street car parking rate**		
	All zones except: (a) Centre zone; (b) High density residential zone (where located in the Transport hub area in **Figure 9.4.13-1**); or (c) Special purposes zone – Special development area precinct – Southport Priority Development Area	**Table 9.4.13-3**		

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	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 Development ensures that access to car parking spaces is provided for employees and bona fide visitors.	**AO2** Car parking spaces for employees and visitors do not have gateways, doors or similar devices which restrict vehicular access.		The proposal complies.	
PO3 Extensions to development are provided with additional car parking spaces to meet the increased parking demand. **Note: Additional car parking spaces are not required where it can be demonstrated that the existing parking on-site was in excess of the City Plan requirements at the time of approval or the applicable parking rates currently in effect or results in the loss of existing pedestrian and cycling facilities.**	**AO3** Extensions to development provide additional car parking spaces based on the increased TUA.		N/A	
Travel demand measures				
PO4	**AO4.1**		N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Development provides alternative modes of travel to reduce dependency on private vehicle usage.	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**.		
	AO4.2 Development applies the car sharing travel demand measure in accordance with **Table 9.4.13-7: Travel demand measures**, where: (a) located in the Centre zone and not identified in the Transport hub area in **Figure 9.4.13-1: Transport hub area**; or (b) located in any other zone (except the Centre zone).	N/A	
Servicing			
PO5 Development accommodates for the required design service vehicle, including waste collection vehicles to service the development.	**AO5** Development is designed to cater for the largest service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**.	As demonstrated within the accompanying Traffic Engineering Report (refer Attachment E(iv)), the proposed development provides road circulation aisles that enable access and movements by a Council refuse vehicle. The proposal complies.	
PO6 Development is designed to ensure: (a) that areas are provided for loading and unloading of service vehicles; (b) that loading operations are contained wholly within the site; and (c) that pathways from service areas to tenancies are an appropriate width to allow for pallets and trolleys to manoeuvre without conflicting with doors, gates or landscaping.	**AO6.1** Development is designed to provide for the design service vehicle in accordance with **Table 9.4.13-8: Service vehicle requirements**.	As demonstrated within the accompanying Traffic Engineering Report (refer Attachment E(iv)), the proposed development provides road circulation aisles that enable access and movements by a Council refuse vehicle. The proposal complies.	
	AO6.2 Service areas are designed in accordance with *AS2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO7 Development ensures that service vehicle routes to and from the development minimise impacts on residential safety and amenity.	**AO7** 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.	As demonstrated within the accompanying Traffic Engineering Report (refer Attachment E(iv)), the proposed development provides road circulation aisles that generally adhere to these requirements to facilitate servicing by a Council refuse vehicle. The proposal complies.	
Public transport network			
PO8 Development that attracts a high proportion of people using high frequency public transport incorporates on-site provision for integration with the public transport network. This includes appropriate pedestrian and cyclist linkages which are safe, attractive and convenient to use and connected with adjoining uses, public areas and the functional road hierarchy.	**AO8** Development provides for the integration of an off-road public passenger transport facility for the following land uses: (a) Air services; (b) Educational establishment (new and existing); (c) Hospital; (d) Major sport, recreation and entertainment facility; (e) Shop (2,000m² or greater); and (f) Tourist attraction.	N/A	
PO9 Development that attracts a reasonable proportion of people utilising public transport and is located within 400m walking distance of an existing or future: (a) bus stop on a high frequency public transport route; (b) light rail station; and (c) heavy rail station; provides appropriate pedestrian and cyclist linkages, including crossing points, which are safe, attractive and	**AO9** 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/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
convenient to use and connect with public transport infrastructure.			
Active transport network			
PO10 Development ensures that adequate off-street bicycle parking and end-of-trip facilities are provided to encourage use and meet the needs and volumes of predicted pedestrian and cyclist users.	**AO10.1** Development provides off-street bicycle parking and end-of-trip facilities in accordance with **Table 9.4.13-10: Bicycle parking rates** and **Table 9.4.13-11: End-of-trip facilities for active travel users**. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	Able to be accommodated within each proposed dwelling unit.	
	AO10.2 Development locates end-of-trip facilities within the site in close proximity to areas of bicycle parking and entrances to the site and/or building.	N/A for this proposal.	
	AO10.3 Signage for end-of-trip facilities and bicycle parking areas is provided within the site at: (a) ground level, external to buildings, identifying the location of bicycle parking areas; and (b) at bicycle parking areas, indicating the location of end-of-trip facilities.	N/A for this proposal.	
PO11 Development ensures that access for pedestrians and cyclists from the street frontage and from any car parking or set down area to the main entry of the building is designed to provide safe	**AO11.1** Development with 20 dwellings or less and have a single road frontage, provides a footpath, separated from the extension of the access driveway, from the property boundary for a distance equivalent to the zone front setback.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
movement. It should be convenient and clearly identifiable and avoid conflict with vehicle movements.	**AO11.2** Development with 20 dwellings or less and have more than 1 road frontage, provides a pedestrian and cyclist pathway from the primary road frontage that is separated from vehicle movements for a distance equivalent to the zone front setback.	N/A	
	AO11.3 Development with 21 dwellings or more provides for at least 1 continuous pedestrian and cyclist pathway from each road frontage that is separated from vehicle movements.	The proposal adheres to this requirement, with a continuous pathway provided that circulates within the site.	
	AO11.4 Pathways are to be designed and constructed in accordance with *AS1428.1-2009: Design for access and mobility Part 1: General requirements for access – New building work*.	Able to comply.	
	AO11.5 Where a non-residential land use is to occupy an established residential premises, there is no requirement to provide for a pathway from any road frontage.	N/A	
PO12 Development ensures that off-street bicycle parking areas are designed to be: (a) located outside pedestrian movements paths and be visible from the street (casual surveillance); (b) easily accessible from the road; (c) arranged so that parking and unparking manoeuvres in a car park do not damage adjacent bicycles;	**AO12** Development provides bicycle parking within the site that is designed, constructed and maintained in accordance with the *Cycling Aspects of Austroads* and *AS2890.3:2015 Parking facilities – Part 3: Bicycle parking* and the following: (a) employee and residential bicycle parking is provided to a User Class 2 classification accessed by users with a key or security device; (b) visitor (residential and non-residential) is provided to a User Class 3 classification,	N/A for this proposal based on each dwelling unit having secure access areas to accommodate bicycles.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
(d) as close as practical to the cyclists ultimate destination; (e) well lit by appropriate lighting; and (f) protected from the weather.	positioned at ground level in a visible line of sight to the developments main entry; and (c) ramps and pathways be provided as direct as possible from the roadway and/or pathways to the bicycle parking facilities.		
PO13 Development ensures that access for pedestrians and cyclists to and from the site is designed to be direct, safe, pleasant and comfortable environments that connect people with places of local interest, services, public transport facilities and neighbourhoods.	**AO13** Development provides for a disability access compliant shared path or footpath along the frontage of the site within the road reserve, designed and constructed in accordance with the **Functional road hierarchy network as shown on the Zone map** and **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	Able to comply, subject to detailed design at the subsequent Operational Works stage of the project.	
PO14 Development contributes to the safe and efficient provision and operation of the bicycle network.	**AO14.1** Development that abuts a service road as shown on the **Bicycle network classification map** provides: (a) 2m on-road exclusive bike lane to be constructed along the full frontage of the site – development side only; and (b) on-road exclusive bicycle lanes (full-time; minimum 2.0 metres in width) through any new intersection with the required navigational aids such as (but not limited to) directional signage, route markers, pavement treatments and schematic signage. **Note: This AO does not apply to the following uses:**	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	• **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less)**		
	AO14.2 Development that abuts a Principal route or District route as shown on the **Bicycle network classification map** provides a 3m off-road shared footpath to be constructed along the full frontage of the site – development side only. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	N/A	
	AO14.3 Development that abuts a Neighbourhood route as shown on **Bicycle network classification map** provides a 2.5m off-road shared footpath to be constructed along the full frontage of the site – development side only. **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	N/A	
	AO14.4 Development that abuts a Principal route, District route or Neighbourhood route as shown on **Bicycle network classification map** provides a 2m wide on-road cycle lanes.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	Note: This AO does not apply to the following uses: • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**		
	AO14.5 Footpaths and on-road cycle lanes are designed and constructed in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	Able to comply, subject to detailed design at the subsequent Operational Works stage of the project.	
	AO14.6 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	Noted.	
Roads and freight			
PO15 Where new development creates public road, the road is to be constructed to an appropriate standard.	**AO15.1** Development provides public roads that are designed and constructed in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards** and *Austroads*.	N/A for this proposal.	
	AO15.2 Development provides public roads which prevent the need for traffic calming devices to manage vehicle design speed, deter through traffic and create safe conditions for pedestrians and cyclists.	N/A for this proposal.	
PO16 Where development provides for an access easement, the easement: (a) is an adequate width;	**AO16** No acceptable outcome provided.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
(b) is constructed to a standard appropriate to the situation; and (c) does not result in unreasonable detriment or nuisance to an adjacent premises.			
PO17 Development ensures that corner lots to a public roadway provide a corner truncation to ensure safety, functioning and visibility at the intersection.	**AO17.1** Development provides for a corner truncation, if not already provided, at each corner of a site to a public roadway.	N/A	
	AO17.2 Land required to provide a corner truncation made by three equal chords of a 6m radius (8m where in an Industrial estate) on the corner of the site to a public roadway must be dedicated to Council as road reserve.	N/A	
	AO17.3 At roundabouts and intersections, the truncation must be enlarged to maintain verge widths and sight line requirements.	N/A	
	AO17.4 In brownfield areas, the truncation must not reduce the size of the existing verge area.	N/A	
	AO17.5 At the entry/exit to a laneway, the truncation is an area made by one chord of a 2m radius.	N/A	
PO18 Development that provides a new intersection is designed to ensure: (a) safety and does not compromise the efficiency, function, convenience of use or capacity of the road network;	**AO18.1** Development that creates a new intersection within a public roadway ensures that the intersection is designed and constructed in accordance with *Austroads* and **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
(b) verge areas that provide sufficient area for safe pedestrian and cycling movement; and (c) sufficient area to provide essential services and infrastructure, including traffic management.	**AO18.2** In brownfield areas, verge areas are not to be reduced but may be widened to accommodate essential services and infrastructure, including bicycle and pedestrian pathways and public transport infrastructure.	Noted – subject to detailed design at the Operational Works stage of the project.	
Ingress and egress			
PO19 Development ensures that all vehicles ingress and egress the site in a forward gear.	**AO19** Development is designed so that all vehicle classes enter and exit the site in a forward gear, unless otherwise stated in **Table 9.4.13-8: Service vehicle requirements.** **Note: This AO does not apply to the following uses:** • **Dwelling house;** • **Secondary dwelling;** • **Dual occupancy; or** • **Multiple dwelling (where there are 3 dwellings or less).**	The proposed development provides road circulation aisles that enable access and movements by a Council refuse vehicle. The proposal complies.	
Integrated transport and land use			
PO20 Development is: (a) appropriately located to reduce the need to travel by car and is accessible by public transport, walking and cycling; and (b) designed to reduce impacts on the amenity, safety and operation of the road network through appropriate measures to ensure that the function and capacity of the road network is not compromised.	**AO20** A Traffic Impact Assessment is prepared and submitted to Council in the following instances: (a) when the development is identified as "any other use not listed in this table" or "any other undefined use" in **Part 5 – Tables of assessment;** (b) when the development is freight dependent; (c) when vehicle access will be required to a road identified on the **Function road hierarchy map;** (d) when vehicle access will be required to a service road as identified on the **Pacific motorway service road types overlay map**;	Refer to the accompanying Traffic Engineering Report (refer Attachment E(iv)).	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	(e) when vehicle access will be required within 100m of a signalised intersection; (f) when vehicle access will be required within 50m of a roundabout; or (g) when a new intersection is proposed.		
PO21 Development is not located in areas that compromise future transport corridors, including roads, public transport and active transport.	**AO21** Land shown on **the zone maps** for the purposes of existing or future road network infrastructure, is to be dedicated to Council as public road.	N/A	
PO22 Staged development is planned, designed and constructed to ensure that: (a) the construction of active and public transport infrastructure occurs in initial stages of development; and (b) adequate car parking is provided for each stage to support the function of the development.	**AO22** No acceptable outcome provided.	N/A for this proposal.	
PO23 Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections. **Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2.**	**AO23** No acceptable outcome provided.	N/A	
General			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
PO24 New development ensures continuous circulation aisles are provided linking all driveways and intersections to access car parking modules and service areas, and avoids the use of the road network when accessing areas within the development.	**AO24.1** All car parking modules and service areas are accessed by circulation aisles.	As demonstrated within the accompanying Traffic Engineering Report (refer Attachment E(iv)), the proposed development provides road circulation aisles that enable access and movements by a Council refuse vehicle. The proposal complies.	
	AO24.2 Circulation aisles are not disconnected by car parking modules or service areas.	N/A	
	AO24.3 All access driveways are linked by circulation aisles free from parking manoeuvres.	As demonstrated within the accompanying Traffic Engineering Report (refer Attachment E(iv)), the proposed development provides road circulation aisles that enable access and movements by a Council refuse vehicle. The proposal complies.	
	AO24.4 All vehicles can circulate throughout the new development in a forward gear without performing reverse manoeuvres.	As demonstrated within the accompanying Traffic Engineering Report (refer Attachment E(iv)), the proposed development provides road circulation aisles that enable access and movements by a Council refuse vehicle. The proposal complies.	
PO25 Off street car parking areas are designed to: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) clearly distinguishable from pedestrian paths and entry points;	**AO25.1** Off street car parking is designed, constructed, line marked and maintained in accordance with *AS2890.1:2004 – Parking facilities – Part 1: Off-street car parking*, *AS2890.2–2002 Parking facilities – Part 2: Off-street commercial vehicle facilities, AS/NZS 2890.6:2009 Parking facilities Part 6: Off-street parking for people with disabilities* and *AS1428.1–2009: Design for access and mobility Part 1: General requirements for access – New building work*.	As demonstrated within the accompanying Traffic Engineering Report (refer Attachment E(iv)), the proposed development's road circulation aisles and car parking arrangements have been designed to adhere with these standards, therefore the proposal complies.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
(d) be easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there is no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; and (g) be marked and maintained to the current relevant standard.	**AO25.2** The entry/exit to a driveway, internal to the property boundary of the development, is separated by a central island containing an intercom or similar electronic access device. The intercom (or similar device) is to be setback 4m from the property boundary. OR The intercom: (a) is positioned on the right hand side of the access driveway against a wall; and (b) setback 4m from the property boundary, internal to the development. **Note: The intercom system is only required where visitor car parking is provided behind a security gate.**	Noted, subject to detailed design.	
	AO25.3 Development does not provide pavement humps or raised platforms in queuing areas.	Noted, subject to detailed design.	
	AO25.4 Development is designed so that vehicles do not reverse across marked pedestrian crossings.	Noted, subject to detailed design.	
PO26 Car parking spaces do not restrict any other space unless it is in a tandem arrangement where no inconvenience arises from its use.	**AO26.1** Tandem car parking (2 car spaces parked nose to tail) are counted as 1 space, except in the following cases: (a) the spaces are designated and signed for residential purposes of the same dwelling; or (b) the spaces are designed and signed for the occupants of the site, in a single tenancy; or (c) the off-street car parking is to be operated as a privately operated public car park with on-site management whereby the off-street tandem car	The proposed development provides some tandem car parking arrangements, which adhere to these requirements.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
	parking spaces may be counted as no greater than 1.5 spaces.		
	AO26.2 The minimum length of a tandem car space is 10.4m.	Not applicable.	
	AO26.3 The minimum length of a tandem garage is 11m.	The proposed development provides some tandem car parking arrangements, which adhere to these requirements.	
PO27 Development ensures that where provision is made for a porte cochere, it is designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the porte cochere must accommodate vehicles entirely within the site, including the queuing of vehicles.	**AO27** The porte cochere is to be a minimum of 4.5m in height.	N/A	

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

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

Land use	Minimum number of off-street car parking spaces	
Adult store	5 per 100m² of TUA (total use area)	
Agricultural supplies store	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Animal husbandry	1 per staff in addition to parking provided for the primary dwelling	
Animal keeping	1 per staff in addition to parking provided for the primary dwelling	
Bar	5 per 100m² of TUA	
Brothel	1 per each room plus 1 per 2 staff	
Bulk landscape supplies	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Caretaker's accommodation	2	
Car wash	**DIY car wash**	0
	Hand-wash	1 per 2 staff
Child care centre	1 per staff plus 1 per 5 children enrolled, which may be provided as a passenger set-down/pick-up area	
Club	6 per 100m² of TUA	
Community care centre	14, plus 5 per 100m² of TUA	
Community residence	2 plus 1 for a manager residence OR resident support worker	
Community use	6 per 100m² of TUA	
Crematorium	10 per 100m² of TUA	
Cropping	1 per staff in addition to parking provided for the primary dwelling	
Dual occupancy	2 per dwelling	
Dwelling house	**Dwelling house**	1 per 1 bedroom dwelling
		2 per dwelling with 2 or more bedrooms
	Secondary dwelling where 80m² or less	1

Land use	Minimum number of off-street car parking spaces	
	Secondary dwelling where greater than 80m²	2
Dwelling unit	2	
Educational establishment	**Preparatory**	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Primary	1 per staff
	Secondary	1 per staff plus 1 per 10 Year 12 students
	Before and after school care	1 per staff, plus 1 per 5 children enrolled which may be provided as a passenger set-down/pick-up area
	Tertiary and further education	To be determined upon submission of a Car Parking Assessment to Council
	In addition to the car parking requirements a set down/pick-up area is provided.	
Food and drink outlet	5 per 100m² of TUA, plus queuing area for 10 vehicles for any drive-thru facility from the collection point	
Function facility	10 per 100m² of TUA	
Funeral parlour	The greater of: (a) 1 per 10m² of TUA; or (b) 1 per 2.5 persons, based on maximum occupancy	
Garden centre	10, plus 1 space per 100m² of TUA in excess of 3,000m²	
Hardware and trade supplies	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Health care services	5 per 100m² of TUA	
High impact industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Home based business	2, in addition to parking provided for the primary dwelling	
	Bed and breakfast	1 per guest room in addition to parking provided for the primary dwelling
	Home office	1, in addition to parking provided for the primary dwelling
	Home based child care	0
Hospital	0.8 per staff plus 1 per 2 beds	

Land use	Minimum number of off-street car parking spaces	
Hotel	6 spaces per 100m² of TUA and 1 space per short term/serviced apartment plus queuing area for 10 vehicles for any drive-through facility from the collection point	
Indoor sport and recreation	**Gymnasium (where 24hr and no classes)**	1 per 20m² of TUA
	Amusement parlour	5 per 100m² TUA
	Squash or enclosed tennis court	6 per court
	Indoor cricket or other court game	20 per court
	Swimming pool or skating rink	15, plus 1 per 100m² of TUA
	Any other operation	1 per 10m² of TUA
Intensive animal industry	1 per staff in addition to parking provided for primary dwelling	
Intensive horticulture	1 per staff in addition to parking provided for primary dwelling	
Low impact industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Marine industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Market	1 per 2 stalls	
Medium impact industry	**Medium impact industry**	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²
	Salvage Yard	0.7 per 100m² of TUA, with a minimum of 5 spaces
Multiple dwelling	(a) 1 per 1 bedroom unit or dwelling (b) 1.25 per 2 bedroom unit or dwelling (c) 1.5 per 3 bedroom unit or dwelling (d) 2 per 4 bedroom unit or dwelling (e) *2 plus 1 per 10 units or dwellings for visitors **Note: At least 50% of visitor parking to be provided in a single location**	
Nightclub	5 per 100m² of TUA	
Office	**Office, if real estate agent**	To be determined upon submission of a Car Parking Assessment to Council
	Office, if call centre	To be determined upon submission of a Car Parking Assessment to Council

Land use	Minimum number of off-street car parking spaces	
	Office n.e.i	3 per 100m² of TUA
Outdoor sales	**Vehicle hire**	3 per 100m² of TUA plus 1 per 1.5 vehicles in the vehicle hire fleet and 1 on-site wash bay
	Motor vehicles sale yard	3 per 100m² of TUA plus 0.5 per 100m² of display area
Outdoor sport and recreation	**Tennis court**	4 per court
	Lawn bowls (stand-alone)	20 per green
	Swimming pool	15, plus 1 per 100m² of TUA
	Golf course	The greater of: • 4 per hole, plus 3 per 100m² of TUA of clubhouse; or • 6 per 100m² of TUA of clubhouse
	Football ground	50 per field
	Any other court game	20 per court
Permanent plantation	1 per staff in addition to parking provided for the primary dwelling	
Place of worship	1 per 2.5 persons, based on maximum occupancy	
Port services	**Marina**	(a) 0.6 per wet berth designed for boats 10m and under; (b) 0.8 per wet berth designed for boats between 10m and 15m; (c) 1 per wet berth designed for boats greater than 15m; (d) 0.2 per dry berth or swing mooring; plus (e) 0.5 spaces per staff; (f) 1 per 50m² TUA of ancillary activities associated with the marina.
Relocatable home park	**Relocatable home park**	1 per relocatable home plus 1 per 5 homes for visitors
Research and technology industry	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	
Resort complex	1 per 4 dwellings	

Land use	Minimum number of off-street car parking spaces	
Retirement facility	**Low care facility**	1 per independent living, self contained dwelling plus 1 per 4 dwellings for visitor car parking, and 1 per staff based on maximum residential occupancy **Note: 50% of visitor parking to be provided in a single location**
	Medium care facility	1 per 2 beds plus 1 per 2 dwellings for visitor car parking, and 1 per staff based on maximum residential occupancy **Note: 50% of visitor parking to be provided in a single location**
	High care facility	1 per 4 beds plus 1 per 2 dwellings for visitor car parking, and 1 per staff based on maximum residential occupancy **Note: 50% of visitor parking to be provided in a single location**
Roadside stall	4	
Rooming accommodation	**Student accommodation**	1 per 2 students, based on maximum occupancy plus 1 for a manager residence
	Hostel	1 per room, excluding communal areas, plus 1 for a manager residence
	Any other operation	To be determined upon submission of a Car Parking Assessment to Council
Rural industry	1 per staff in addition to parking provided for primary dwelling plus 1 visitor space	
Sales office	**Sales office**	5
	Display dwelling	0
Service industry	**Service industry**	5 per 100m² of TUA
	Laundromat	5 per 100m² of TUA
Service station	2, plus 5 per 100m² of TUA	
Shop	5 per 100m² of TUA	
Short-term accommodation	1 per room plus 1 per managers residence	
Showroom	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²	

Land use	Minimum number of off-street car parking spaces	
Theatre	**Stand-alone**	To be determined upon submission of a Car Parking Assessment to Council
	Where part of a shopping centre	1 per 8 seats
Tourist attraction	**Existing**	To be determined upon submission of a Car Parking Assessment to Council
Tourist park	**Caravan park**	11 per 10 sites plus 1 per 10 sites for visitors
	Holiday cabins	1 per site or cabin plus 1 per 10 sites for visitors
Transport depot	To be determined upon submission of a Car Parking Assessment to Council	
Veterinary services	5 per 100m² of TUA	
Warehouse	**Warehouse**	2 per tenancy or lot plus 1 per 50m² of TUA up to and including 500m², and 1 per 100m² of TUA over 500m²
	Self storage sheds	1 per 10 storage sheds plus 3.3 per 100m² of TUA for administration
Wholesale nursery	10, plus 1 space per 100m² of TUA in excess of 3,000m²	
Winery	To be determined upon submission of a Car Parking Assessment to Council	
Any other land use or land use operation	To be determined upon submission of a Car Parking Assessment to Council	

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

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

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Where the property boundary of a development directly abuts a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 100m² of TUA
Centre zone	Within 800m walking distance	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m² of TUA
High density residential zone	Within mapped boundaries of the Transport hub area	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwelling for visitors
High density residential zone	Within 400m walking distance	Non-residential	1 per 100m² of TUA
High density residential zone	Within 800m walking distance	Non-residential	1 per 75m² of TUA

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

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

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

Centre zone	Land Use	Minimum number of off-street car parking spaces
Principal centre		
Coomera	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 4 units
	Non-residential	1 per 100m² of TUA
Specialist centre		
Bundall	Office	2.5 per 100m² of TUA
	Food and drink outlet, shop, service industry	2.5 per 100m² of TUA
	Any other land use	Refer to **Table 9.4.13-3: Car parking rates**
Varsity Central/ Bond University	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Residential – serviced and short-term accommodation	1 per 2 units, plus 1 for a manager residence
	Non-residential	Refer to **Table 9.4.13-3: Car parking rates**
Bond University campus	Residential – serviced and short-term accommodation where on Lot 10 on SP148599	1 per 4 units, plus 1 for a manager residence
Varsity Station Village	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m² of TUA
Biggera Waters (Harbour Town)	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
Major centre		
Nerang	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA

Centre zone	Land Use	Minimum number of off-street car parking spaces
Coolangatta	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
Helensvale	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m² of TUA
District centres		
Burleigh	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
Oxenford	All	Refer to **Table 9.4.13-3: Car parking rates**
Ormeau	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	5 per 100m²
Pimpama **Old Pacific Highway, Pimpama**	All	Refer to **Table 9.4.13-3: Car parking rates**
Coomera City Centre Days Rd and City Centre Drive	All	Refer to **Table 9.4.13-3: Car parking rates**
Hope Island Marina Quays Dr	All	Refer to **Table 9.4.13-3: Car parking rates**
Runaway Bay Shopping Centre Cnr Morala and Lae Dr	All	Refer to **Table 9.4.13-3: Car parking rates**
Ashmore City Cnr Southport-Nerang Rd and Currumburra Rd	All	Refer to **Table 9.4.13-3: Car parking rates**
Ashmore Plaza Cotlew St	All	Refer to **Table 9.4.13-3: Car parking rates**
Southport Park Shopping Centre Cnr Drury Av, Ferry Rd and Benowa Rd	All	Refer to **Table 9.4.13-3: Car parking rates**

Centre zone	Land Use	Minimum number of off-street car parking spaces
Q-Superstore Cnr Bermuda and Markeri St	All	Refer to **Table 9.4.13-3: Car parking rates**
Mudgeeraba Village	All	Refer to **Table 9.4.13-3: Car parking rates**
Treetops (Urbia) Cnr Bermuda Street and Reedy Creek Rd	All	Refer to **Table 9.4.13-3: Car parking rates**
West Burleigh Shopping Centre Reedy Creek Rd, Burleigh Waters	All	Refer to **Table 9.4.13-3: Car parking rates**
Palm Beach	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m² of TUA
The Pines Shopping Centre Cnr K P McGrath Dr and Guineas Creek	All	Refer to **Table 9.4.13-3: Car parking rates**
Tugun	Residential	1 per unit or dwelling plus 1 per 10 for visitors
	Non-residential	3.3 per 100m² of TUA
All other centres	All	Refer to **Table 9.4.13-3: Car parking rates**

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

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

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Precinct 1	Where the property boundary of a development directly abuts a Light rail station platform	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	0
	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 100m² of TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m² TUA
Precinct 2	Within the boundaries of the precinct	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m² TUA

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Precinct 3	Within 400m walking distance	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 100m² TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m² TUA

Table 9.4.13-7: Travel demand measures

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

Table 9.4.13-8: Service vehicle requirements

Site area (m^2)	Service vehicle requirements
Less than 1,000m^2	Demonstrate that the development can accommodate the design service vehicle – in accordance with **Table 9.4.13-9: Minimum class of service vehicle** – but a separate service bay and associated manoeuvring area are not required. Where it can be demonstrated that loading and unloading of goods and services can take place within the road reserve, in accordance with the Department of Transport and Main Roads Manual of Uniform Traffic Control Devices, without impact on the safe and efficient operation of traffic – including pedestrian and cyclists – and with no detrimental impact on surrounding amenity consistent with the community's reasonable expectations, Council may determine that heavy rigid vehicle (HRV) and articulated vehicle (AV) access in not required.
1,000m^2 to <2,000m^2	(a) Service bay to accommodate the design service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**. (b) Restricted manoeuvring from a public roadway is allowed for a heavy rigid vehicle (HRV) and/or articulated vehicle (AV) is the design service vehicle. (c) Full on-site manoeuvring is required all for all other classes of service vehicle (VAN, SRV & MRV).
2,000m^2 to <4,000m^2	(a) Service bay to accommodate the design service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**. (b) Restricted manoeuvring from a public roadway is allowed for an articulated vehicle. (c) Full on-site manoeuvring is required all for all other classes of service vehicle (VAN, SRV, MRV, LRV, RCV & HRV).
4,000m^2 and greater	(a) Service bay to accommodate the design service vehicle in accordance with **Table 9.4.13-9: Minimum class of service vehicle**. (b) Full on-site manoeuvring is required all for all classes of service vehicle.
Editorial note – Restricted manoeuvring is designed as a single point reverse manoeuvre from the public roadway into the site to access a servicing area. This manoeuvre may be performed from the kerbside lane where it is clearly demonstrated that the design vehicle can achieve the manoeuvre to access the service area.	

Table 9.4.13-9: Minimum class of service vehicle

Where waste collection is required to be provided for on-site, and the stated service vehicle in the table below is less than a Council refuse collection vehicle, then the development must be designed to cater for a waste collection vehicle in accordance with **SC6.15 City Plan policy – Solid waste management** (or as amended) and **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards** (or as amended) as required.

Land use	Minimum class of service vehicle
Adult store	SRV
Agricultural supplies store	AV
Animal husbandry	AV
Animal keeping	VAN
Brothel	VAN
Bulk landscape supplies	AV
Caretaker's accommodation	Not applicable
Car wash	SRV
Child care centre	VAN
Club	SRV
Community care centre	SRV
Community residence	VAN
Community use	SRV
Crematorium	SRV
Cropping	Not applicable
Dual occupancy	Not applicable
Dwelling house	Not applicable
Dwelling unit	Not applicable
Educational establishment	SRV
Food and drink outlet	SRV
Food and drink outlet if: (a) a take away food premises; or (b) including a drive through facility	HRV

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

Land use	Minimum class of service vehicle
(a) for a football ground	
Permanent plantation	AV
Place of worship	SRV
Relocatable home park	VAN
Research and technology industry	AV
Resort complex	HRV
Retirement facility	HRV
Roadside stall	Not applicable
Rooming accommodation	SRV
Student accommodation	SRV
Hostel accommodation	SRV
Rural industry	AV
Sales office	Not applicable
Service industry	SRV
Service station	SRV and AV (fuel tanker)
Shop	SRV
Shop (GFA less than 400m²)	SRV
Shop (GFA 400m² - 1,500m²)	HRV
Shop (GFA greater than 1,500m²)	AV
Short-term accommodation	COACH
Showroom	AV
Tourist park	COACH
Tourist park if: (a) a caravan park	VAN
Transport depot	AV
Veterinary services	VAN

Land use	Minimum class of service vehicle
Veterinary hospital	MRV
Warehouse	AV
Warehouse if: (a) for self storage sheds	Not applicable
Wholesale nursery	AV
Any other land use	As determined upon submission of a Service vehicle assessment

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

Table 9.4.13-10: Bicycle Parking Rates

Land use	Long and medium term off-street bicycle parking (staff – Class 2)	Short term off-street bicycle parking (visitors – Class 3)	Additional end-of-trip facilities required (refer to Table 9.4.13-11)
Adult store	1 per 100m² TUA	1 per 50m² TUA	No
Child care centre	1 per 10 staff	2 per centre	Yes
Club	1 per 25m² TUA public bar area plus 1 per 100m² public lounge and beer garden area	1 per 100m² TUA	Yes
Educational establishment	1 per 3 students Year 4 and above plus 1 per 10 staff	N/A	Yes
Food and drink outlet	1 per 100m² TUA	1 per 50m² TUA	No
Health care services	1 per 8 consultation rooms	1 per 4 consultation rooms	Yes
High impact industry	1 per 800m² TUA	1 per 200m² TUA	No
Hotel	1 per 25m² TUA public bar area plus 1 per 100m² public lounge and beer garden area	1 per 100m² TUA	No
Indoor sport and recreation	1 per 4 employees	1 per 200m² TUA	Yes
Low impact industry	1 per 150m² TUA	N/A	No
Medium impact industry	1 per 150m² TUA	N/A	No
Multiple dwelling	1 per dwelling	1 per 3 dwellings	No
Office	1 per 100m² where within 800m walking distance to light rail station, otherwise 1 per 200m² TUA	1 per 500m² TUA	Yes
Rooming accommodation	1 per bedroom	N/A	No
Rooming accommodation if for a hostel	1 per 3 rooms	1 per 12 rooms	No
Retirement facility	1 per dwelling	1 per 3 dwellings	No
Service industry	1 per 100m² TUA	1 per 50m² TUA	No
Service station	1 per 200m² TUA	2 per Service station	No
Shop	1 per 100m² TUA	1 per 50m² TUA	No
Short-term accommodation	1 per 40 dwellings	1 per 20 dwellings	No
Showroom	1 per 800m² TUA	1 per 200m² TUA	No

Land use	Long and medium term off-street bicycle parking (staff – Class 2)	Short term off-street bicycle parking (visitors – Class 3)	Additional end-of-trip facilities required (refer to Table 9.4.13-11)
Warehouse	1 per 800m² TUA	1 per 200m² TUA	No
Waterfront industry	1 per 150m² TUA	N/A	No

Note: User Class as referred to and defined in *Austroads*

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

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

Figure 9.4.13-1: Transport hub area

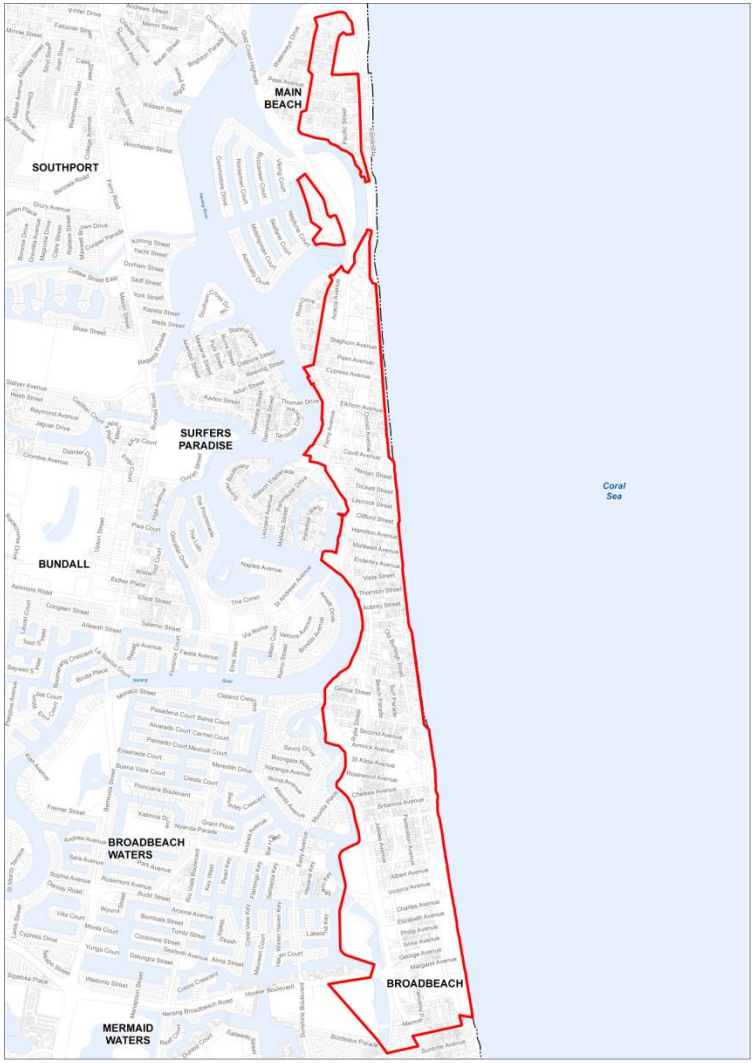
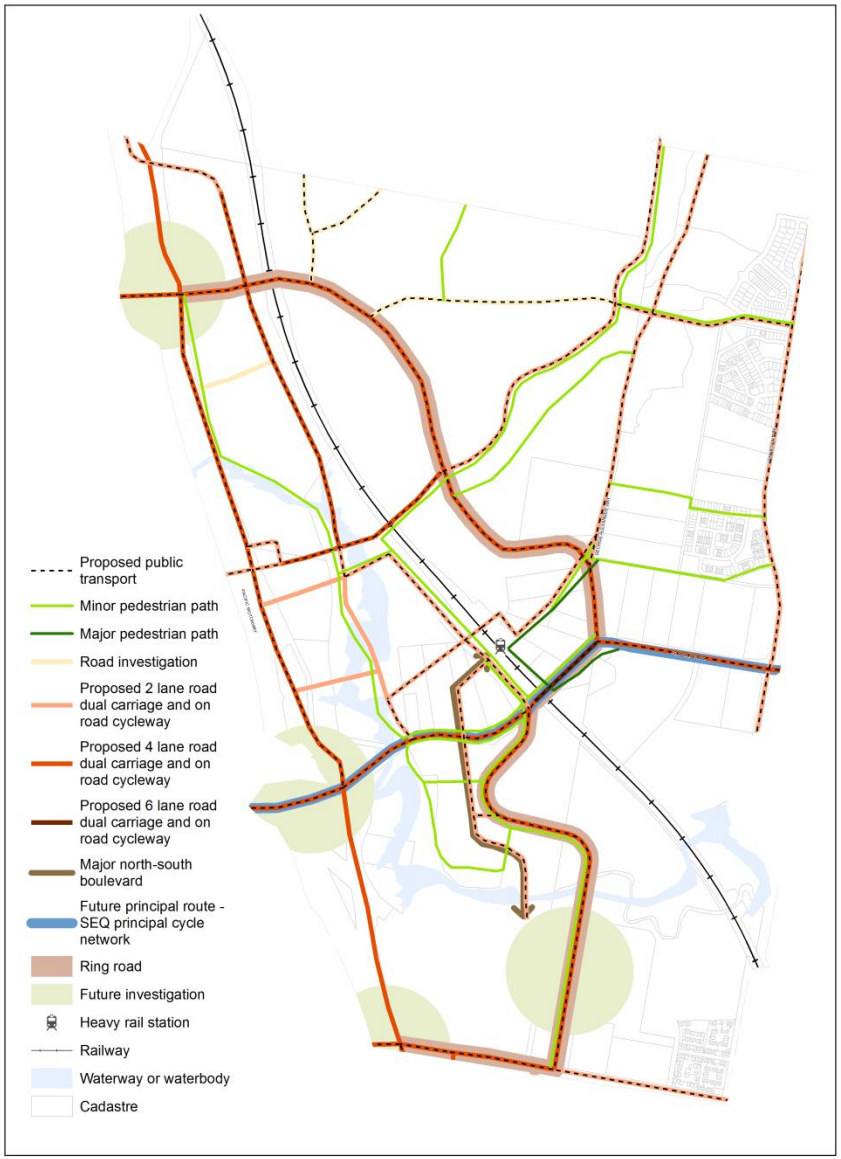


Figure 9.4.13-2: Coomera Town Centre indicative access and mobility



City Plan code template

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

Please note:

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

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

9.4.14 Vegetation management code

9.4.14.1 Application

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

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

The requirements for accepted development in Part A of this code provide guidance on what is considered acceptable damage to assessable vegetation before it becomes assessable development. Each required outcome in Part A will apply to a particular circumstance. The table below outlines the applicable provision relating to the type of damage.

Damage type	Provision(s)
Vegetation close to property boundaries	RO1 – RO2
Vegetation close to buildings	RO3
Vegetation close to pool fencing	RO4
Pest species vegetation	RO5
Threatening vegetation	RO6
Damage to vegetation for fire safety	RO7
Damage on agricultural land	RO8
Vegetation maintenance	RO9

Damage type	Provision(s)
All damage not described in the required outcomes	PO1

Note: **The required outcomes in Part A of this code will not apply to vegetation that is identified under a vegetation protection order or planted as an approved landscape plan or condition of approval.**

Note: **For general guidance on pruning and managing the growth of vegetation refer to *AS4373–2007 Pruning of amenity trees*.**

Note: **Vegetation clearing must not result in harm to native wildlife. Where native wildlife is present it is recommended that a licensed wildlife spotter catcher be employed to oversee works.**

9.4.14.2 Purpose

(1) The purpose of the Vegetation management code is to provide for the protection and management of assessable vegetation.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) Vegetation of environmental, historical, cultural, visual and character significance is retained.

(b) Vegetation is retained to provide habitats for threatened flora and fauna, prevent erosion and ensure slope stabilisation.

(c) Damage to assessable vegetation is only undertaken if it directly obstructs approved development or is a threat to persons or property.

(d) Vegetation management plans are prepared for development which has the potential to cause damage to vegetation.

(e) Any potential damage caused to vegetation by development is extensively investigated and mitigated.

9.4.14.3 Specific benchmarks for assessment

Table 9.4.14-2: Vegetation management code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Vegetation management plan			
PO1 Damage to assessable vegetation does not occur where the vegetation: (a) provides habitats for threatened flora and fauna; (b) is of historical, cultural or visual significance; (c) provides erosion prevention and slope stabilisation;	**AO1** A Vegetation Management Plan, prepared by a suitably qualified person, is submitted as part of an Operational Work (Vegetation Clearing) application to show compliance with the Performance outcome. This plan includes, but is not limited to:	The Ecological Assessment Report (Attachment D(i)) and the Rehabilitation Management Plan (Attachment D(ii)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
(d) is necessary to maintain the character of the local area; or (e) assists in the conservation of the city's biodiversity. **Note: A Vegetation Management Plan, prepared in accordance with SC6.8 City Plan policy – Environmental management plans is the Council's preferred method of addressing this performance outcome.**	(a) the location of the existing or approved dwellings, building or structures; (b) the location of waterways, ridge tops and steep slopes (greater than 25%) on and adjacent to the site; (c) the location of the assessable vegetation to which the damage is proposed, and reasonable particulars of its vegetation type, including species, height and girth and whether it is: • habitat for threatened flora and fauna; • of historical, cultural, character or visual significance; • essential for erosion prevention and slope stabilisation, including within waterway buffers; • significant to the conservation of the city's biodiversity; • vegetation that contributes to waterway and wetland health. (d) a statement of the reasons for the damage and any relevant factors associated with the purpose of the proposed damage; (e) particulars of how vegetation to be retained will be protected during works in accordance with *AS4970–2009 Protection of trees* on development sites; (f) particulars of how the vegetation is to be damaged and, if relevant,		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
	how the damaged material is to be removed or disposed of; (g) a plan indicating the location, size and species of replacement vegetation to compensate for the loss of damaged vegetation; and (h) a staging plan for clearing greater than 4ha of vegetation. **Note: To remove a single tree on residential premises only a basic Vegetation Management Plan is required to be submitted to Council. The Vegetation Management Plan can be prepared by the property owner and may only require limited details about the above elements. Guidance on the content of a Vegetation Management Plan can be found in SC6.8 City Plan policy – Environmental management plans.**		

City Plan code template

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

Please note:

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

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

9.4.15 Works for infrastructure code

9.4.15.1 Application

This code applies to assessing operational work for development where indicated in **Part 5 Tables of assessment – Operational work**.

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

9.4.15.2 Purpose

(1) The purpose of the Works for infrastructure code is to ensure that all works for infrastructure is designed and constructed with the City's best land development practices.

(2) The purpose of the code will be achieved through the following overall outcomes:

- (a) The design, construction, operation and maintenance of infrastructure is cost effective over its lifecycle, whilst providing an appropriate level of service;
- (b) Environmental and property impacts are avoided along with the potential for stormwater and ground water to enter the city's wastewater system;
- (c) The integrity of existing infrastructure is not compromised;
- (d) Movement networks are designed and constructed to be functional, safe and achieve good connectivity; and
- (e) A high standard of public health and safety is maintained.

9.4.15.3 Specific benchmarks for assessment

Table 9.4.15-1: Works for infrastructure code – for assessable development only

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Movement network design and construction			
PO1 The movement network is designed and constructed to be functional, safe and achieve good connectivity.	**AO1** The movement network is designed and constructed in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	The Concept Stormwater Management Plan (refer Attachment E(ii)) and Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Stormwater drainage design and management			
PO2 Stormwater drainage is designed and constructed to: (a) integrate hydrologic and hydraulic elements; (b) demonstrate a feasible and functional drainage system; and (c) not cause adverse stormwater drainage impacts.	**AO2.1** The stormwater drainage system is designed and constructed in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design**.	The Concept Stormwater Management Plan (refer Attachment E(ii)) and Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
	AO2.2 The stormwater drainage system connects to a lawful point of discharge.	The Concept Stormwater Management Plan (refer Attachment E(ii)) and Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Street lighting			
PO3 Street lighting is designed and constructed to enhance pedestrian and traffic safety.	**AO3** Street lighting is designed and constructed in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Water supply reticulation design			
PO4	**AO4**	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Water supply reticulation is designed and constructed to convey drinking water to all properties with adequate quality, pressure and volume of flow for household and fire fighting purposes.	Water supply reticulation is designed and constructed in accordance with the *South East Queensland Water Supply and Sewerage Design and Construction Code* as applicable to the City of Gold Coast.		
Sewerage reticulation design			
PO5 Sewerage reticulation is designed and constructed to ensure adequate quality and minimise inflow, infiltration, health and environmental risks.	**AO5** Sewerage reticulation is designed and constructed in accordance with the *South East Queensland Water Supply and Sewerage Design and Construction Code* as applicable to the City of Gold Coast.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	
Open space and recreational facilities design			
PO6 Open-space areas and recreational facilities are designed and constructed to an appropriate standard, having regard to their intended recreational use and environmental values.	**AO6** Open-space areas and recreation facilities are designed and constructed in accordance with **SC6.11 City Plan policy – Land development guidelines, Section 5 – Public open space standards**.	N/A	
Underground service conduits			
PO7 Underground service conduits are designed and constructed in accordance with State/Federal guidelines to meet service provider's requirements.	**AO7** No acceptable outcome provided.	The Civil Engineering Report (refer Attachment E(i)) provides justification against this requirement.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? **If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome**	Internal use
Assets – general provisions			
PO8 Asset design, construction and maintenance achieves: (a) delivery of high quality assets that are not a financial or resource burden, beyond reasonable expectations, to the community or the Council as the asset custodian; (b) cost effective ongoing operation and maintenance of assets; (c) no unreasonable financial or economic burden in the ongoing, long-term operation of the asset; (d) maintenance of public health and safety; (e) maintenance of health and safety for person/s maintaining and managing assets; and (f) minimise adverse impacts to the environment (including the amenity of the local area) in the short and long term needs of users.	**AO8.1** Design, construction, maintenance and transfer of assets are undertaken in accordance with **SC6.11 City Plan policy – Land development guidelines**.	N/A	
	AO8.2 Life-cycle cost analysis of assets is undertaken in accordance with **SC6.11 City Plan policy – Land development guidelines**.	N/A	
	AO8.3 Expected asset life, maintenance activities (including frequency) and resources are estimated and included in a maintenance and management plan in accordance with **SC6.11 City Plan policy – Land development guidelines**.	N/A	