

APPENDIX 1: Code Compliance Statement

The proposal is assessable against the required outcomes of the following relevant *Gold Coast City Plan* codes:

Zone Code

- *High impact industry zone code;*

Use Code

- *Industrial design code;*

Other Development Codes

- *Fire services in developments accessed by common private title code;*
- *General development provisions code;*
- *Healthy waters code;*
- *Solid waste management code;*
- *Transport code; and*
- *Driveways and vehicular crossings code.*

ZONE CODE

High Impact Industry Zone Code

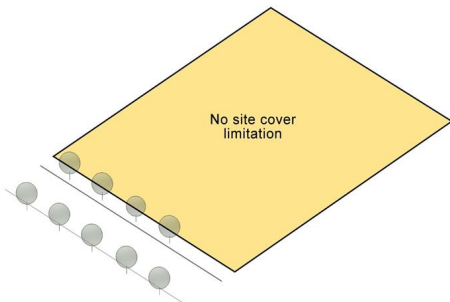
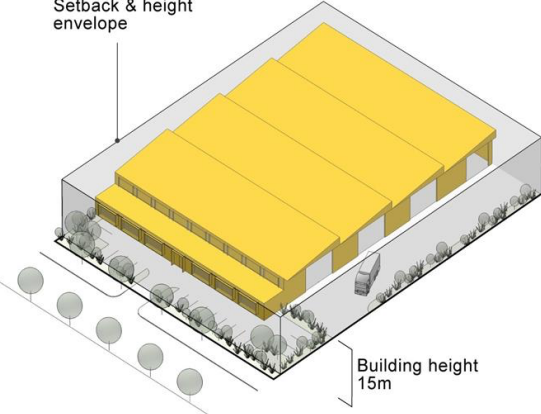
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Site cover 		Not Applicable.	

Figure 6.2.11-1

Illustration showing High impact industry zone site cover outcomes

Height			
PO1 Development is of a height that: (a) is consistent with the surrounding industrial built form; and (b) allows for the effective operation of the use.	AO1 Building height does not exceed 15m. AND Structures do not exceed a height of 15m.	The proposed building height is 9.894m. Acceptable outcome met.	
 Setback & height envelope Building height 15m Figure 6.2.11-2 Illustration showing High impact industry zone setbacks and height outcomes			
Lot design (for subdivision only)			
PO2 Lots are of a size that support high impact industrial activity and configured to operate efficiently and effectively.	AO2.1 Minimum lot size is 4,000m ² or that shown on the Minimum lot size overlay map , whichever is greater, exclusive of any access strip or access easement for rear lots. OR When access is proposed from an industrial collector road the minimum lot size is 6,000m ² or that shown on the Minimum lot size overlay map , whichever is greater. AO2.2 Minimum road frontage and average lot width is 25m. OR For rear lots the average lot width is 25m.	Not Applicable.	

PO3 Future high impact industry precinct Lots are of a size that do not compromise the capacity of the precinct to develop intensively for high impact industry activities.	AO3 Future high impact industry precinct Minimum lot size is 20ha.		
Out of sequence development			
PO4 Future high impact industry precinct Where development does not have an immediate connection to adequate infrastructure the proposal must demonstrate that: (a) the development is staged and designed to provide for appropriate infrastructure to meet Council's standard of service; (b) downstream property owner agreements are secured for the provision of the necessary infrastructure through their land; (c) interim land uses do not compromise the capacity of the precinct to develop intensively for high impact industry activities or to accommodate buffer or transition areas to nearby sensitive uses and other values; and (d) the necessary infrastructure is provided to Council's standards, at no cost to Council.	AO4 Future high impact industry precinct No acceptable outcome provided.	Not Applicable.	

USE CODE

Industrial Design Code

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
Design and appearance			
PO1 Building design promotes a high quality industrial area through building articulation and presentation to the street.	AO1.1 Walls facing the primary street frontage are designed to provide a showcase for businesses and reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 10m through the use of recesses, columns or blades; (b) variation in parapet design or roof height every 10m;	AO1.1 Walls facing the street feature significant articulation through the incorporation of: painted wall treatment to precast concrete panels; roller door openings; a cantilevered awning across the loading/unloading docks (with a minimum depth of 15m); and an ancillary office component area which protrudes forward from the main industrial building. The ancillary office area being stepped forward of the main building line includes significant glazing to the office and main	

	(c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m. OR For development within the Low impact industry zone, walls facing primary street frontages are designed to reduce massing and bulk by incorporating the following features: (e) variation in horizontal plane every 5m through the use of recesses, columns or blades; (f) variation in parapet design or roof height every 5m; (g) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (h) windows and building openings have canopies or awnings which have a projection of at least 0.5m.	entry, a paint finish colour scheme including a minimum of 3 colours, and a 1m wide awning to the southern and eastern elevations. Landscaping is proposed along the site frontage with a minimum 1.5m landscape strip provided to the Proximity Place frontage. Acceptable outcome met.	
	AO1.2 Walls facing other street frontages are designed to reduce massing and bulk by incorporating the following features: (a) variation in horizontal plane every 20m through the use of recesses, columns or blades; or (b) variation in parapet design or roof height every 20m. AND (c) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (d) windows and building openings have canopies or awnings which have a projection of at least 0.5m. OR For development within the Low impact industry zone, walls facing other street frontages are designed to reduce massing and bulk by incorporating the following features: (e) variation in horizontal plane every 10m through the use of recesses, columns or blades; or (f) variation in parapet design or roof height every 10m. AND		

	(g) building composition includes colour schemes with at least 3 different colours or 3 different material types; and (h) windows and building openings have canopies or awnings which have a projection of at least 0.5m.		
PO2 Chimney height must not exceed the building roof (apex) or parapet at any point for all industrial uses in Yatala and Luscombe industrial zones west of the M1.	AO2 No acceptable outcome provided.	The subject site is not in the Yatala or Ludscombe industrial zone west of the M1. Not Applicable.	
PO3 Ancillary uses and parking areas are appropriately located to: (a) provide an attractive front façade to the building and create an identifiable entry; and (b) minimise conflict between areas used for the industrial activity and visitors to the site.	AO3 Ancillary uses and parking areas are located at the front of the building, facing the street frontage.	The proposed ancillary office is located in front of the main industrial building with all associated car parking fronting the street. Acceptable outcome met.	
PO4 Development is designed to prevent contaminants being discharged to land or water.	AO4 Areas where potentially contaminating substances are used or stored, are: (a) roofed or covered to prevent the ingress of rainfall and run-off; and (b) sealed with an impervious surface and bunded so that any spills are retained on site for removal.	All proposed paint storage will be contained within a fully enclosed bunded area located on the southern side boundary. Acceptable outcome met.	
PO5 Development is designed to ensure hazardous chemicals can be stored safely to prevent fire, toxic release, explosions and contamination.	AO5.1 The storage of hazardous chemicals does not exceed the volume and quantity thresholds identified in Table 5.1 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals AO5.2 Underground storage of liquid hazardous chemicals does not occur on the site.	All proposed paint storage will be contained within a fully enclosed bunded area located on the southern side boundary. The proposed quantities of paints stored onsite will be less than the prescribed thresholds. No underground storage of paints or chemicals is proposed. Acceptable outcome met.	
Amenity			
PO6 Landscaping is provided to: (a) soften the built form and hardstand areas; (b) appropriately screen industrial buildings and storage areas;	AO6.1 Landscaping is provided along street frontages with a minimum width of 1.5m and an average width of 3m for the full width of the boundary (excluding entry points). The area is planted with large trees that have a minimum bag size of 100L every 6m and a variety of shrubs.	A landscape strip with a minimum width of 1.5m is provided along the frontage of the site. The area can accommodate large trees every 6m as shown on the accompanying landscape concept plan prepared by Multi Span Australia Group. Such a requirement can be conditioned accordingly. Whilst the average width is less than 3m, the proposed development incorporates significant setbacks together with	

(c) provide a buffer to sensitive land uses and non-industrial zoned land; (d) enhance the visual amenity of the area; and (e) enhance the appearance of the use from transport corridors.	AO6.2 Where the site adjoins: (a) a non-industrial zoned lot; or (b) a sensitive land use; or (c) the rail corridor; or (d) a state controlled road as identified on the State controlled roads, rail corridor and transport noise corridors overlay map. A landscape buffer at least 10m wide is provided using plant species and pot sizes that provide at least 50% screening along the boundary within one year and reaches a maturity height greater than 10m.	variation between building elements (i.e. ancillary office and main factory) which ensures the landscaped areas and architectural design soften the built form and hardstand areas. Acceptable outcome met.	
 Figure 9.3.12-1 Illustration showing Industrial design outcomes for landscaping			
PO7 Noise emissions and hours of operation are controlled to prevent loss of amenity and impacts on the health and safety of land zoned for sensitive land uses.	AO7 Where the development involves noise generating activities and is within 100m of land zoned for sensitive land uses it is ensured that: (a) there are no openings in walls facing a sensitive land use unless shielded to restrict noise emissions from the site;	The site is not within 100m of a sensitive land use. Not Applicable.	

	(b) noise emitting equipment such as, but not limited to, air conditioning equipment, pumps and ventilation fans are: (i) located on the opposite side of the building to the sensitive land use; (ii) enclosed within acoustic barriers; or (iii) located within the building. (c) all noise generating activities are only conducted indoors (excluding the loading and unloading of vehicles); and (d) a low impact industry use only operates between 7am to 6pm Monday to Sunday, and not on a public holiday OR all other uses only operate between 7am to 6pm Monday to Saturday and not on a public holiday.		
PO8 Development protects existing and planned sensitive land uses from being exposed to air, noise and odour emissions from industrial uses that have the potential to adversely impact on human health, amenity and wellbeing.	AO8 The use is designed to ensure that: (a) the indoor noise objectives set out in the <i>Environmental Protection (Noise) Policy 2008</i> are met; (b) the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> are met; (c) noxious and offensive odours are not experienced at the location of existing and planned sensitive land uses.	The site is not within 100m of a sensitive land use. All proposed emissions from the spray paint booths will conform with the <i>Environmental Protection (Air) Policy 2008</i> and as such, can be conditioned accordingly. Acceptable outcome met.	
PO9 Low impact industry zone only Air emissions are controlled to prevent loss of amenity and impacts on the health and safety of adjoining uses.	AO9 Low impact industry zone only Development does not generate dust, soot, ash, fumes, overspray or odour, beyond the boundaries of the site.	Not Applicable.	
PO10 Low impact industry zone only Vibrations are controlled to prevent loss of amenity and impacts on the health and safety of adjoining uses.	AO10 Low impact industry zone only Development does not generate vibration emissions beyond the boundary of the site.	Not Applicable.	
PO11 Low impact industry zone only Storage areas are not visible from a public place or sensitive land use.	AO11 Low impact industry zone only Storage areas are: (a) set back at least 10m from roads; and (b) screened with solid fencing or vegetation.	Not Applicable.	

OTHER DEVELOPMENT CODES

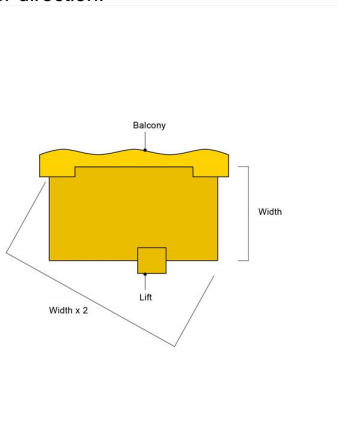
Fire services in developments accessed by common private title code

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
Hydrant location				
PO1 Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.		AO1.1 Residential streets and common access ways within a common private title have hydrants placed at intervals of no more than 120 metres and at each intersection. Hydrants have at least a single outlet situated above ground. AO1.2 Commercial and industrial streets and access ways within streets serving commercial properties such as factories, warehouses and offices are provided with above ground fire hydrants at not more than 90 metre intervals and at each street intersection. Hydrants have dual valved outlets.	The subject lot forms part of a newly subdivided industrial estate whereby reticulated water and provision for fire hydrants have been provided in accordance with the subsequent operational works approvals. All works associated with these approvals have been completed. Acceptable outcome met.	
Access ways in common private title				
PO2 Road widths and construction within the development are adequate for fire emergency vehicles to gain access to a safe working area close to dwellings and near water supplies whether or not on-street parking spaces are occupied.		AO2 Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for safe passage of emergency vehicles.	Not Applicable	
Hydrant identification				
PO3 Hydrants are suitably identified so that fire services can locate them at all hours.		AO3 Hydrants are identified as specified in the South East Queensland Water Supply and Sewerage Design and Construction Code standard drawing SEQ-WAT-1300-1 'Typical valve and hydrant identification markers'. Note: Standard drawing SEQ-WAT-1300-1 is available from http://www.seqcode.com.au/seq-water-supply-code/	The subject lot forms part of a newly subdivided industrial estate whereby reticulated water and provision for fire hydrants have been provided in accordance with the subsequent operational works approvals. All works associated with these approvals have been completed. Acceptable outcome met.	

General Development Provisions Code

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; (b) odour and emissions; and (c) safety.	AO1 No acceptable outcome provided.		The site is not within 100m of a sensitive land use therefore no restrictions will apply to the hours of operation (with the proposal being 27/7). All proposed emissions from the spray paint booths will conform with the <i>Environmental Protection (Air) Policy 2008</i> and as such, can be conditioned accordingly. The storage of all paints and solvents will be contained within an enclosed structure which is fully bunded to mitigate the potential release of contaminants into the stormwater network. Given the separation distance between the subject site and sensitive receiving areas, any further requirements with respect to noise, odour and emissions, contaminated substances and storage of hazardous goods can be conditioned accordingly. Performance outcome met.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (b) noise; (c) hours of operation; (d) traffic; (e) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	AO2 No acceptable outcome provided.		The site is not within 100m of a sensitive land use therefore no restrictions will apply to the hours of operation (with the proposal being 27/7). All proposed emissions from the spray paint booths will conform with the <i>Environmental Protection (Air) Policy 2008</i> and as such, can be conditioned accordingly. The storage of all paints and solvents will be contained within an enclosed structure which is fully bunded to mitigate the potential release of contaminants into the stormwater network. Given the separation distance between the subject site and sensitive receiving areas, any further requirements with respect to noise, odour and emissions, contaminated substances and storage of hazardous goods can be conditioned accordingly. Performance outcome met.	
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	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		The site is not adjacent to the Pacific Motorway. Not Applicable.	

provide an attractive outlook for persons using the transport network.	motorway or heavy rail line by buildings, solid fencing or vegetation.		
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 on land that is or is intended to be, public open space.	The application is accompanied by a Landscape concept plan prepared by Multi Span Australia Group Pty Ltd. The plan has been prepared in accordance with the relevant planning scheme policy for which any further requirements may be conditioned accordingly. It is important to note that whilst the current parent lot contains land to be dedicated as open space (to the south of Christensen Road) as part of the approved ROL, the subject site is in excess of 250m from this area for which the requirements of AO4.2 are not applicable to the application. Acceptable outcome met.	
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.	All mechanical plant equipment and air conditioning units will be located at the side of the building or on the roof top for which screening is not necessary given the site does not adjoin residential dwellings. Not Applicable.	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	AO6 No acceptable outcome provided.	The proposed ancillary office and main entry is oriented towards the car park and Proximity Place frontage which facilitates casual surveillance of public areas. Performance outcome met.	
Lighting			

PO7 Lighting associated with any development does not cause a nuisance.	A07 Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	The proposed lighting within the front entry / car park will be directed into the site so as to mitigate spillage into adjoining properties. Such a requirement can be conditioned accordingly. Performance outcome met.	
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 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.	The proposed development is no greater than 3 storeys. Not Applicable.	

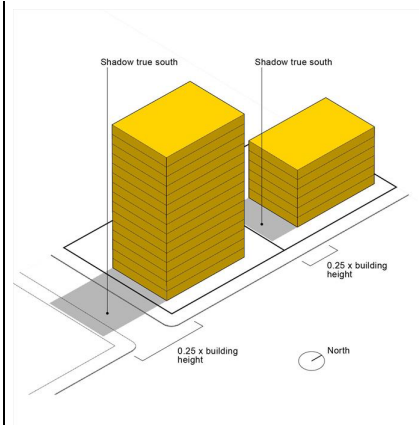


Figure 9.4.4-2
Illustration showing southern shadow outcome

AO8.3

Bermuda Point precinct

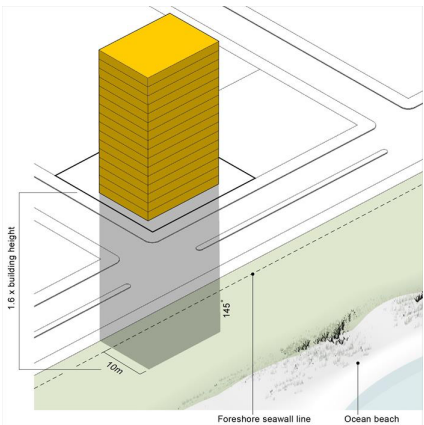
The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from the top of the podium adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.

Note: The podium is excluded from any southern shadow calculations.

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 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.		
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not create a negative visual impact upon neighbouring properties or the streetscape.	AO9 Retaining walls and batters comply with the requirements of SC6.11 City Plan policy – Land development guidelines, Section 3 – Change to ground level standards.	No bulk earthworks are proposed with all retaining walls and batters constructed in accordance with the original subdivision approval (refer to site photographs in the accompanying Application Report). Not Applicable.	
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.	All proposed stormwater runoff will be directed to the kerb and channel in Proximity Place. As noted in the accompanying Stormwater Management Statement prepared by iCubed Consulting Pty Ltd, the subdivision approval incorporated the construction of a new detention and bioretention system to the south of Christensen Road which address both the quantity and quality of stormwater runoff for both individual lots and road areas. As such, no further assessment against the planning scheme policy is required.	

		Acceptable outcome met.	
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 subject lot is provided with all necessary urban services as part of the original subdivision approval including reticulated water and sewer as well as electricity and telecommunication services. Any further requirements including alterations to these services can be conditioned accordingly. Acceptable outcome met.	
PO12 Development is undertaken in accordance with the Performance Criteria specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	AO12 Development is undertaken in accordance with the Acceptable Solutions specified in the <i>Queensland Development Code MP1.4 – Building over or near relevant infrastructure</i> .	The subject lot is not burdened with any underground services requiring permission to be over or near relevant infrastructure. Not Applicable.	
Site analysis			
PO13 Development is designed to: (b) complement the character and address any impacts on the amenity and environment of the local area; (c) avoid any risk to life or property arising from natural hazards; and (d) 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 subject site is not within proximity of sensitive receiving areas whilst its zoning as High impact industry supports intensive industrial activities requiring separation from such areas. In addition, all issues associated with the relevant overlays which impacted the parent lot (including environmental, bushfire hazard and waterway corridor) have been addressed as part of the original subdivision approval. This included the dedication of open space and the detention/bioretenction basin to the south of Christensen Road. The approved bushfire management plan prepared by Land Environmental Consultants as part of the original subdivision approval confirms that the subject lot is not impacted by bushfire hazard therefore no additional requirements will apply to the building design. Not Applicable.	

Healthy Waters Code

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 5,000m2; or (b) light industry or business activity on a lot less than 2,500m2, it complies with the 'Deemed to comply' requirements detailed in the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards. AO1.2 Where development is: (a) for a dwelling house, dual occupancy or multiple dwelling on a lot equal to or more than 5,000m2 but less than 1.25 ha; or (b) light industry or business activity on a lot equal to or more than 2,500m2 but less than 1.25 ha; (c) it complies with the 'Deemed to comply' requirements detailed in the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards. AO1.3 Where development is not listed in AO1 a Stormwater Quality Management Plan is prepared by a suitably-qualified person in accordance with the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 8 – Engineering drawings, documents and reports.	All proposed stormwater runoff will be directed to the kerb and channel in Proximity Place. As noted in the accompanying Stormwater Management Statement prepared by iCubed Consulting Pty Ltd, the subdivision approval incorporated the construction of a new detention and bioretention system to the south of Christensen Road which addresses both the quantity and quality of stormwater runoff for both individual lots and road areas. As such, no further assessment against the planning scheme policy is required. Acceptable outcomes met.		
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	All proposed stormwater runoff will be directed to the kerb and channel in Proximity Place. As noted in the accompanying Stormwater Management Statement prepared by iCubed Consulting Pty Ltd, the subdivision approval incorporated the construction of a new detention and bioretention system to the		

	construction and operational phases of development designed in accordance with the <i>Queensland Urban Drainage Manual (QUDM)</i> unless subject to specific requirements of SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards; (b) on-site detention systems that are designed to restrict peak outflows for Q2, Q5, Q10, Q20 Q50 and Q100 to pre-development conditions.	south of Christensen Road which addresses both the quantity and quality of stormwater runoff for both individual lots and road areas. As such, no further assessment against the planning scheme policy is required. Acceptable outcome met.	
Woongoolba Flood Mitigation Scheme Catchment Area			
PO3 In the Woongoolba Flood Mitigation Scheme Catchment Area, shown on the Water catchments and dual reticulation overlay map, peak outflow and its timing for Q2, Q5 and Q10 for rainfall events up to 72 hours does not change as a result of development.	AO3 No acceptable outcome provided.	Not Applicable.	
Protection of natural flows (discharge)			
PO4 Construction and operational activities avoid or minimise adverse impacts of altered stormwater quality and quantity.	AO4 Development achieves the Frequent Flow Management and Waterway Stability Management design objectives as stated within <i>Chapter 2 – Section 2.4.2 of the Urban Stormwater Quality Planning Guidelines 2010</i>. Note: A site Stormwater Quality and Quantity Management Report prepared by a suitably qualified person is Council's preferred method required to be submitted to Council to address this Acceptable outcome. The intent in the above guidelines (<i>Urban Stormwater Quality Planning Guidelines 2010</i>) can be achieved by adopting Water Sensitive Urban Design (WSUD) concepts within the development.	All proposed stormwater runoff will be directed to the kerb and channel in Proximity Place. As noted in the accompanying Stormwater Management Statement prepared by iCubed Consulting Pty Ltd, the subdivision approval incorporated the construction of a new detention and bioretention system to the south of Christensen Road which addresses both the quantity and quality of stormwater runoff for both individual lots and road areas. As such, no further assessment against the planning scheme policy is required. Acceptable outcome met.	
Wastewater management			
PO5 Development does not discharge wastewater to receiving waters or areas external to the site unless demonstrated to be the best-practice environmental management for that site and takes into consideration: (a) the applicable water quality objectives for the receiving waters; and (b) the potential adverse impact on ecosystem health of receiving waters.	AO5 Where the development involves the discharge of wastewater, a Wastewater Management Plan (WWMP) is prepared, demonstrating compliance with the performance outcome, by a suitably qualified person and submitted to the Council, detailing all of the following: (a) wastewater type; (b) climatic conditions;	All proposed stormwater runoff will be directed to the kerb and channel in Proximity Place. As noted in the accompanying Stormwater Management Statement prepared by iCubed Consulting Pty Ltd, the subdivision approval incorporated the construction of a new detention and bioretention system to the south of Christensen Road which addresses both the quantity and quality of stormwater runoff for both individual lots and road areas.	

	(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.	As such, no further assessment against the planning scheme policy is required. Acceptable outcome met.	
Erosion and sediment control (ESC)			
PO6 Development does not cause erosion or allow sediments to leave the site.	AO6 An Erosion hazard assessment completed in accordance with the criteria in Table 9.4.5-3 is undertaken to establish the level of risk for soil erosion and sediment pollution to the environment. Where the Erosion hazard assessment has a risk score less than or equal to 10: A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the <i>Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008</i>. Where the Erosion hazard assessment has a risk score greater than 10: A conceptual erosion and sediment control plan (ESCP) is prepared by a suitably qualified person for Council approval in accordance with the <i>Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008</i>.	A site specific erosion sediment plan can be prepared as part of the detailed design phase for the proposed industrial building for which any further requirements can be conditioned accordingly. Acceptable outcome met.	

Transport Code

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:		Provision will be made for a total of twenty-two (22) car parking spaces on-site, including one (1) space for disabled persons, where thirty-four (34) spaces are required in accordance with Table 9.4.13-3 of the <i>Transport code</i> . Parking is proposed to be located to the front of the site. The total number of staff is limited to twelve (12) which allows for ten (10) car parks to be allocated for customers. Given the limited number of customers at the premises at any time, the proposed layout provides ample car parking for the intended use. Performance outcome met.	
	Location	Off-street car parking rate		
	All zones except: (a) Centre zone; (b) High density residential zone (where located in the Transport hub area in Figure 9.4.13-1); or (c) Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-3		
	Centre zone and High density residential zone where nominated 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.	Both sliding gates along the frontage of the site will remain open at all times during the daytime. Acceptable outcome met.	
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.	The proposal involves a new use. Not Applicable.	
Travel demand measures			
PO4 Development provides alternative modes of travel to reduce dependency on private vehicle usage.	AO4.1 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).	The subject lot is not in a transport hub area. Not Applicable.	
Servicing			
PO5 Development accommodates for the required design service vehicle, including waste collection vehicles to service the development.	AO5 Development is designed to cater for the largest service vehicle in accordance with Table 9.4.13-9: Minimum class of service vehicle .	The proposed site layout incorporates ample hardstand area in front of the factory for articulated vehicle (AV) manoeuvring. Whilst AV servicing may be accommodated, the majority of service vehicles utilised by the tenant, ACC Higgins, will be Heavy Rigid Vehicle (HRV) will all service vehicles able to enter and exit the site in a forward gear. Acceptable outcome met.	
PO6	AO6.1	The proposed site layout incorporates ample hardstand area in front of the factory for articulated vehicle (AV) manoeuvring.	

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.	Development is designed to provide for the design service vehicle in accordance with Table 9.4.13-8: Service vehicle requirements. AO6.2 Service areas are designed in accordance with AS 2890.2-2002 <i>Parking facilities Part 2: Off-street commercial vehicle facilities.</i>	Whilst AV servicing may be accommodated, the majority of service vehicles utilised by the tenant, ACC Higgins, will be Heavy Rigid Vehicle (HRV) will all service vehicles able to enter and exit the site in a forward gear. Acceptable outcomes met.	
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.	The proposed development is accessed via Christensen Road, being an industrial collector route, which provides direct access to the M1, hence negating the necessity for access through residential areas. Acceptable outcome met.	
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.	The proposal does not involve any of the identified land uses. Not Applicable.	
PO9 Development that attracts a reasonable proportion of people utilising public transport and is located within 400m walking distance of an existing or future: (a) bus stop on a high frequency public transport route; (b) light rail station; and (c) heavy rail station; provides appropriate pedestrian and cyclist linkages, including crossing points, which are safe, attractive and convenient to use and connect with public transport infrastructure.	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.	The subject lot is not within 400m of a public passenger transport facility. Not Applicable.	
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). 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. AO10.3 Signage for end-of-trip facilities and bicycle parking areas is provided within the site at: - ground level, external to buildings, identifying the location of bicycle parking areas; and - at bicycle parking areas, indicating the location of end-of-trip facilities.	The proposed high impact industry use is a custom built facility for ACC Higgins with the total number of staff limited to 12 people. All staff at their existing premises to the west of the M1 motorway currently drive due to the location of their residences. The location of the site within the high impact industry zone whereby access to the M1 via Christensen Road South provides limited opportunity for staff to cycle to work. As such, the provision for onsite bicycle parking is not required in this instance. It is noted that the provision for bicycle parking can be easily accommodated within the development envelope given the extensive hardstand areas to the front of the site which may be provided for future industrial tenant. Such a requirement can be conditioned accordingly. Additional end-of-trip facilities are not required to be provided for industrial uses in accordance with Table 9.4.13-10: Bicycle parking rates. Performance outcome met.	
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 movement. It should be convenient and clearly identifiable and avoid conflict with vehicle movements.	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. 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. 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. AO11.4 Pathways are to be designed and constructed in accordance with AS 1428.1-2009: Design for access	The proposal does not involve dwellings. Not Applicable.	

	and mobility Part 1: General requirements for access – New building work. 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.		
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; (d) as close as practical to the cyclists ultimate destination; (e) well lit by appropriate lighting; and (f) protected from the weather.	AO12 Development provides bicycle parking within the site that is designed, constructed and maintained in accordance with the <i>Cycling Aspects of Austroads and AS 2890.3:2015 Parking facilities – Part 3: Bicycle parking</i> and the following: (a) employee and residential bicycle parking is provided to a User Class 2 classification accessed by users with a key or security device; (b) visitor (residential and non-residential) is provided to a User Class 3 classification, 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.	The proposed high impact industry use is a custom built facility for ACC Higgins with the total number of staff limited to 12 people. All staff at their existing premises to the west of the M1 motorway currently drive due to the location of their residences. The location of the site within the high impact industry zone whereby access to the M1 via Christensen Road South provides limited opportunity for staff to cycle to work. As such, the provision for onsite bicycle parking is not required in this instance. It is noted that the provision for bicycle parking can be easily accommodated within the development envelope given the extensive hardstand areas to the front of the site which may be provided for future industrial tenant. Such a requirement can be conditioned accordingly. Additional end-of-trip facilities are not required to be provided for industrial uses in accordance with Table 9.4.13-10: Bicycle parking rates. Performance outcome met.	
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).	The proposed car park incorporates disabled bay as well as a designated set down bay which directly adjoins the main entry to the building. The footpath has been constructed along the frontage of the site in accordance with the previous subdivision approval with a pedestrian prioritised pathway capable of being provided from the northern crossover on Proximity Place. It is important to note that due to the intended use of high impact industry and the location of the estate, pedestrian access to the subject lot will be limited with staff and customers accessing the premises via motor vehicle. Acceptable outcome met.	

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: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).	The subject lot does not abut a service road, principal / district route, nor a neighbourhood route for which an exclusive bike lane or off-road shared footpath is required. The pedestrian footpath (as required in AO14.5) has been constructed in accordance with the previous subdivision approval. Not Applicable.	
	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).		
	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).		
	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. 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.		
	AO14.6 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.		
Roads and freight			
PO15 Where new development creates public road, the road is to be constructed to an appropriate standard.	AO15.1 Development provides public roads that are designed and constructed in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards and <i>Austroads</i>.	All proposed new road networks within the industrial estate, including Proximity Place, have been constructed in accordance with the original subdivision approval. As such, no changes are required to public roads. Not Applicable.	
	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.		
PO16 Where development provides for an access easement, the easement: (a) is an adequate width; (b) is constructed to a standard appropriate to the situation; and (c) does not result in unreasonable detriment or nuisance to an adjacent premises.	AO16 No acceptable outcome provided.	No access easements are required. Not Applicable.	
PO17	AO17.1	The subject lot is not a corner site. Not Applicable.	

Development ensures that corner lots to a public roadway provide a corner truncation to ensure safety, functioning and visibility at the intersection.	Development provides for a corner truncation, if not already provided, at each corner of a site to a public roadway. 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. AO17.3 At roundabouts and intersections, the truncation must be enlarged to maintain verge widths and sight line requirements. AO17.4 In brownfield areas, the truncation must not reduce the size of the existing verge area. AO17.5 At the entry/exit to a laneway, the truncation is an area made by one chord of a 2m radius.		
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; (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.	AO18.1 Development that creates a new intersection within a public roadway ensures that the intersection is designed and constructed in accordance with <i>Austroads</i> and SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards. 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.	The proposal does not create a new intersection whilst the verge to Proximity Place has been constructed in accordance with the original subdivision approval. Works within this area will be limited to the construction of two (2) industrial crossovers. Not Applicable.	
Ingress and egress			
PO19 Development ensures that all vehicles ingress and egress the site in a forward gear.	AO19 Development is designed so that all vehicle classes enter and exit the site in a forward gear, unless otherwise stated in Table 9.4.13-8: Service vehicle requirements. Note: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or	As shown on the accompanying site plan numbered AR-1001, the proposed layout incorporates two industrial crossovers with the setback of the proposed industrial building being 45m to the frontage. The open hardstand area combined with the two crossovers provides ample area for AV and HRV servicing and manoeuvring to ensure all vehicles can enter and exit in a forward gear. Acceptable outcome met.	

	• Multiple dwelling (where there are 3 dwellings or less).		
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; (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.	The proposed material change of use represents an infill industrial use on a newly subdivided lot with access via a local industrial route. The frontage of the site is not within proximity to a signalised intersection whilst it does not involve a new intersection nor is the use freight dependent. All servicing and access arrangements accord with the relevant assessment benchmarks with the exception of the minor shortfall in parking due to the peak demand for onsite parking as a result of the tenant, ACC Higgins, having limited demand for customer parking with the total number of staff being 12. Consequently, a traffic impact assessment is not necessary in this instance. Not Applicable.	
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.	No land dedication for new road is identified for the site. Not Applicable.	
PO22 Staged development is planned, designed and constructed to ensure that: (a) the construction of active and public transport infrastructure occurs in initial stages of development; and (b) adequate car parking is provided for each stage to support the function of the development.	AO22 No acceptable outcome provided.	The proposal does not involve staged development. Not Applicable.	
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.	The site is not within the Coomera Town Centre. Not Applicable.	

General			
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.	All car parking and service vehicle manoeuvring is located towards the front of the building where the design of two crossovers allows unimpeded circulation ensuring all vehicles can enter and exit in a forward gear. Acceptable Outcomes met.	
	AO24.2 Circulation aisles are not disconnected by car parking modules or service areas.		
	AO24.3 All access driveways are linked by circulation aisles free from parking manoeuvres.		
	AO24.4 All vehicles can circulate throughout the new development in a forward gear without performing reverse manoeuvres.		
PO25 Off street car parking areas are designed to: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) clearly distinguishable from pedestrian paths and entry points; (d) be easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there is no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; and (g) be marked and maintained to the current relevant standard.	AO25.1 Off street car parking is designed, constructed, line marked and maintained in accordance with AS 2890.1:2004 – <i>Parking facilities – Part 1: Off-street car parking</i> , AS 2890.2–2002 <i>Parking facilities – Part 2: Off-street commercial vehicle facilities</i> , AS/NZS 2890.6:2009 <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> and AS 1428.1–2009: <i>Design for access and mobility Part 1: General requirements for access – New building work</i> .	All proposed car parks will be a minimum of 2.6m in width and 5.4 in length. The proposed security gates will remain open during the daytime for customer parking hence no intercom or electronic access device is required. Any further requirements associated with compliance with the relevant standards can be conditioned accordingly. Acceptable Outcomes met.	
	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.		
	AO25.3 Development does not provide pavement humps or raised platforms in queuing areas.		

	AO25.4 Development is designed so that vehicles do not reverse across marked pedestrian crossings.		
PO26 Car parking spaces do not restrict any other space unless it is in a tandem arrangement where no inconvenience arises from its use.	AO26.1 Tandem car parking (2 car spaces parked nose to tail) are counted as 1 space, except in the following cases: (a) the spaces are designated and signed for residential purposes of the same dwelling; or (b) the spaces are designed and signed for the occupants of the site, in a single tenancy; or (c) the off-street car parking is to be operated as a privately operated public car park with on-site management whereby the off-street tandem car parking spaces may be counted as no greater than 1.5 spaces. AO26.2 The minimum length of a tandem car space is 10.4m. AO26.3 The minimum length of a tandem garage is 11m.	No tandem car parks are proposed. Not Applicable.	
PO27 Development ensures that where provision is made for a porte cochere, it is designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the porte cochere must accommodate vehicles entirely within the site, including the queuing of vehicles.	AO27 The porte cochere is to be a minimum of 4.5m in height.	Not Applicable.	

Driveways and vehicular crossings code

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 existing frontage to approved Lot 11 is 55.83m with the combined width of both crossovers being 15m. Consequently, ample area is provided either side of the proposed crossovers for additional tree planting within the verge. Any further requirements can be conditioned accordingly. Acceptable Outcome met.	

Design			
PO2 The driveway is designed and constructed to ensure: (e) safe access for a B85 vehicle (<i>AS/NZS 2890 (Set):2009 Parking Facilities Set</i>) from the property boundary to the on-site vehicle accommodation or standing area; (f) it does not cause adverse stormwater drainage impacts on or off the site; and (f) safe pedestrian movement in the proximity of the site.	AO2 The driveway is designed in accordance with the following design standards:		Both proposed industrial crossovers are designed in accordance with the relevant standards for which any further requirements can be conditioned accordingly. Acceptable Outcome met.
	Land use	Design standard	
	(g) Dual occupancy (h) Dwelling house (i) Multiple dwellings (where the development is for townhouses)	<i>Queensland Development Code – NMP 1.1 – Driveways</i>	
	All other land uses	<i>AS/NZS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking</i>	
	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: (j) <i>Disability Discrimination Act 1992</i> ; (k) <i>AS/NZS 2890.1:2004 Parking facilities Part 1:Off-street car parking</i> ; (l) <i>QUDM</i> ; and (m) Good engineering practice.		