

OUR REF: 5941 – Stage 1

26 November 2020

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

Dear Sir / Madam,

RE: DEVELOPMENT APPLICATION – DEVELOPMENT PERMIT FOR RECONFIGURING A LOT – COMMUNITY TITLE SUBDIVISION (STAGE 2 – TO CREATE 22 INDUSTRIAL LOTS; COMMON PROPERTY; BALANCE LOTS, PUBLIC STORMWATER LOT AND NEW PUBLIC ROAD).

**AT: 60 STAPYLTON JACOBS WELL ROAD, STAPYLTON QLD 4207
(LOT 501 ON SP295994)**

Gassman Development Perspectives (GDP) are pleased to lodge an application on behalf of the Applicant, Frasers Property (Australia) Pty Ltd, over the above property. The proposal is to develop the subject land as Stage 1 of the approved industrial estate over the subject site (commonly referred to as 'Vantage'). The proposed development retains the already approval Stage 1 layout (MIN/2020/454), however, apply a Community Title Scheme (CTS) subdivision over the lots that will enable common property to be established in certain locations (i.e. around the entry statement) and also enable all previously approved industrial freehold lots to now sit within a community management scheme.

As such, the specific permit this application is seeking is as follows:

- Development Permit for Reconfiguring a Lot – Community Title Subdivision (Stage 1 – to create 22 industrial lots; common property; balance lots, public stormwater lot and new public road).

Please find attached to this correspondence the following:

1. Completed Development Assessment Form 1;
2. GCCC Application for a Material Change of Use (MCU) and/or Reconfiguring of Lot (ROL) Form;
3. One copy of the Planning Assessment Report prepared by this office and dated November 2020, including:
 - a. Existing Preliminary Approval;
 - b. Proposal Plan;

- c. Code Assessment;
- d. Landscape Intent Plan;
- e. Engineering Services Report;
- f. Draft Community Management Statement; and
- g. Traffic Impact Assessment

The prescribed fee will be paid following receipt of the electronic fee invoice. A calculation of the fees has been determined as follows:

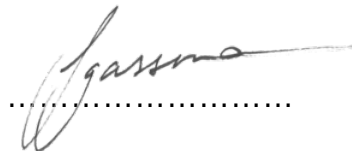
Table 1 – Application Fee Calculation				
Aspect	Description	Fee	Concessions	Total Fee
Reconfiguring a Lot – Subdivision (22 Community Title lots)	Code	\$877.00 per lot	N/A	\$19,294.00
TOTAL:				\$19,294.00

We look forward to Council's consideration of this application. If you have any questions or require any further information regarding this matter, please do not hesitate to contact myself on the office detailed provided therein.

If you have any further queries, please do not hesitate to contact the undersigned.

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES



FRASER GASSMAN
TOWN PLANNER

DEVELOPMENT APPLICATION

REQUESTING DEVELOPMENT PERMITS FOR:

- o RECONFIGURING A LOT – COMMUNITY TITLE SUBDIVISION (STAGE 2 – TO CREATE 22 INDUSTRIAL LOTS; COMMON PROPERTY; BALANCE LOTS, PUBLIC STORMWATER LOT AND NEW PUBLIC ROAD).



Vantage Industrial Estate

60 Stapylton Jacobs Well Road, Stapylton

Lot 501 on SP295994

Prepared for Frasers Property (Australia) Pty Ltd

November 2020

VantageYatala



gassman
development
perspectives

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In preparing this report we have made certain assumptions. We have assumed that all information and documents provided to us by the Client or as a result of a specific request or enquiry were complete, accurate and up-to-date. Where we have obtained information from a government register or database, we have assumed that the information is accurate. Where an assumption has been made, we have not made any independent investigations with respect to the matters the subject of that assumption. We are not aware of any reason why any of the assumptions are incorrect.

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GDP DOCUMENT CONTROL

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Revision / Checking History

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Approval for Issue

Rev. No.	Name	Position	Signature	Date
1.	Gary Savins	Senior Town Planner		20 November 2020

Final Distribution

Fraser's Property (Australia) Pty Ltd (Client)	1 electronic copy
Gold Coast City Council (Assessment Manager)	1 electronic copy
GDP File	1 electronic copy

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1.0 INTRODUCTION

Gassman Development Perspectives (GDP) has been engaged by Frasers Property (Australia) Pty Ltd (Applicant) to prepare a Code assessable Combined Development Application requesting a development permit for Reconfiguring a Lot – Community Title Subdivision (Stage 1 – to create 22 industrial lots; common property; balance lots, public stormwater lot and new public road).

The proposal is to develop the subject land as Stage 1 of the approved industrial estate over the subject site (commonly referred to as 'Vantage'). The proposed road and lot layout aligns with the already approved subdivision over the subject site (Council reference: MIN/2019/761). This application seeks to retain this layout, however, apply a Community Title Scheme (CTS) subdivision over the lots that will enable common property to be established in certain locations (i.e. around the entry statement) and also enable all previously approved industrial freehold lots to now sit within a community management scheme. The proposed industrial lots will range in allotment areas from 2,018m² to 43,338m², with landscaped buffers provided along new road frontages.

An approval was originally granted by Gold Coast City Council on 6 May 2013 for a Preliminary Approval (section 242 of *Sustainable Planning Act 2009*), for making a Material Change of Use (Impact Assessment) to override the Planning Scheme for Industry Uses. The Preliminary Approval contained variations to the *Gold Coast Planning Scheme 2003* version 1.2, that amended the Yatala Enterprise Area Place Code, approved a Land Use Classification and Staging Plan, Type of Assessment and Tables of Development of the Yatala Enterprise Area Local Area Plan.

The M38 Industrial Estate Park Place Code is approved via this Preliminary Approval and incorporates specific tables of development, definitions, relevant codes, specific requirements and Land Use Classification / Precincts relevant to the subject site. The subdivision proposed is in accordance with the provision of this Place Code.

A full assessment of the relevant State, Regional and local planning instruments has been provided as part of this report. As a result of this assessment, the proposal is considered to be generally appropriate in the context of the location and the zoning of the subject site.

2.0 SUMMARY TABLES

Table 1 - Site Details	
Site Address	60 Stapylton Jacobs Well Road, Stapylton
Real Property Description	Lot 501 on SP295994
Site Area	642,390m ² (64.239ha)
Name of Owner(s)	Australand Industrial No. 89 Pty Limited
Local Authority	Council of the City of Gold Coast

Table 2 - State Planning Summary	
Regional Plan	South East Queensland Regional Plan 2017
Regional Plan Land Use Designation	Urban Footprint

Table 3 - Local Planning Summary	
Planning Scheme Zone	
N/A as varied by existing Preliminary Approval	
Preliminary Approval Documents	
- M38 Industrial Estate Place Code - M38 Industrial Park Land Use Classification and Staging Plan	
Preliminary Approval Land Use Classification	
- Precinct A – Low Impact and Service Industry - Precinct B – General Impact Business and Industry	
Preliminary Approval Stage Number	
1	
Defined Use and Approval sought	
Development Permit for Reconfiguring a Lot – Community Title Subdivision (Stage 1 – to create 22 industrial lots; common property; balance lots, public stormwater lot and new public road).	
Level of Assessment	
Code Assessable	
Potential Applicable Council Codes	
- Generations Industrial Park Place Code - Changes to Ground Level and Creation of New Waterbodies Code - Landscape Work - Reconfiguring a Lot - Vegetation Management - Works for Infrastructure - Bushfire Management Areas - Canals and Waterways - Car Parking, Access and Transport Integration - Cultural Heritage (Historic) - Cultural Heritage (Indigenous)	

-
- Flood Affected Areas
- Natural Wetland Areas and Natural Waterways
- Nature Conservation
- Rail Corridor Environs
- Road Traffic Noise Management
- Sediment and Erosion Control
- Service Roads (Pacific Motorway)
- Steep Slopes or Unstable Soils
- Unsewered Land

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The overall subject site is irregular in shape, situated along the southern side of Stapylton Jacobs Well Road, Stapylton and eastern side of Christensen Road. The site is located within the Gold Coast suburb of Stapylton (4207).

3.1 SITE LOCATION

In terms of locational context, the overall subject site is located approximately:

- 500 metres from the Pacific Motorway, Yatala north interchange;
- 5.5 kilometres from the Beenleigh CBD;
- Five kilometres from Beenleigh Transit Centre;
- 30 minutes from Southport CBD; and
- 30 minutes from Brisbane CBD.



Figure 1 - Location Aerial (QLD Globe, 2020)



Figure 2 - Subject Site Aerial (QLD Globe, 2020)

3.2 LAND OWNERSHIP AND ENCUMBRANCES

The subject site consists of a single freehold allotment owned by Australand Industrial No. 89 Pty Limited.

There are no easements or encumbrances over the subject site.

3.3 EXISTING LAND USES

The subject land is vacant; predominantly cleared; and resembles a civil construction site as it has been provisionally prepared to accommodate this industrial subdivision (and an adjoining Stage 1 and 3 areas) through the undertaking of bulk earthworks and vegetation clearing.

3.4 SURROUNDING LAND USES

To the immediate north west of the site is Stapylton Jacobs Well Road and farming land which is predominantly flood-prone.

Further north lies the BP Service Centre and Shell service station along Henry Hester Drive.

Centrally located to the site adjoins a freehold lot that accommodates an existing industrial operation for a company called Amgrow that undertake various agricultural focussed soil conditioning and fertiliser activities.

The site immediately abuts a range of industrial uses to the north. Of particular note are industrial uses along De Bortoli Road, Emeri Street, and Angel Road such as Dick Johnson Racing, Fabtex and Yatala Landscape supplies. Two large warehousing sites are also located to the immediate north of the site.

Further east and south-east along Quarry Road and Rossmanns Road lie the Stapylton Landfill and a deactivated quarry.

To the immediate west of the site, lying closest to Stapylton Jacobs Well Road is 'The Lodge' residential estate. Further eastwards along the southern boundary lie a range of industrial uses.

Further south west lies the Henry Hester service road / Stapylton-Jacobs Well interchange (Exit 38) for the Pacific Motorway. Beyond the Motorway to the immediate west lie more industrial uses such as the Caterpillar, Carlton United Brewery, etc which form part of the Yatala Enterprise Area.

To the immediate east of the site lies the Stapylton land-fill and recycling centre which is heavily buffered from the site with vegetation. Further east lies the Boral quarry which is still active.

3.5 FRONTAGE AND ACCESS

The subject properties have multiple road frontages, Stapylton Jacobs Well Road to the north east, Christensen Road and Christensen Road South to the south and Emeri Street (via a stub connection) to the north.

Formal access only existing of Stapylton Jacobs Well Road.

3.6 TOPOGRAPHY AND VIEWS

The overall subject site is quite undulating, with a strong fall from east to west. The subject site does not hold any significant views.

3.7 FLOODING AND STORMWATER

A small section of land that fronts Stapylton Jacobs Well Road is subject to flooding as identified on Council's overlay mapping.

3.8 WETLANDS/WATERWAYS

No significant wetlands or waterways exist over the subject land.

3.9 CONSERVATION /HERITAGE AREAS

There are no buildings or parks within the immediate proximity of the subject site that are conservation or heritage areas.

3.10 RELEVANT APPROVALS

A Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses is associated with this subject site, initially granted on 6 May 2013 (current Council Ref: MIN/2019/762). This Preliminary Approval includes an endorsed Place Code and Land Use Classification Plan and supports industrial land uses and industrial subdivision within the relevant industrial land use precincts. An extract of the current approved Plan of Development is outlined in **Figure 3** below:

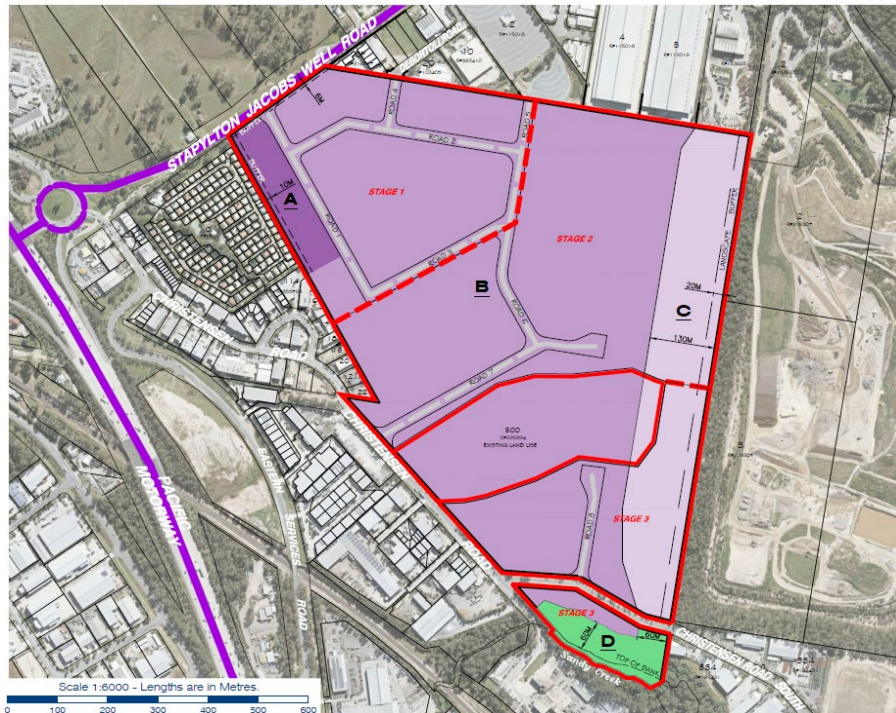


Figure 3 - PA Plan of Development extract – MIN/2019/762 (GDP File, 2020)

As can be seen from the previous figure, the Stage 1 development area is wholly located within the Precinct A and Precinct B areas. Relevant to this specific application are the expected minimum lot sizes for both these precincts by the Development Code which is 2,000m².

A copy of the most recent version of the Preliminary Approval is included at **Appendix B** for Council's convenience.

The second relevant approval in relation to this Stage 1 application was for bulk earthworks and vegetation clearing. This application involved the creation of large scale flat industrial pads and facilitated vegetation clearing of the Stage 1 area. All the works associated with this approval have been completed. The relevant Council reference numbers are that of OPW201801218 and OPW201801219.

The final relevant approval related to this application is the Stage 1 approval which was for 22 industrial lots; stormwater lot; and new road located directly adjacent to Stapylton Jacobs Well Road (current Council Ref: MIN/2020/454). This development stage is currently under construction and will provide new road connections to the balance of the industrial estate. An extract of the current approved Plan of development is outlined in **Figure 4** below:

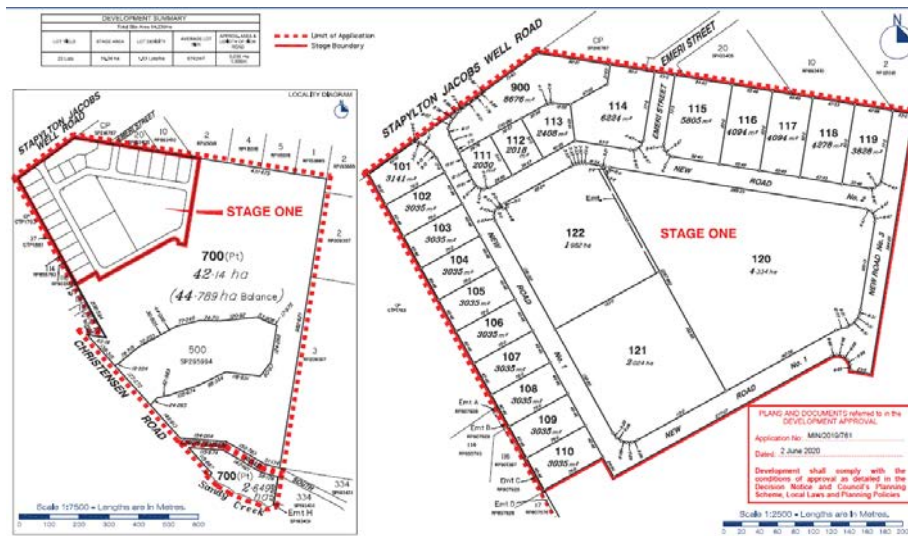


Figure 4 – Stage 1 ROL Plan extract (GDP File, 2020)

Finally, Council are currently assessing a further Minor Change application (MIN/2020/454) that seeks minor amendments to the proposed earthworks strategy; alteration and addition of some pad mount transformers; and minor alteration of road intersections to ensure services are provided within road reserves. Importantly, the lot layout is not proposed to change as part of this application.

4.1 OVERVIEW

DEVELOPMENT SUMMARY

TUM EM AREA S4 233614		
LOT YIELD	STAGE AREA	CUMULATIVE AREA (EXCLUDING COMMON PROPERTY)
20 LOTS	15.47 ha	5,723 m ² 1.40 ha
COMMON PROPERTY AREA: 300m ²		

LEGEND

- - - - - LIMIT OF APPLICATION
- STAGE BOUNDARY
- COMMON PROPERTY

PLEASE NOTE:
ALL NEW ROADS, DRAINAGE AND SERVICES INFRASTRUCTURE TO BE DEDICATED TO COUNCIL OF THE CITY OF GOLD COAST.

LOCALITY DIAGRAM

INSET 'A'
SCALE 1:1000

Scale 1:2500 - Lengths are in Metres.

0 20 40 60 80 100 120 140 160 180 METRES

4.2 RECONFIGURING A LOT – COMMUNITY TITLE SUBDIVISION

Table 4 – Proposed Lot Details			
Lot	Area (m²)	Purpose	Access and services
101	2,535	Industrial	Homestead Drive
102	2,913	Industrial	Homestead Drive
103	2,913	Industrial	Homestead Drive
104	2,913	Industrial	Homestead Drive
105	2,913	Industrial	Homestead Drive
106	2,913	Industrial	Homestead Drive

107	2,913	Industrial	Homestead Drive
108	2,913	Industrial	Homestead Drive
109	2,913	Industrial	Homestead Drive
110	2,913	Industrial	Homestead Drive
111	2,050	Industrial	Eastridge Street
112	2,018	Industrial	Eastridge Street
113	2,408	Industrial	Eastridge Street
114	6,224	Industrial	Eastridge Street Emeri Street
115	5,805	Industrial	Eastridge Street Emeri Street
116	4,094	Industrial	Eastridge Street
117	4,094	Industrial	Eastridge Street
118	4,278	Industrial	Eastridge Street
119	3,828	Industrial	Eastridge Street
120	43,340	Industrial	Eastridge Street Fairway Street Homestead Drive
121	20,210	Industrial	Homestead Drive
122	19,820	Industrial	Homestead Drive Eastridge Street
900	7,737	Stormwater	Homestead Drive
Road	37,230	Road	N/A

Whilst providing Planning Scheme compliant lots and layout design, the proposed subdivision will be subject to a CTS. A copy of the proposed Community Management Scheme is provided within **Appendix G**.

The tenure arrangements sought are to allow for a unique park and amenity area to be established within later stages of the development to service the immediate workforce of the estate. As well as providing beautified open space and lunch setting/seating areas, a range of fitness equipment will be provided. This ties in to envisaged walking and running circuits around the estate that will utilise the standard Council footpath within proposed road reserves featured within Stage 1.

4.3 SERVICING AND ACCESS

All access and servicing provisions are to remain consistent with those already approved for Stage 1. Additionally, the stormwater infrastructure proposed will remain with Lot 900. Of

critical importance to note, all road and stormwater infrastructure will be delivered at Council standard and dedicated as public assets.

4.4 FEATURE ENTRY STATEMENT

The CTS titling outcome allows for unique landscaping and design outcomes. Such an outcome is proposed at the entry to the estate from Stapylton Jacobs Well Road, providing a landmark entry statement. The finished detail and design of this entry statement will be applied for under a private Operational Work application.

4.5 PRE-LODGEMENT MEETING DISCUSSIONS

Whilst no detailed prelodgement meeting was held in relation to this application as it is for a compliant Stage 1 consistent with the existing approval, a presentation was provided to Council officers on the background and context related to the CTS aspect being proposed. The key outcome of this presentation was that any application for a CTS subdivision mixed with public road and stormwater aspects would have to clearly articulate and demonstrate how any aspect that is to be dedicated to Council complies with Council's standard design and access requirements.

4.6 SUMMARY OF SUPPORTING SPECIALIST REPORTS/DOCUMENTATION

In support of this development application, the following specialist information has been commissioned and accompanies this planning assessment report.

Table 5 - Supporting Specialist Reports/Documentation			
CATEGORY	CONSULTANT	TITLE OF DOCUMENTS	LOCATION
Preliminary Approval	Gassman Development Perspectives	Current Decision Notice MIN/2020/762	Appendix B
Plans and Drawings	Gassman Development Perspectives	Proposal Plan	Appendix C
Code Assessment	Gassman Development Perspectives	Code Assessment	Appendix D
Landscape	Gassman Development Perspectives	Statement of Landscape Intent	Appendix E
Engineering	Gassman Development Perspectives	Engineering Services Report	Appendix F
Community Title	Fraser's Property Australia	Community Management Statement	Appendix G
Traffic	Traffic Impact Assessment	Rytenschild Traffic Engineering	Appendix H

5.0 STATE AND REGIONAL PLANNING FRAMEWORK ASSESSMENT

5.1 STATE LEGISLATION

5.1.1 PLANNING ACT 2016 (PA)

The PA is the principal Act legislating planning and development in Queensland. The purpose of the PA is to establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning, development assessment and related matters that facilitates the achievement of ecological sustainability.

Ecological sustainability is a balance that integrates:

- (a) the protection of ecological processes and natural systems at local, regional, state, and wider levels; and
- (b) economic development; and
- (c) the maintenance of the cultural, economic, physical and social wellbeing of people and communities.

The proposed development seeks approval for the following aspects of assessable development defined under Schedule 2 of the PA:

- Reconfiguring a Lot.

Section 45(3) of the PA specifies those matters that must be addressed as part of any code assessable development application. This includes:

- assessment against the assessment benchmarks in a categorising instrument for the development; and
- having regard to any matters prescribed by regulation.

The information contained in this report and the development application addresses all of the above matters (where relevant) and is sufficient for Council to make an informed assessment of the proposed development. It is noted that a 'categorising instrument' is defined under the PA as a regulation or local categorising instrument that does any or all of the following—

- categorises development as prohibited, assessable or accepted development;
- specifies the categories of assessment required for different types of assessable development;
- sets out the matters (the assessment benchmarks) that an assessment manager must assess assessable development against.

In this case, the approved M38 Industrial Estate Place Code is the applicable categorising instrument and contains aspects of the proposed development.

5.2 SUBORDINATE LEGISLATION

5.2.1 PLANNING REGULATION 2017

The PR supports the principal planning laws by outlining the mechanics for the operation of the PA. It outlines all planning processes, including:

- the categorisation of development applications and the matters development applications must consider (in addition to applicable assessment benchmarks);
- identification of the assessment manager and referral agencies for development applications; and
- the matters for a particular development that trigger state interests.

Section 27(1) of the PR specifies the following matters required to be considered for a code assessable development application:

- the matters stated in Schedules 9 and 10 of the PR for the development; and
- if the prescribed assessment manager is a person other than the chief executive (i.e. the Local Government)—
 - the regional plan for a region, to the extent the regional plan is not identified in the Planning Scheme as being appropriately integrated in the Planning Scheme; and
 - the State Planning Policy, to the extent the State Planning Policy is not identified in the Planning Scheme as being appropriately integrated in the Planning Scheme; and
 - for designated premises—the designation for the premises; and
- any temporary State Planning Policy applying to the premises; and
- any development approval for, and any lawful use of, the premises or adjacent premises; and
- the common material.

Section 31(2) of the PR goes on to state that:

- an assessment manager may consider a matter mentioned in Section 27(1) only to the extent the assessment manager considers the matter is relevant to the development; and
- if an assessment manager is required to carry out code assessment against assessment benchmarks in an instrument stated in Section 27(1), this section does not require the assessment manager to also have regard to the assessment benchmarks.

It is noted that Schedule 9 of the PR relates to Building Work under the *Building Act 1975*, and Schedule 10 relates to all other assessable development.

The abovementioned matters are addressed in the following sections.

5.2.1.1 REFERRAL REQUIREMENTS

Schedule 10 of the PR identifies the assessment benchmarks and referral arrangements that apply to particular types of development. Assessment benchmarks and matters a referral agency must consider for particular types of development generally includes the State Development Assessment Provisions (SDAPs).

The State Assessment and Referral Agency (SARA) also provides development assessment mapping to assist in the determination of referral requirements.

Of note, the subject site is located within four state mapping areas that may require referral. These are discussed in further details below to determine their applicability to the proposed development.

Queensland Waterways for Waterway Barrier Works

The subject site is burdened by multiple mapped state waterways of low and medium risk levels, as shown in **Figure 8** below.



Figure 6 – Mapped state waterways impacting the subject site (SARA mapping, 2020)

A single mapped low-risk waterway traverses the subject site from east to west. As no Operational Work is proposed, this matter does not trigger referral.

Regulated Vegetation

The subject site is mapped as having both Category X and B (least concern and of concern) regulated vegetation mapping layers, as shown in **Figure 7**.



Figure 7 – Mapped regulated vegetation (SARA mapping, 2020)

As mentioned earlier within this report, the developable extent of the subject site under the Preliminary Approval has been lawfully cleared and is no longer subject to any vegetation. As a result, no vegetation clearing aspect is proposed as part of this development application as no such work is required.

Based on the above, this matter does not trigger referral.

Koala Habitat Area

The subject site is mapped as having Core koala habitat areas, as shown in **Figure 8**.



Figure 8 – Mapped Koala habitat areas (SARA mapping, 2020)

As mentioned earlier within this report, the developable extent of the subject site under the Preliminary Approval has been lawfully cleared and is no longer subject to any vegetation and in turn, any koala habitat. Remaining vegetation on the southern side of the subject site will be retained in accordance with the existing Preliminary Approval.

Therefore, no impact to koala habitat will result from the proposed development. Based on the above, this matter does not trigger referral.

State Transport

The subject site is mapped near State transport infrastructure, as shown in **Figure 8**.

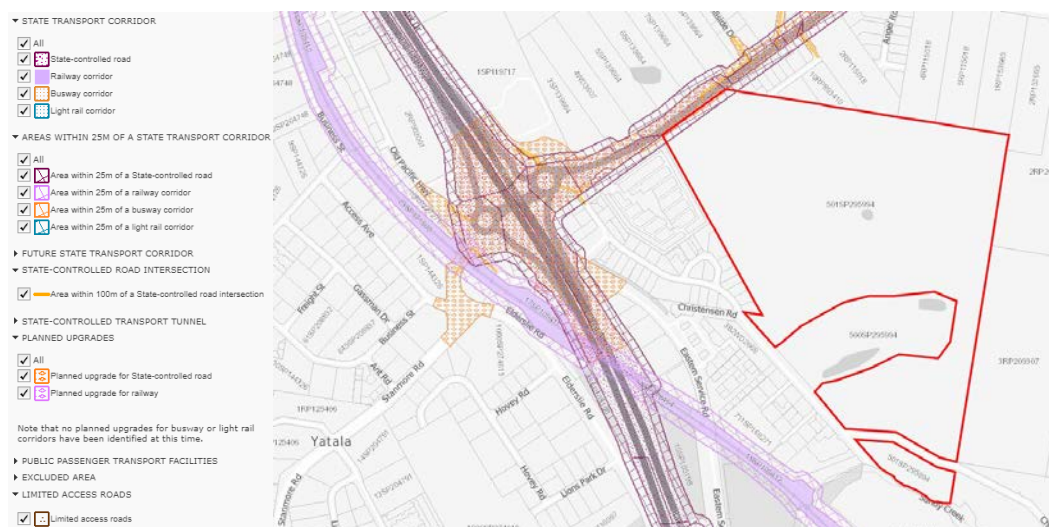


Figure 9 – Mapped State transport corridors (SARA mapping, 2020)

The subject site is located adjacent to a state-controlled road, being Stapylton Jacobs Well Road. This road is also subject to planned upgrades.

Based on the proximity to an existing state-controlled road, the Reconfiguring a Lot aspect of the proposed development is triggered under Schedule 10, Part 9, Division 4, Subdivision 2, Table 1 – Reconfiguring a Lot near a State transport corridor.

Threshold Triggers

The PR also identifies a number of uses, works and lot reconfigurations that can be triggered for referral based on their size, type or intensity.

Given the subject site is 64.24 hectares and proposes future industrial lots, the development application will exceed thresholds identified within Schedule 20 of the PR, specifically item 42. Given the above, this development application will require referral under Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Aspect of development stated in Schedule 20.

In summary of the above, the following matters are triggered for referral:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 1 – Reconfiguring a Lot near a State transport corridor; and
- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Aspect of development stated in Schedule 20.

5.3 STATE PLANNING INSTRUMENTS

5.3.1 STATE PLANNING POLICY

The Queensland State Planning Policy (SPP) is a key component of Queensland's planning system. The SPP expresses the state's interests in land use planning and development. Promoting these state interests through plan making and development decisions of state and local government, has the purpose of securing a liveable, sustainable and prosperous Queensland.

The SPP applies, to the extent relevant, when:

- 1) making or amending a local planning instrument;
- 2) making or amending a regional plan;
- 3) designating premises for infrastructure;
- 4) local government is assessing a development application, if its planning scheme has not yet appropriately integrated the relevant SPP state interest policies; or
- 5) an assessment manager or referral agency other than local government is assessing a development application.

As this development application will be assessed by Council of the City of Gold Coast as assessment manager, point 4 above is relevant in this instance.

Depending on how well the state interests are integrated into a planning scheme, different parts of the SPP can be applicable to a development application and require assessment. More specifically, Part B of the SPP (Application and operation) identifies that:

- Part C (Purpose and guiding principles) and Part D (The State interest statements) require assessment by development applications **requiring referral agency assessment**;
- Part C, D, and E (State interest policies and Assessment benchmarks) require assessment by development applications **where particular State interest policies are not yet appropriately integrated into the applicable planning scheme**.

Section 2.1 of the Planning Scheme identifies that the state interest policies not yet appropriately integrated into the planning scheme are 'Natural hazards, risk and resilience (coastal hazards)'.

The subject site is not impacted by any matters regarding coastal hazards, and therefore, an SPP assessment is not considered necessary in this instance.

5.3.2 SOUTH EAST QUEENSLAND REGIONAL PLAN 2017



Figure 10 – South East Queensland Regional Plan 2017 mapping (SARA mapping, 2020)

The subject site is located wholly within the Urban Footprint under the *South East Queensland Regional Plan 2017*, as shown in **Figure 10**.

The intent of the Urban Footprint is to encourage land uses which are defined as 'Urban Purposes' for residential, industrial and commercial use. The development located within the Urban Footprint is within the required intent of this classification. It is considered that the development is consistent with the intent of the Urban Footprint as it represents an urban use within an urban area.

5.3.3 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

SDAP set out the matters of interest to the state and provides the criteria for assessing development applications where the State government is the assessment manager or a referral agency.

Referral is triggered for Reconfiguring a Lot near a State transport corridor and thresholds exceeded under Schedule 20 of the PR. Therefore, the proposed development will require any assessment against State code 1: Development in a state-controlled road environment and State code 6: Protection of state transport networks, which has been provided within **Appendix C**.

6.0 LOCAL PLANNING ASSESSMENT

6.1 OVERVIEW

The following is a review of the Local Planning Instruments that apply to the subject site and the proposed development.

6.2 RELEVANT LAND USE CLASSIFICATION / PRECINCTS

As per the current Generations Industrial Park Place Code this land is divided into the following Land Use Precincts:

- Precinct A – Low Impact and Service Industry;
- Precinct B – General Impact Business and Industry;
- Precinct C – Limited General Impact Business and Industry; and
- Precinct D – Open Space/Reserve.

Please refer to **Figure 11** below, showing proposed development (Stage 1) located within both Precincts A and B.

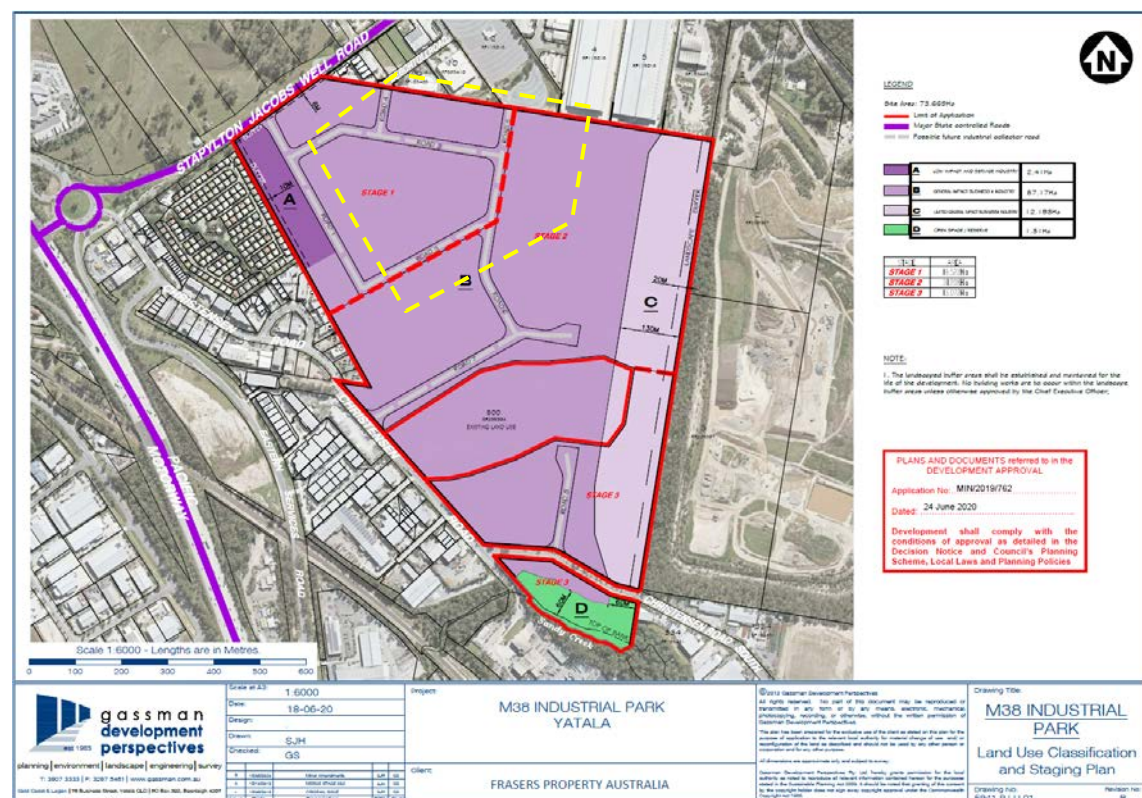


Figure 11 - Land Use Classification and Staging Plan (GDP file, 2020)

6.3 LEVEL OF ASSESSMENT

The Generations Industrial Park Place Code approved variations to the *Gold Coast Planning Scheme 2003*, version 1.2, that affected the Place Code, Type of Assessment and Tables of

Development of the Yatala Enterprise Area Local Area Plan, in determining the level of assessment for development applications.

The Generations Industrial Park Place Code was accordingly approved that incorporated the new tables of development and applies to this development application. As per Table F of the Place Code, Reconfiguring a Lot that entails only a Community Title Subdivision is considered Code Assessable within Precincts A and B.

6.4 GENERATIONS INDUSTRIAL PARK PLACE CODE

The proposed development within Precinct A: Low Impact and Service Industry and Precinct B: General Impact Business and Industry.

The Place Code Intent of Precinct A (Low Impact and Service Industry) states:

The land-uses promoted within this precinct are generally low impact industrial style uses responsive to the established nature of residential uses located nearby. Whilst more intensive levels of industry are not generally envisaged, they may be suitable subject to appropriate acoustic attenuation measures, strategies and operational measures being implemented to minimise potential detrimental impacts. The allotment sizes envisaged within this precinct are reflective of those that are promoted within Precinct 1 of the YEA LAP.

Strict building and operational restrictions, including building design, building construction and hours of operation and delivery and collection activities, apply to development within Precinct A. The 10 metre wide landscaped buffer to be established along the western property boundary of Precinct A shall be established to minimise the potential detrimental impacts of development within Precinct A on the adjoining residential development.

The Place Code Intent of Precinct B (General Impact Business and Industry) states:

The majority of the land-uses promoted in this precinct, which covers the bulk of the developed site, are consistent with those itemised within the Precinct 1 land use designation of the YEA LAP. Those that are not, are industrially related and befit the future development prospects of the site and the YEA LAP generally. The ultimate intent of this precinct is to promote the land uses and allotment sizes that would ordinarily be located within Precinct 1 land located within the YEA LAP. It is also noted that the proposed subdivision lot-size parameters from Precinct 1 of the YEA LAP have been adopted within this precinct.

The Stage 1 subdivision will ensure the intent of each precinct can be achieved through delivery of development ready, serviced lots to provide for future land uses envisaged within each precinct.

6.5 IDENTIFIED CONSTRAINTS AND OVERLAYS

The following is a summary of the relevant identified overlays that apply to the subject land. Their applicability to the proposed development is discussed further in **Table 6** below.

6.5.1 POTENTIAL BUSHFIRE HAZARD AREAS OVERLAY MAPPING (OM10-1)

The subject site is located within the Potential Bushfire Hazard Areas overlay mapping identified in the category of low and medium bushfire hazard areas, reference is made to **Figure 12** below for relevant mapping.

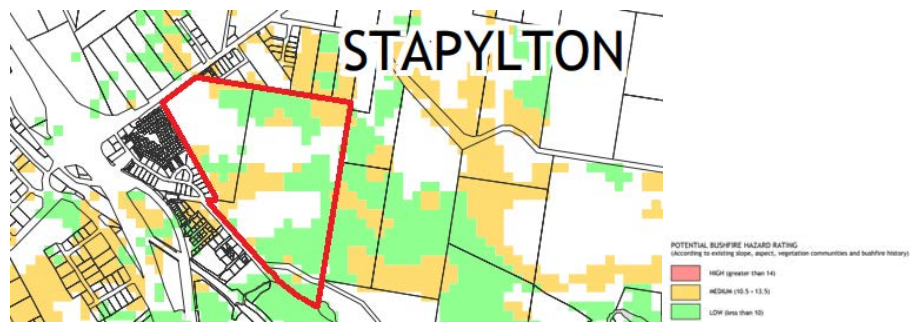


Figure 12 - Potential Bushfire Hazard Overlay Mapping (OM10-1) (Council mapping, 2020)

6.5.2 NATURAL WETLAND AND WATERWAYS AREAS OVERLAY MAPPING (OM11 - 1)

The subject site is located within the Natural Wetland and Waterways Areas overlay identified as 'other natural waterways', reference is made to **Figure 13** below for relevant mapping.

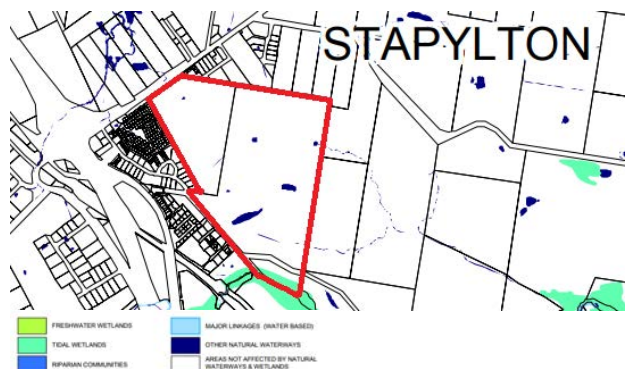


Figure 13 - Natural Wetland and Waterway Areas Overlay Mapping (OM11-1) (Council mapping, 2020)

6.5.3 ACID SULPHATE SOILS OVERLAY MAPING (OM14-1)

The subject site is located within the Acid Sulphate Soil Hazard Areas Overlay Mapping. Reference is made to **Figure 14** below for relevant mapping.



Figure 14 - Acid Sulphate Soil Hazard Areas Overlay Mapping (OM14-1) (Council mapping, 2020)

6.5.4 NATURAL HAZARD (FLOOD) MANAGEMENT AREAS OVERLAY MAPPING (OM17-5)

The subject site is located within the Natural Hazard (Flood) Management Areas Overlay Mapping and identified within the Designated flood affected area, reference is made to **Figure 15** below for relevant mapping.

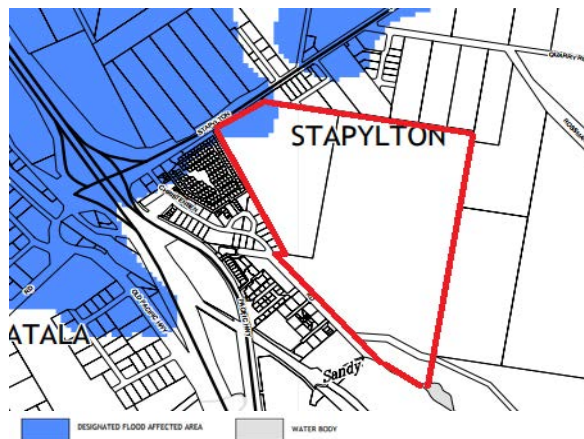


Figure 15 - Natural Hazard (Flood) Management Areas Overlay Mapping (OM17-5) (Council mapping, 2020)

6.5.5 CONSERVATION STRATEGY PLAN OVERLAY MAPPING (OM20-1)

The subject site is located within the Conservation Strategy Plan Overlay Mapping, and identified within the 'major areas of existing bushland committed to development', and 'existing remnant vegetation area and other natural systems'.

Reference is made to **Figure 16** below for relevant mapping.

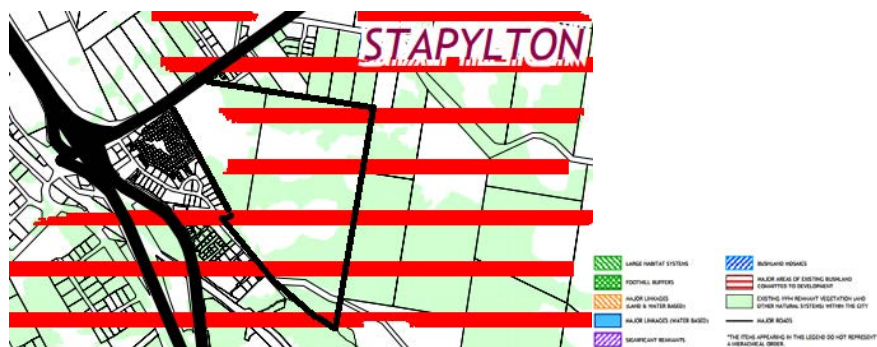


Figure 16 - Conservation Strategy Plan Overlay Mapping (OM20-1) (Council mapping, 2020)

6.5.6 SCENIC TOURIST ROUTES OVERLAY MAPPING (OM22-1)

The subject site is located within the Scenic Tourist Routes Overlay Mapping, identified within the land and water routes, reference is made to **Figure 17** below for relevant mapping.



Figure 17 - Scenic Tourist Routes Overlay Mapping (OM22-1) (Council mapping, 2020)

6.5.7 EXTRACTIVE RESOURCES OVERLAY MAPPING (OM23-1)

The subject site is located within the Extractive Resources Overlay Mapping – Haul routes (Stapylton Jacobs Well Road), reference is made to **Figure 18** below for relevant mapping.

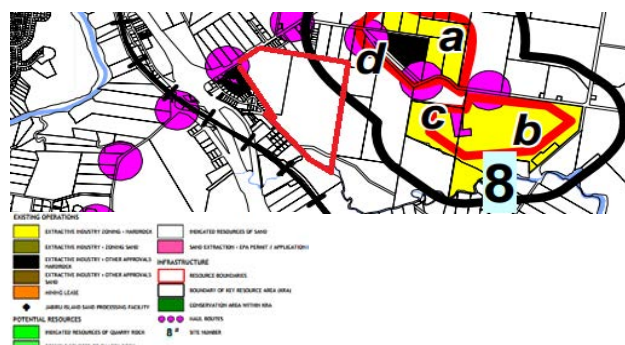


Figure 18 - Extractive Resources Overlay Mapping (OM23-1) (Council mapping, 2020)

6.6 APPLICABLE CODES

The table below lists the potentially applicable codes and their relevance to the proposed development on the subject site. A response to each of the applicable requirements under each relevant code has been provided in the Appendices of this report.

Table 6 - Relevant Local Planning Codes	
Place Code	
Generations Industrial Park	Applicable - The Generations Industrial Park Place Code is listed as a relevant code for assessment, therefore this code has been addressed in Appendix D of this report.
Specific Development Codes	
Changes to Ground Level Creation of Waterbodies	Not Applicable - No Operational Work application has been lodged for landscape work, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Landscape Work	Not Applicable - No Operational Work application has been lodged for landscape work, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Reconfiguring a Lot	Applicable - The Reconfiguring a Lot code is listed as a relevant code for assessment within the Place Code. Therefore, this code has been addressed in Appendix D of this report.
Vegetation Management	Not Applicable - No Operational Work application has been lodged for vegetation clearing, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Works for Infrastructure	Applicable - The Works for Infrastructure code is listed as

Table 6 - Relevant Local Planning Codes	
	a relevant code for assessment within the Place Code. Therefore, this code has been addressed in Appendix D of this report.
Constraint Codes	
Bushfire Management Areas	Not Applicable – The subject site has been predominantly cleared under historical approvals, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Canals and Waterways	Not Applicable – The Stage 2 area proposed is located completely outside of any mapped waterway, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Car parking, Access and Transport Integration	Not Applicable - The proposal is for the subdivision of land only, therefore a detailed assessment and consideration against the code was not considered applicable in this particular instance.
Cultural Heritage (Historic)	Not Applicable - The subject property is not known to be a listed property, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.
Cultural Heritage (Indigenous)	Not Applicable - The subject property is not known to be a site of indigenous cultural heritage, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.
Flood Affected Areas	Not Applicable – The Stage 1 area proposed is located completely outside of any mapped flood affected areas, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Nature Conservation	Not Applicable – The Stage 1 area proposed is located within a historically cleared area and will not require any further clearing, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Natural Wetland Areas and Natural Waterways	Not Applicable - As there is no change proposed to the existing land use or conditions of the land, it is considered that a detailed assessment and consideration of this code was not considered applicable in this instance.
Rail Corridor Environs	Not Applicable - The subject property is not near or within a rail corridor, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.
Road, Traffic Noise Management	Not Applicable - The proposed industrial subdivision does not include or involve a noise sensitive land use.

Table 6 - Relevant Local Planning Codes	
	Therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Sediment and Erosion Control	Not Applicable - The proposed industrial subdivision does not involve any earthworks. Therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Service Roads (Pacific Motorway)	Not Applicable - The subject site is not located on the Pacific Highway service road, therefore, a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.
Steep Slopes or Unstable Soils	Not Applicable - The subject land is not identified within an area of 'land slip risk of instability', therefore a detailed assessment and consideration of this application against the constraint code was not considered applicable in this particular instance.
Unsewered Land	Not Applicable - The proposed industrial lots will be connected to Council's reticulated sewerage system, therefore a detailed assessment of this application against the constraint code was not considered applicable in this particular instance.

7.0 KEY CONSIDERATIONS

In addition to the detailed assessment of this proposed development against the Preliminary Approval and Generations Industrial Park Place Code, the following key matters are considered relevant to the consideration and determination of this development application.

7.1 COMMUNITY TITLE SUBDIVISION

Formulation of a Community Title Scheme (CTS) over the proposed industrial lots provides an opportunity for a higher quality and functioning industrial estate, along with maintenance and management benefits. For Stage 1 specifically, the CTS will enable feature landscape treatments, structures and signage to be placed at the estate's main entrance from Stapylton Jacobs Well Road. All works associated with the entry signage are to be located on common property, as shown in **Figure 19**.

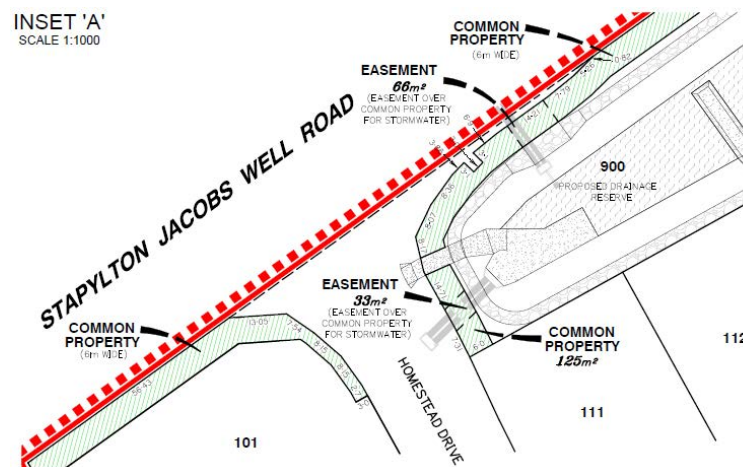


Figure 19 – Proposed Entry Statement Common Property (Council mapping, 2020)

This area will be maintained by the body corporate (not Council) for the lifetime of the estate, delivering a high-quality outcome for both the City of Gold Coast and the owners of the estate. It is envisaged the CTS document will be prepared post approval in accordance with relevant legislation.

7.2 ASSETS TO BE DEDICATED TO COUNCIL

The proposed subdivision, whilst community title in nature for the industrial lots, does still involve the creation and dedication of all the typical Council assets in the form of public roads, infrastructure services and stormwater devices.

Importantly, all these elements have been designed in the identical manner as to which they would if a more traditional full freehold industrial land subdivision was proposed. This design approach has ensured that each and every element is compliant with the design requirements and expectations of Council such that they can be accepted by Council without any impact or hinderance on their operation.

There is no aspect of proposed community title land that will hinder access to or the operation of these assets.

7.3 REVISED SEWER STRATEGY

Subsequent to the approval of the original Stage 1 subdivision (Council reference MIN/2020/454), consultation has been undertaken with Gold Coast Water and Waste's Sewer Catchment Planning officers to establish an approved Sewer Network Analysis Report. This involved the creation of an overall sewer strategy internal to the site along with outlining the key trunk sewer infrastructure upgrades required external to the subject site to facilitate a sewer servicing solution.

Of late, further discussions with Gold Coast Water and Waste have confirmed an alternate sewer servicing strategy of the Stapylton area. Given the proposed development is essentially the same as that already approved, it is anticipated that Council will provide a consistent condition package. However, the provision of an alternate sewer strategy will require minor amendments to the current sewer/wastewater conditions package for Stage 1. The proposed condition amendments are detailed below.

Table 7 – Proposed Sewer Condition Amendments			
Condition No.	Condition Aspect	Requested Change	Justification
4	Trunk Development Infrastructure	Amendment	Council are requested to amend the condition as per below:
Necessary trunk infrastructure (LGIP identified) a. Provide the following necessary trunk infrastructure, prior to a request is made to Council to approve the plan of subdivision: i. Interim trunk sewer pump station located within the road reserve of Homestead Drive. This trunk sewer pump station shall connect via a sewer rising main to Council's existing 100mm diameter sewer rising main located within the southern verge of Stapylton Jacobs Well Road along the frontage of the subject site. i. XGMA21. This gravity sewer main is to be 450 mm in diameter and connects to Council's gravity sewer upstream of sewerage pump station BE35 on the western side of the Pacific Motorway and is to extend to the frontage of the			

~~development site.~~

- b. Comply with the process to provide the necessary trunk infrastructure contained within Schedule 1 of the Council of the City of Gold Coast Charges Resolution –

Note:

All other development infrastructure not identified above is non-trunk development infrastructure unless otherwise stated in another condition.

26	Sewer and Water Works	Amendment	Council are request to amend the condition as per below:
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Sewer reticulation

- a. Obtain an operational works approval for the design, construction and connection of a sewer reticulation system for each lot to connect to Council's sewer network **prior to a request is made to Council to approve the plan of subdivision at no cost to Council and include in particular:**
- Be in accordance with the SEQ Water Supply & Sewerage Design and Construction Code (SEQ WS&S D&C Code), and the Water and Sewerage Connections Policy.
 - The size of the sewer property service connection servicing each lot must be a minimum of 150 mm in accordance with Section 4.5.4 of the SEQ Water Supply & Sewerage Design & Construction Code (SEQ WS&S D&C Code).

~~at the existing SPS B35 via a 450 mm gravity trunk sewer (XGMA21) , prior to a request is made to Council to approve the plan of subdivision at no cost to Council and include in particular:~~

- ~~Be in accordance with the SEQ Water Supply & Sewerage Design and Construction Code (SEQ WS&S D&C Code), and the Water and Sewerage Connections Policy.~~
- ~~The size of the sewer property service connection servicing each lot must be a minimum of 150 mm in accordance with Section 4.5.4 of the SEQ Water Supply & Sewerage Design & Construction Code (SEQ WS&S D&C Code).~~

8.0 SUMMARY OF FINDINGS AND CONCLUSION

The proposal is to develop the subject land as Stage 1 of the approved industrial estate over the subject site (commonly referred to as 'Vantage'). The application seeks to retain an approved road and lot layout, however, apply a Community Title Scheme (CTS) subdivision over the lots that will enable a unique entry statement and maintain consistency with the entire Vantage Industrial Estate.

The proposed development will be:

- Consistent with the State and regional planning provisions applicable to the subject site;
- Consistent with the planning principles in the Planning Scheme, namely the Generations Industrial Park Place Code;
- Consistent with the existing approved subdivision layout of MIN/2020/454;
- Consistent with the Preliminary Approval (MIN/2019/762) that applies over the land;
- Consistent with the intent and content of the industrial precincts;
- Generally in accordance with the performance criteria and acceptable solutions of the applicable development codes; and
- Appropriate within the context of the site and its surrounds without adversely impacting on the surrounding area and land uses.

The proposed development is appropriate within the context of the site and the planning framework for the area. Accordingly, it is requested that this application be favourably considered.

APPENDIX B

EXISTING PRELIMINARY APPROVAL



VantageYatala



gassman
development
perspectives

Date: 30 June 2020
Contact: Sue Wilkinson
Location: City Development
Telephone: 07 5582 8866
Your reference: 5941 – PA minor change
Our reference: MIN/2019/762

Frasers Property Pty Ltd
C/- Gassman Development Perspectives
PO BOX 392
BEENLEIGH QLD 4207

Dear Sir/Madam

DECISION NOTICE

Property description	Lot 500 SP295994, Lot 501 SP295994, Lot 4 RP6843
Property location	31 Yellowwood Road , 60 Stapylton Jacobs Well Road and 82 Christensen Road South, STAPYLTON QLD 4207
Application details	Minor Change

Please find enclosed the decision notice for the proposed development identified above.

For further information regarding the assessment of this application, access the Planning and Development page on City of Gold Coast's website cityofgoldcoast.com.au and reference application number MIN/2019/762.

If you are unable to access the website, please email your query to mail@goldcoast.qld.gov.au and reference your application number.

Contacting us

Should you wish to clarify any issues contained in this letter, please do not hesitate to contact Planning Assessment on 07 5582 8866.

Yours sincerely

City Development Branch
Planning & Environment Directorate
For the Chief Executive Officer
Council of the City of Gold Coast

Attach. 4

Our reference: MIN/2019/762
Your reference: 5941 – PA minor change

Decision notice— change application approval including amended suite of development conditions for MCU201100650

(Given under section 83(1) of the *Planning Act 2016*.)

The Council of the City of Gold Coast received your change application made under section 78 of the *Planning Act 2016* on 20 December 2019 for the development approval dated 20 February 2019.

Date of decision notice: 30 June 2020

Applicant details

Applicant name: Frasers Property Pty Ltd
Applicant contact details: C/- Gassman Development Perspectives
PO Box 392
BEENLEIGH QLD 4207

Application details

Application number: MIN/2019/762
Approval sought: Minor change to development permit for
Details of the change: Minor change to Part C:

- Amend Conditions 1, 2, 9 and 24 to reflect the updated Place Code and Land Use Classification and Staging Plan;
- Amend Conditions 15(c)(ii) and 32 to reference the updated Landscape Intent;
- Amend Conditions 15(e)(ii) to increase the height of the acoustic barrier to 2.4 metres and reference the updated acoustic report;
- Amend Conditions 30, 31 and 33 to reference the updated acoustic report; and
- Amend Conditions 35 and 36 to increase hours of operation within Precinct A to 24-hours.

Original Application number: MCU201100650
Details of original decision: Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses.
Date of original decision: 04 March 2013

Location details

Street address: 31 Yellowwood Road, 60 Stapylton Jacobs Well Road and 82 Christensen Road, Stapylton
Real property description: Lot 4 on RP6843 , Lot 1 on RP6882 , Lot 240 on W31320

Decision

Date of decision: 25 June 2020

Decision details:

Under Delegated Authority, the Executive Coordinator Planning Assessment of the City Development Branch of Council has resolved to Approve the change in full and amend the existing conditions of approval and/or impose new conditions.

Part C:

- Amend Conditions 1, 2, 9 and 24 to reflect the updated Place Code and Land Use Classification and Staging Plan;
- Amend Conditions 15(c)(ii) and 32 to reference the updated Landscape Intent;
- Amend Conditions 15(e)(ii) to increase the height of the acoustic barrier to 2.4 metres;
- Amend Conditions 30, 31 and 33 to reference the updated acoustic report; and
- Conditions 35 and 36 to remain unchanged.
- Property notification – Noise / Acoustic

Affected Entity(s) for the application

Not applicable – no part of the application required referral to an affected entity.

Details of the approval

Preliminary approval overriding the Planning Scheme in accordance with section 242 of the *Sustainable Planning Act 2009*

Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses.

Conditions

New and/or amended conditions of approval for a preliminary approval, which overrides the Planning Scheme for a material change of use for Industrial uses are enclosed in this notice.

A full suite of development conditions for the development approval is also enclosed in this notice.

Further development permits

The following development permits are required to be obtained before the development can be carried out:

- Development permit
- Operational works

Notwithstanding the above, other approvals/development permits may be required.

Properly made submissions

Not applicable—No part of the application required public notification.

Currency period for the approval

This approval will lapse on 03 May 2023 in accordance with MCU201601390 dated 1 November 2016.

Approved plans and drawings

Approved plans and drawings reflecting the approved change(s) are attached and are identified in the conditions imposed by Council in the amended suite of development conditions.

Appeal rights

Applicant	You have appeal rights in relation to this decision. An appeal may be made against, as applicable: • the refusal of part of the development application; or • a provision of the development approval; or • if a development permit was applied for, the decision to give a preliminary approval. An appeal must be started within 20 business days after this notice is given to you. An appeal may be made to the Planning and Environment Court or, for certain matters which are identified in section 1(2) of Schedule 1 of the <i>Planning Act 2016</i>, to a development tribunal. An appeal is started by lodging a notice of appeal with the registrar of the Planning and Environment Court or a development tribunal, as applicable. The notice of appeal must be in the approved form, succinctly state the grounds of the appeal and be accompanied by the required fee. An appellant to the Planning and Environment Court must give a copy of the notice of appeal, within 10 business days after the appeal is started, to the persons identified in section 230(3) of the <i>Planning Act 2016</i>. A person who is appealing to the Planning and Environment Court must comply with the rules of the court that apply to the appeal. An extract of Chapter 6, Part 1 and Schedule 1 of the <i>Planning Act 2016</i> is attached to this notice, which sets out further information about the appeal rights.
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For further information please contact Sue Wilkinson, Senior Planner, on p: 07 5582 8866 or via email mail@goldcoast.qld.gov.au who will be pleased to assist.

AUTHORISED BY



Karley Lawler
Supervising Planner (North)
For the Chief Executive Officer
Council of the City of Gold Coast

enc:

New and/or amended conditions imposed by Council, as the Responsible Entity
Amended suite of development conditions for development approval MIN/2019/762

Attach:

Stamped approved plans and drawings for development approval
Appeal rights extracts

New and/or amended conditions imposed by Council as the Responsible Entity

PART C

Condition 1 currently reads:

1 Approved plans/drawings/documents

Undertake and maintain the development generally in accordance with the following plans/drawings/documents:

Title	Author	Date	Reference No.	Ver.
M38 Industrial Estate Place Code	Gassman Development Perspectives	October 2018	-	-
M38 Industrial Estate Landuse Classification and Staging Plan	Gassman Development Perspectives	07 August 2018	5738 P 001	D

The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.

Is changed to read as follows:

1 Approved plans/drawings/documents

Undertake and maintain the development generally in accordance with the following plans/drawings/documents:

Title	Author	Date	Reference No.	Ver.
M38 Industrial Estate Place Code	Gassman Development Perspectives	June 2020	-	-
M38 Industrial Estate Land Use Classification and Staging Plan	Gassman Development Perspectives	18.06.2020	5941 P LU 01	B

The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.

Condition 2 currently reads:

2 Staged construction of development

- a Subject to the changes required by Condition 1 within section B of this Decision Notice, the stages as shown on the following plan are approved (subject to the relevant Operational Works approvals):
 - i Landuse Classification and Staging Plan, drawing 5738 P 001, Revision D, dated 07 August 2018 and prepared by Gassman Development Perspectives.
- b The construction of the development must be in sequence of the stages shown on the approved staging plan.
- c Deleted.
- d Any subsequent proposed amendments to the approved staging plan (including sequence of development) must be approved in writing by the Chief Executive Officer.

Is changed to read as follows:

2 Staged construction of development

- a Subject to the changes required by Condition 1 within section B of this Decision Notice, the

stages as shown on the following plan are approved (subject to the relevant Operational Works approvals):

- i Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18.06.2020 and prepared by Gassman Development Perspectives.
- b The construction of the development must be in sequence of the stages shown on the approved staging plan.
- c Deleted.
- d Any subsequent proposed amendments to the approved staging plan (including sequence of development) must be approved in writing by the Chief Executive Officer.

Condition 9 currently reads

9 Staged development

In accordance with Condition 1 of this Decision Notice the stages as shown on Approved Plan titled Land Use Classification and Staging Plan, drawing 5738 P 001, Revision D, dated 07 August 2018 and prepared by Gassman Development Perspectives, are approved for the purposes of construction (subject to the relevant Operational Work approvals) and compliance assessment of subdivision plans, subject to the following requirements:

- a The future Operational Works application can cover more than one stage. However, the engineering plans must be split into the individual stages shown on the approved staging plan.
- b The construction of any approved operational works (including provision of "as constructed" information) and compliance assessment of subdivision plans must be in the sequence (i.e. order) of the stages shown on the approved staging plan. To be clear, the subdivision plan for stage 1 must be approved by Council before (or at the same time as) the stage 2 subdivision plan, and so on.
- c Subdivision plans must correspond to the stages as shown on the approved staging plan.
- d Any subsequent proposed amendments to the stage boundaries or the sequence of development must be first approved by Council as a change to the reconfiguration of a lot development approval and any operational work development approval.

Is changed to read as follows:

9 Staged development

In accordance with Condition 1 of this Decision Notice the stages as shown on Approved Plan titled Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18.06.2020, prepared by Gassman Development Perspectives, are approved for the purposes of construction (subject to the relevant Operational Work approvals) and compliance assessment of subdivision plans, subject to the following requirements:

- a The future Operational Works application can cover more than one stage. However, the engineering plans must be split into the individual stages shown on the approved staging plan.
- b The construction of any approved operational works (including provision of "as constructed" information) and compliance assessment of subdivision plans must be in the sequence (i.e. order) of the stages shown on the approved staging plan. To be clear, the subdivision plan for stage 1 must be approved by Council before (or at the same time as) the stage 2 subdivision plan, and so on.
- c Subdivision plans must correspond to the stages as shown on the approved staging plan.
- d Any subsequent proposed amendments to the stage boundaries or the sequence of development must be first approved by Council as a change to the reconfiguration of a lot development approval and any operational work development approval.

Condition 15 currently reads:

15 Detailed landscape plan to be submitted for approval relating to landscape buffers within Stage 1, 2 and 4.

- a A landscape buffer ten (10) metres wide for the length of the western property boundary of Precinct A, six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage and twenty (20) metres wide for the length of the eastern

boundary of Precinct C, the applicant must submit to Council for approval a detailed landscape plan, by making a development application for operational work (landscape work).

- b Approval of proposed landscaping plan must be obtained prior to the commencement of works relating to relating to the corresponding stages, being stages 1, 2 and 4, of this development. The approved landscape work must be completed prior to the commencement of use of any part of the corresponding stage, being stages 1, 2 or 4 of this development.
- c Without limiting the requirements of the planning scheme's Landscape Work Specific Development Code, the detailed landscape plan must:
 - i Be prepared by a qualified landscape architect or similar landscape design professional;
 - ii Be in general accordance with the Statement of Landscape Intent, being drawing 5093 L LI 03 pages 1-3, Landscape Intent, dated 01/11/12 and prepared by Gassman Development Perspectives;
 - iii Reflect the approved layout (including any amendments to that layout required by these conditions) and the conditions of this approval; and
 - iv Comply with Planning Scheme Policy 13 – Landscape Strategy Part 2 – Landscape Works Documentation Manual.
- d The required landscaping plan for the northern boundary must demonstrate
 - i A landscaped buffer six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage; and
 - ii That the buffers contain dense tree planting to soften and screen the development.
- e The required landscaping plan for the western boundary must demonstrate
 - i A buffer ten (10) metres wide for the length of the western property boundary of Precinct A;
 - ii A solid fence with a maximum height of 2 metres, located wholly within the subject site, for the length of the western property boundary of Precinct A. The fence must be of a durable fencing material with a minimum life span of 20 years. The fencing material and colour must be nominated;
 - iii Dense tree planting, at grade, with a minimum width of three (3) metres along the western boundary for the entire length of Precinct A;
 - iv Where a minimum batter of 1V:3H can be achieved, landscaping must be provided within the entire ten (10) metre width;
 - v Maximum batter grade of 1V:1.1H within the remaining seven (7) metres.
- f The required landscaping plan for the eastern boundary must demonstrate
 - i A landscape buffer with a minimum width of twenty (20) metres for the entire length of the eastern property boundary, within Precinct C;
 - ii That the buffer contains dense tree planting to soften and screen the development;
 - iii An undisturbed corridor with a width of ten (10) metres from the boundary, where all existing vegetation is retained and no earthworks are permitted to encroach;
 - iv Earthworks, where required, must not encroach the ten (10) metre undisturbed corridor;
 - v All batters proposed within the buffer area have a maximum grade of 1V:2H where the batter is within fill and 1V:3H where the batter is within cut. The cut batter may have a maximum grade of 1V:2H, provided it is over-excavated, micro-benched and incorporates a minimum 400mm soil depth, as per correspondence from Douglas Partners, Project 90520.00. L.002.docx, Dated 24 January 2019 titled Batter Treatment.

Is changed to read as follows:

15 Detailed landscape plan to be submitted for approval relating to landscape buffers within Stage 1, 2 and 4.

- a A landscape buffer ten (10) metres wide for the length of the western property boundary of Precinct A, six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage and twenty (20) metres wide for the length of the eastern boundary of Precinct C, the applicant must submit to Council for approval a detailed landscape plan, by making a development application for operational work (landscape work).
- b Approval of proposed landscaping plan must be obtained prior to the commencement of works relating to relating to the corresponding stages, being stages 1, 2 and 4, of this development. The approved landscape work must be completed prior to the commencement of use of any part of the corresponding stage, being stages 1, 2 or 4 of this development.
- c Without limiting the requirements of the planning scheme's Landscape Work Specific Development Code, the detailed landscape plan must:
 - i Be in general accordance with the Statement of Landscape Intent, being:

Drawing Title	Author	Date	Drawing No.	Ver
Landscape Intent	Gassman Development Perspectives	21 February 2020	1-5	C

- d The required landscaping plan for the northern boundary must demonstrate
 - i A landscaped buffer six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage; and
 - ii That the buffers contain dense tree planting to soften and screen the development.
- e The required landscaping plan for the western boundary must demonstrate
 - i A buffer ten (10) metres wide for the length of the western property boundary of Precinct A;
 - ii A solid fence with a maximum height of 2.4 metres designed and located in accordance with acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338 R01B), located wholly within the subject site, for the length of the western property boundary of Precinct A. The fence must be of a durable fencing material with a minimum life span of 20 years. The fencing material and colour must be nominated;
 - iii Dense tree planting, at grade, with a minimum width of three (3) metres along the western boundary for the entire length of Precinct A;
 - iv Where a minimum batter of 1V:3H can be achieved, landscaping must be provided within the entire ten (10) metre width;
 - v Maximum batter grade of 1V:1.1H within the remaining seven (7) metres.
- f The required landscaping plan for the eastern boundary must demonstrate
 - i A landscape buffer with a minimum width of twenty (20) metres for the entire length of the eastern property boundary, within Precinct C;
 - ii That the buffer contains dense tree planting to soften and screen the development;
 - iii An undisturbed corridor with a width of ten (10) metres from the boundary, where all existing vegetation is retained and no earthworks are permitted to encroach;
 - iv Earthworks, where required, must not encroach the ten (10) metre undisturbed corridor;
 - v All batters proposed within the buffer area have a maximum grade of 1V:2H where the batter is within fill and 1V:3H where the batter is within cut. The cut batter may have a maximum grade of 1V:2H, provided it is over-excavated, micro-benched and incorporates a minimum 400mm soil depth, as per correspondence from Douglas Partners, Project 90520.00. L.002.docx, Dated 24 January 2019 titled Batter Treatment.

Condition 24 currently reads:

24 Transfer of open space

- a The applicant must transfer to Council the areas of public open space listed below, as identified on the plans indicated (subject to any amendments required by these conditions):

Purpose	Description on Plan	Plan Reference
Conservation Area	Area D – Open Space/Reserve	Landuse Classification and Staging Plan, drawing 5738 P 001, Revision D, dated 07 August 2018 and prepared by Gassman Development Perspectives.

- b The land identified in paragraph (a) must be transferred in fee simple as 'Public Open Space' to Council of the City of Gold Coast as Trustee.
- c Council will hold the land in trust for community infrastructure and may use the land, or permit the land to be used, for purposes that do not compromise the purpose for which the land is dedicated.
- d The applicant must lodge the transfer documents with Council at the same time as lodgement of the subdivision plans for Stage 4 or, if no subdivision plans are required, prior to the commencement of any use within Stage 4 of this development.
- e Where subdivision plans are required, the applicant must provide Council with evidence of the transfer of the land identified in paragraph (a) within 30 days of the registration of the subdivision plan that shows the entirety of the land identified in paragraph (a).
- f The transfer of the land to Council must be at no cost to Council.

Is changed to read as follows:

24 Transfer of open space

- a The applicant must transfer to Council the areas of public open space listed below, as identified on the plans indicated (subject to any amendments required by these conditions):

Purpose	Description on Plan	Plan Reference
Conservation Area	Area D – Open Space/Reserve	Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18.06.2020 and prepared by Gassman Development Perspectives.

- b The land identified in paragraph (a) must be transferred in fee simple as 'Public Open Space' to Council of the City of Gold Coast as Trustee.
- c Council will hold the land in trust for community infrastructure and may use the land, or permit the land to be used, for purposes that do not compromise the purpose for which the land is dedicated.
- d The applicant must lodge the transfer documents with Council at the same time as lodgement of the subdivision plans for Stage 4 or, if no subdivision plans are required, prior to the commencement of any use within Stage 4 of this development.
- e Where subdivision plans are required, the applicant must provide Council with evidence of the transfer of the land identified in paragraph (a) within 30 days of the registration of the subdivision plan that shows the entirety of the land identified in paragraph (a).
- f The transfer of the land to Council must be at no cost to Council.

Condition 30 currently reads:

30 Acoustic report

- a The development must be designed and constructed in accordance with the recommendations outlined in 7.1 of the approved acoustic report prepared by 'TTM Group', dated 20 April 2011 (Ref: 34418 R03 Hester Land Stapylton Acoustic Report.doc).

- b Any alteration to the design or construction of the development that prevents the recommendations of the approved acoustic report being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.

Is changed to read as follows:

30 Acoustic report

- a The development must be designed and constructed in accordance with all recommendations outlined in acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338).
- b Any alteration to the design or construction of the development that prevents the recommendations of the approved acoustic report being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.
- c Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday.

Condition 31 currently reads:

31 Acoustic barrier

A continuous line of buildings adjacent to the full extent of the western property boundary adjoining the residential development as per Figure 4 of the approved acoustic report prepared by 'TTM Group', dated 20 April 2011 (Ref: 34418 R03 Hester Land Stapylton Acoustic Report.doc) is to be provided ensuring the following treatment is incorporated:

- a Buildings to be a minimum 5m high;
- b No gaps to be present between buildings;
- c Buildings to be constructed of solid concrete or masonry with a minimum thickness of 100mm;
- d No openings (other than emergency doors) are to be located on the western façade facing the residential properties. Any doors are to be a minimum 45mm thick solid core door with a minimum density of 25kg/m² with acoustic gasket seals around the top and sides and a seal the base;
- e Insulation blanket is to be installed in the roof of the buildings with a minimum thickness of 75mm;
- f Any penetrations through the western building façade should be acoustically treated to ensure the acoustic rating is maintained; and
- g Any alteration to the design or construction of the development that prevents the above recommendations being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.

Is changed to read as follows:

31 Acoustic barrier

A continuous line of buildings adjacent to the full extent of the western property boundary adjoining the residential development as per the recommendations within approved acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338) is to be provided ensuring the following treatment is incorporated:

- a Buildings to be a minimum 5m high;
- b No gaps to be present between buildings;
- c Buildings to be constructed of solid concrete or masonry with a minimum thickness of 100mm;
- d No openings (other than emergency doors) are to be located on the western façade facing the residential properties. Any doors are to be a minimum 45mm thick solid core door with a

minimum density of 25kg/m² with acoustic gasket seals around the top and sides and a seal the base;

- e Insulation blanket is to be installed in the roof of the buildings with a minimum thickness of 75mm;
- f Any penetrations through the western building façade should be acoustically treated to ensure the acoustic rating is maintained; and
- g Any alteration to the design or construction of the development that prevents the above recommendations being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.

Condition 32 currently reads:

32 Landscape buffer

A minimum ten (10) metre wide buffer is to be provided along the length of the western property boundary of Precinct A in accordance with the submitted Statement of Landscape Intent, being drawing 5093 L LI 03 pages 1-3, Landscape Intent, dated 01/11/12 and prepared by Gassman Development Perspectives.

Is changed to read as follows:

32 Landscape buffer

A minimum ten (10) metre wide buffer is to be provided along the length of the western property boundary of Precinct A in accordance with the submitted Statement of Landscape Intent, revision C, dated 21 February 2020, prepared by Gassman Development Perspectives.

Condition 33 currently reads:

33 Certificate of Compliance

Prior to occupation of any premise within Precinct A of the development, a Certificate of Compliance from a suitably qualified acoustic professional is to be provided so as to confirm that buildings have been constructed in accordance Section 7.1 and Figure 4 of the approved acoustic report, prepared by 'TTM Group' and dated 20 April 2011 (Ref: 34418 R03 Hester Land Stapylton Acoustic Report.doc).

Is changed to read as follows:

33 Certificate of Compliance

Prior to occupation of any premise within Precinct A of the development, a Certificate of Compliance from a suitably qualified acoustic professional is to be provided so as to confirm that buildings have been constructed in accordance with the recommendations within approved acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338).

Condition 35 currently reads:

35 Hours of operation within Precinct A

Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday or to the satisfaction of the Chief Executive Officer.

is unchanged.

Condition 36 currently reads:

36 Delivery and Collection Activities within Precinct A

Delivery and collection activities within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday or to the satisfaction of the Chief Executive Officer.

is unchanged.

Consequential change – PROPERTY NOTIFICATION

Noise/Acoustic

There are development approval conditions applicable in relation to acoustic issues on this lot/subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice MIN/2019/762. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline

Amended suite of development conditions for development approval MIN/2019/762

For ease of reference only, a consolidated set of the conditions, incorporating the above changes, of the preliminary approval dated 20 February 2019 for Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses is set out below:

NATURE OF DECISION

A Under Delegated Authority the Manager of the City Development Branch decides as follows in respect of the applicant's representations:

B Under Delegated Authority the Manager of the City Development Branch gives a new decision notice approving the issue of preliminary approval for material change of use to override the Planning Scheme for Industry Uses, subject to the following conditions:

1 The issue of a preliminary approval for a material change of use for Industry land uses;

2 The following variations to the effect of the planning scheme:

a Type of assessment

The following tables of development vary the effect of Section A/B/C/D/E/F/G of the Yatala Enterprise Area Local Area Plan Table of Development for determining the type of assessment for the approved material change of use and operational work relating to the approved material change of use:

A: Material Change of Use

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A (Low Impact and Service Industry)			
Agriculture	Café	Bulk Garden Supplies	Motor Vehicle Repairs n.e.i
Animal Husbandry	Car Park	Caretakers Residence	Salvage Yard
Conservation (natural area management)	Convenience Shop	Estate Sales Office	Service Station
Low-Impact Telecommunications Facility	Low Impact Industry	Family Accommodation	Transport Terminal
	Milk Depot	Food Industry	
	Service Industry	Industry	
Minor Change in the scale or intensity of an existing lawful use	Take-Away Food Premises	Manufacturer's Shop	
Park	Temporary Use	Outdoor Storage Area	
Public Utility	Warehouse	Rural Industry	
		Telecommunications Facilities n.e.i.	

Precinct B (General Impact Business and Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Café Car Park Convenience Shop Industry Low Impact Industry Manufacturer's Shop Milk Depot Outdoor Storage Area Service Industry Take-Away Food Premises Temporary Use Warehouse	Bulk Garden Supplies Caretakers Residence Food Industry Rural Industry Telecommunications Facilities n.e.i. Transport Terminal	Motor Vehicle Repairs n.e.i Salvage Yard Service Station

Precinct C (Limited General Impact Business and Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Car Park Industry Low Impact Industry Manufacturer's Shop Outdoor Storage Area Service Industry Temporary Use Warehouse	Bulk Garden Supplies Caretakers Residence Rural Industry Telecommunications Facilities n.e.i Transport Terminal	Café Convenience Shop Food Industry Milk Depot Motor Vehicle Repairs n.e.i Salvage Yard Service Station Take-Away Food Premises

Precinct D (Open Space/Reserve)			
Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Temporary Use	Telecommunications Facility n.e.i	Agriculture

B: OPERATIONAL WORKS - CHANGE TO GROUND LEVEL

Exempt	Self Assessable	Code Assessable	Impact Assessable
Operational Work that involves extraction, excavation or fill that:			
		Exceeds a volume of 100 cubic metres of fill or excavation, or is closer than 20 metres from the allotment boundary and is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987; OR is located on land which is the subject of a native title claim; OR Is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value	

C: OPERATIONAL WORKS - ADVERTISING DEVICE

Exempt	Self Assessable	Code Assessable	Impact Assessable
	Advertising Device that is: a) not illuminated, nor animated, and where the total area of signage per street frontage does not exceed the following for each precinct: Precinct A:20 m² b) not on land with frontage to an arterial road or any State controlled road	Advertising Devices n.e.i.	

D: OPERATIONAL WORKS - INFRASTRUCTURE AND LANDSCAPE WORK

Exempt	Self Assessable	Code Assessable	Impact Assessable
Minor Landscape Work		Landscape Work n.e.i. Works for Infrastructure	

E: OPERATIONAL WORKS - VEGETATION CLEARING

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A and B and C (Low Impact and Service Industry, General Impact Business and Industry and Limited General Impact Business and Industry)			
	Results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management; OR Results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management.	Results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and provides an alternative solution to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management; OR Results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and provides an alternative solution to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management; or Results in the removal of, or damage to the existing wedge-tailed eagles nest (Aquila audax) in the north eastern corner of Precinct C, which is not in accordance with the vegetation removal requirements detailed in the approved relocation plan required by the conditions of this Development Permit.	

F: RECONFIGURATION OF A LOT

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A and B (Low Impact and Service Industry and General Impact Business and Industry)			
		Results in no lots with an area less than 2,000m ² ; OR Entails only a Community Title Subdivision (including Standard Format Plan and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing approved development	
Precinct C (Limited General Impact business and Industry)			
		Results in no lots with an area less than 10,000m ² .	
Precinct D (Open Space/Reserve)			
		Results in no lots with an area less than 20 hectares; OR Entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development.	

b Codes varying the effect of the planning scheme

Subject to the amendments listed in this Decision Notice, the following code varies the effect of the planning scheme code/s listed for the approved material change of use:

New Code	Existing code varied by new code
Generations Industrial Park Place Code	Yatala Enterprise Area Local Area Plan

c The Preliminary Approval pursuant to section 242 of SPA 2009 does not seek to override any further Specific Development Codes or Constraint Codes of the Gold Coast Planning Scheme 2003, version 1.2.

C The conditions that attach to this preliminary approval are as follows:

APPROVED PLANS/DRAWINGS/DOCUMENTS

1 Approved plans/drawings/documents

Undertake and maintain the development generally in accordance with the following plans/drawings/documents:

Title	Author	Date	Reference No.	Ver.
M38 Industrial Estate Place Code	Gassman Development Perspectives	June 2020	-	-
M38 Industrial Estate Land Use Classification and Staging Plan	Gassman Development Perspectives	18.06.2020	5941 P LU 01	B

The conditions of this approval are to be read in conjunction with the attached stamped approved drawings. Where a conflict occurs between the conditions of this approval and the stamped approved drawings, the conditions of this approval shall take precedence.

2 Staged construction of development

- a Subject to the changes required by Condition 1 within section B of this Decision Notice, the stages as shown on the following plan are approved (subject to the relevant Operational Works approvals):
 - i Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18/06/2020 and prepared by Gassman Development Perspectives.
- b The construction of the development must be in sequence of the stages shown on the approved staging plan.
- c Deleted.
- d Any subsequent proposed amendments to the approved staging plan (including sequence of development) must be approved in writing by the Chief Executive Officer.

3 Decision notice and approved plans/drawings to be submitted with subsequent application

A copy of this decision notice and accompanying stamped approved plans/drawings must be submitted with any building development application or operational works application relating to or arising from this development approval.

4 Any deviations require further approval

Any proposed deviation from the approved plans/drawings as a result of on-site or in-situ conditions must not be made unless amended plans/drawings are submitted and approved by Council. The development must be carried out in accordance with the approved amended plans/drawings.

ADVERTISING

5 Advertising device

No advertising device is to be placed on the premises without the necessary development permit for operational work (advertising device) and/or approval under Council's Local Law No.16 (Licensing) 2008 and Subordinate Local Law No. 16.8 (Advertisement) 2008. The Applicant should contact Council's Health, Regulatory and Lifeguard Services Branch on (07) 5581 6668 to discuss approval requirements.

AMENITY

6 No nuisance from lighting

All lighting devices must be positioned on the premises and shielded to the satisfaction of the Chief Executive Officer so as not to cause glare or other nuisance to surrounding development and motorists

7 Restricted paint colours

Buildings and structures must not be painted in highly reflective, bright or obtrusive colours.

8 Location of equipment and ventilation/air-condition units

All service equipment, mechanical ventilation and air-condition units associated with the use of the premises must be installed and located to the satisfaction of the Chief Executive Officer so as not to cause nuisance or disturbance to persons outside the curtilage of the premises.

CITY TRANSPORT

9 Staged development

In accordance with Condition 1 of this Decision Notice the stages as shown on Approved Plan titled Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18/06/2020 and prepared by Gassman Development Perspectives, are approved for the purposes of construction (subject to the relevant Operational Work approvals) and compliance assessment of subdivision plans, subject to the following requirements:

- a The future Operational Works application can cover more than one stage. However, the engineering plans must be split into the individual stages shown on the approved staging plan.
- b The construction of any approved operational works (including provision of "as constructed" information) and compliance assessment of subdivision plans must be in the sequence (i.e. order) of the stages shown on the approved staging plan. To be clear, the subdivision plan for stage 1 must be approved by Council before (or at the same time as) the stage 2 subdivision plan, and so on.
- c Subdivision plans must correspond to the stages as shown on the approved staging plan.
- d Any subsequent proposed amendments to the stage boundaries or the sequence of development must be first approved by Council as a change to the reconfiguration of a lot development approval and any operational work development approval.

10 External Roadworks

Prior to the issue of any development approval associated with the relevant stage, functional road layout plans (including land dedications) must be submitted for the following:

- a the upgrade of Christensen Road and Christensen Road South;
- b the intersection of Christensen Road South and proposed new road;
- c the intersection of Christensen Road and proposed new road;
- d the intersection of Christensen Road and the Eastern Service Road;
- e the re-prioritisation of the intersection of Christensen Road and Christensen Road South.

The functional road layout plans must be supported by a Traffic Impact Assessment Report, and must be completed at no cost to Council and to the satisfaction of the Chief Executive Officer.

Advice Note: Any identified roadworks supported by Council will be conditioned for construction as part of future development applications.

11 Land dedication for road widening

Land must be dedicated to Council for road widening purposes. All land to be dedicated to Council must be completed at no cost to Council and to the satisfaction of the Chief Executive Officer, the timing of which will be determined as part of each subsequent application.

ACID SULFATE SOILS AND GROUNDWATER

12 Approved acid sulfate soil management plan must be complied with

- a All works must be undertaken with due regard to the possibility of encountering acid sulfate soils.
- b The applicant must comply with the approved acid sulfate soil management plan, being Acid Sulfate Soil investigation, Lot 1 on RP 6882 and Lot 240 on W31320 Stapylton Jacobs Well Road and Christensen Road, Stapylton, prepared by ADG consulting and dated August 2011, in the carrying out of works and in the testing, treatment and management of acid sulfate soils.

VEGETATION MANAGEMENT

13 Staged tree clearing

Tree clearing onsite must be staged in accordance with the approved staging development plan as required by Condition no.1 of this Decision Notice.

14 Vegetation works OPW application required

This approval does not approve vegetation clearing or damage. Prior to commencement of such works, a development application for operational work (vegetation works) must be made to and approved by Council for any works proposing clearing or damage to any Protected Vegetation. The application must be accompanied by a copy of each of the following plans (and, where a plan has already been approved, that plan must be accompanied by the corresponding approval documentation (i.e. decision notice or letter of approval)):

- a The approved MCU layout plan.
- b The approved bushfire management plan/site specific Bushfire Hazard letter.
- c Plans clearly identifying which vegetation is proposed to be removed and which vegetation is proposed to be retained.
- d A letter from an EPA-approved spotter-catcher together with any necessary fauna management plan or a QPWS-endorsed fauna translocation management plan.
- e A sediment and erosion control and construction management plan.

For this condition 'Protected Vegetation' is defined as vegetation that is:

- i equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level irrespective of the domain or LAP; or
- ii equal to, or in excess of, four metres in height in the Rural, Park Living or Emerging Communities Domains, Burleigh Ridge LAP, Coomera LAP (Precincts 7, 9 and 10), Coomera Town Centre (Precincts 8, 10 and 11), Currumbin Hill LAP, Eagleby LAP (Precinct 6), East Coomera/Yawalpah Conservation LAP, Guragunbah LAP, Hope Island LAP (Precinct 3), Mudgeeraba Village LAP, Nerang LAP (Precincts 9 and 10), South Stradbroke LAP, Uplands Dr and Woodlands Way LAP, West Burleigh Township LAP or Yatala Enterprise Area LAP.

LANDSCAPING

15 Detailed landscape plan to be submitted for approval relating to landscape buffers within Stage 1, 2 and 4.

- a A landscape buffer ten (10) metres wide for the length of the western property boundary of Precinct A, six (6) metres wide for the entire length of the subject site adjoining the Stapylton Jacobs Well Road frontage and twenty (20) metres wide for the length of the eastern boundary of Precinct C, the applicant must submit to Council for approval a detailed landscape plan, by making a development application for operational work (landscape work).
- b Approval of proposed landscaping plan must be obtained prior to the commencement of works relating to relating to the corresponding stages, being stages 1, 2 and 4, of this development. The approved landscape work must be completed prior to the commencement of use of any part of the corresponding stage, being stages 1, 2 or 4 of this development.
- c Without limiting the requirements of the planning scheme's Landscape Work Specific Development Code, the detailed landscape plan must:

- i Be prepared by a qualified landscape architect or similar landscape design professional;
- ii Be in general accordance with the Statement of Landscape Intent, being:

Drawing Title	Author	Date	Drawing No.	Ver
Landscape Intent	Gassman Development Perspectives	21 February 2020	1-5	C

- iii Reflect the approved layout (including any amendments to that layout required by these conditions) and the conditions of this approval; and
 - iv Comply with Planning Scheme Policy 13 – Landscape Strategy Part 2 – Landscape Works Documentation Manual.
- d The required landscaping plan for the northern boundary must demonstrate
 - i A landscaped buffer six (6) metres wide for the entire length of the subject site adjoining

- the Stapylton Jacobs Well Road frontage; and
- ii That the buffers contain dense tree planting to soften and screen the development.
- e The required landscaping plan for the western boundary must demonstrate
 - i A buffer ten (10) metres wide for the length of the western property boundary of Precinct A;
 - ii A solid fence with a maximum height of 2.4 metres designed and located in accordance with acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338 R01B), located wholly within the subject site, for the length of the western property boundary of Precinct A. The fence must be of a durable fencing material with a minimum life span of 20 years. The fencing material and colour must be nominated;
 - iii Dense tree planting, at grade, with a minimum width of three (3) metres along the western boundary for the entire length of Precinct A;
 - iv Where a minimum batter of 1V:3H can be achieved, landscaping must be provided within the entire ten (10) metre width;
 - v Maximum batter grade of 1V:1.1H within the remaining seven (7) metres.
- f The required landscaping plan for the eastern boundary must demonstrate
 - i A landscape buffer with a minimum width of twenty (20) metres for the entire length of the eastern property boundary, within Precinct C;
 - ii That the buffer contains dense tree planting to soften and screen the development;
 - iii An undisturbed corridor with a width of ten (10) metres from the boundary, where all existing vegetation is retained and no earthworks are permitted to encroach;
 - iv Earthworks, where required, must not encroach the ten (10) metre undisturbed corridor;
 - v All batters proposed within the buffer area have a maximum grade of 1V:2H where the batter is within fill and 1V:3H where the batter is within cut. The cut batter may have a maximum grade of 1V:2H, provided it is over-excavated, micro-benched and incorporates a minimum 400mm soil depth, as per correspondence from Douglas Partners, Project 90520.00. L.002.docx, Dated 24 January 2019 titled Batter Treatment.

COVENANT AREA – PROHIBITED ACTIVITIES, MANAGEMENT AND COVENANT

- 16 Cancelled**
- 17 Cancelled**
- 18 Cancelled**
- 19 Cancelled**
- 20 Cancelled**
- 21 Cancelled**
- 22 Cancelled**
- 23 Cancelled**

OPEN SPACE

24 Transfer of open space

- a The applicant must transfer to Council the areas of public open space listed below, as identified on the plans indicated (subject to any amendments required by these conditions):

Purpose	Description on Plan	Plan Reference
Conservation Area	Area D – Open Space/Reserve	Land Use Classification and Staging Plan, drawing 5941 P LU 01, Revision B, dated 18/06/2020 and prepared by Gassman Development Perspectives.

- b The land identified in paragraph (a) must be transferred in fee simple as 'Public Open Space' to Council of the City of Gold Coast as Trustee.

- c Council will hold the land in trust for community infrastructure and may use the land, or permit the land to be used, for purposes that do not compromise the purpose for which the land is dedicated.
- d The applicant must lodge the transfer documents with Council at the same time as lodgement of the subdivision plans for Stage 4 or, if no subdivision plans are required, prior to the commencement of any use within Stage 4 of this development.
- e Where subdivision plans are required, the applicant must provide Council with evidence of the transfer of the land identified in paragraph (a) within 30 days of the registration of the subdivision plan that shows the entirety of the land identified in paragraph (a).
- f The transfer of the land to Council must be at no cost to Council.

OPEN SPACE MANAGEMENT PLAN

25 Preparation of open space management plan (OSMP) to be submitted for approval addressing all areas of land to be transferred to Council as public open space

- a An Open Space Management Plan ('OSMP') must be prepared, addressing all areas of land to be transferred to Council, specifically the area of land south of Christensen Road to be dedicated to Council as public open space.
- b The OSMP must be submitted and approved by the Chief Executive Officer prior to the approval of any development permit for operational works (change to ground level, bulk earthworks, tree works, landscaping, whichever comes first) within Stage 4 of this development. The OSMP is not an approved report until a Council approved letter has been issued in respect of it.
- c The OSMP must be prepared by a suitably qualified professional and must be:
 - ii In accordance with Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1); and
 - iii Generally in accordance with:
 - A The approved reconfiguration layout (including any amendments required by these conditions).
 - B Relevant conditions of approval.
- d The submitted OSMP must demonstrate compliance with the Open Space requirements in Section 6 of the Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings and must address the following site-specific issue:
 - ii Detail a rehabilitated sixty (60) metre buffer from the high bank of Sandy Creek.

26 Compliance assessment of OSMP

The OSMP is a document requiring compliance assessment under the Sustainable Planning Act 2009. A request for compliance assessment must be made in accordance with the Sustainable Planning Act 2009 for a compliance certificate approving the document, in accordance with the following:

Matters or things against which the document must be assessed	• The planning scheme's Landscape Works Specific Development Code; • The planning scheme's Vegetation Management Specific Development Code; • The planning scheme's Bushfire Management Areas Constraint Code; • The planning scheme's Canals and Waterways Constraint Code; • The planning scheme's Cultural Heritage (Indigenous) Constraint Code; • The planning scheme's Natural Wetland Areas and Natural Waterways Constraint Code; • The planning scheme's Nature Conservation Constraint Code; • Policy 10 – Guidelines for Preparing Management Plans and Plans of Development; • Planning Scheme Policy 11 – Land Development Guidelines; • Planning Scheme Policy 17 – Site Analysis; and • Council's Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1).
Compliance assessor	Gold Coast City Council
When the request for compliance assessment must be made	Prior to the approval of any development applications for operational work (inclusive of change to ground level, works for infrastructure, vegetation clearing or landscape work) for Stage 4.

The OSMP is not an approved report until a compliance certificate has been issued in respect of it.

27 Compliance certificate with future operational work development applications

A copy of compliance certificate for the OSMP must be provided with any future operational work development applications for Stage 4.

28 Compliance with OSMP prior to acceptance of open space 'On Maintenance'

- a All works specified in the OSMP and any conditions imposed on the compliance certificate must be carried out in accordance with the approved plan at no cost to Council and to the satisfaction of the Chief Executive Officer, prior to Council accepting the open space 'On Maintenance' in accordance with Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings.
- b The applicant must provide certification from a qualified professional that all works in the approved OSMP and associated design drawings have been implemented on-site in accordance with the OSMP and the conditions of approval as stated on the compliance certificate approving the OSMP. This certification must be provided to the Council prior to accepting the works 'On Maintenance'.

29 Revegetation to use Local Provenance Stock

- a All revegetation for the purposes of ecological rehabilitation and restoration must be undertaken using only local provenance plant stock in accordance with Appendix 1A of Open Space Management Guideline: Guideline for the preparation of Reports and Plans associated with the dedication of Public Open Space (November 2007, Version 1).

- b Unless otherwise approved to the satisfaction of the Chief Executive Officer, local provenance plant stock is to be sourced from seed or vegetative material located no further than 10 kilometres from the subject site.

ACOUSTICS

30 Acoustic report

- a The development must be designed and constructed in accordance with all recommendations outlined in acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338).
- b Any alteration to the design or construction of the development that prevents the recommendations of the approved acoustic report being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.
- c Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday.

31 Acoustic barrier

A continuous line of buildings adjacent to the full extent of the western property boundary adjoining the residential development as per the recommendations within approved acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338) is to be provided ensuring the following treatment is incorporated:

- a Buildings to be a minimum 5m high;
- b No gaps to be present between buildings;
- c Buildings to be constructed of solid concrete or masonry with a minimum thickness of 100mm;
- d No openings (other than emergency doors) are to be located on the western façade facing the residential properties. Any doors are to be a minimum 45mm thick solid core door with a minimum density of 25kg/m² with acoustic gasket seals around the top and sides and a seal the base;
- e Insulation blanket is to be installed in the roof of the buildings with a minimum thickness of 75mm;
- f Any penetrations through the western building façade should be acoustically treated to ensure the acoustic rating is maintained; and
- g Any alteration to the design or construction of the development that prevents the above recommendations being implemented will require an amended acoustic report to be submitted and approved by Council prior to Building Approval.

32 Landscape buffer

A minimum ten (10) metre wide buffer is to be provided along the length of the western property boundary of Precinct A in accordance with the submitted Statement of Landscape Intent, revision C, dated 21 February 2020, prepared by Gassman Development Perspectives.

33 Certificate of Compliance

Prior to occupation of any premise within Precinct A of the development, a Certificate of Compliance from a suitably qualified acoustic professional is to be provided so as to confirm that buildings have been constructed in accordance with the recommendations within approved acoustic report prepared by Acoustic Works dated 18 December 2019 (reference: 2019338).

34 An acoustic report required for future MCU (Code and Impact Assessable) development applications within Precinct A

An acoustic report must be submitted and approved by Council for all future Material Change of Use (Code and Impact Assessable) development applications within Precinct A.

- a The report must detail:
 - i The expected impact of noise from mechanical plant and equipment from buildings within Precinct A on nearby noise sensitive dwellings;

- ii An assessment conducted in accordance with AS1055.1-3: 1997 Acoustics – Description and Measurement of Environmental Noise and the Environmental Protection Act 1994 and Subordinate Regulations and Policies; and
 - iii The required control measures to ensure compliance with the relevant noise level criteria.
- b The development must be designed and constructed in accordance with any recommendations of the approved acoustic report and any other conditions imposed in the approval of the report.

35 Hours of operation within Precinct A

Hours of operation within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday or to the satisfaction of the Chief Executive Officer.

36 Delivery and Collection Activities within Precinct A

Delivery and collection activities within Precinct A are restricted to between 7:00am and 8:00pm Monday to Friday or to the satisfaction of the Chief Executive Officer.

HYDRAULICS AND STORMWATER MANAGEMENT

37 No worsening of hydraulic conditions

The development must be designed and constructed so as to result in:

- a No increase in peak flow rates downstream from the site;
- b No increase in flood levels external to the site; and
- c No increase in duration of inundation external to the site that could cause loss or damage.

38 Alteration of overland flow paths

Overland flow paths on the site must not be altered in a way that inhibits or alters the characteristics of existing overland flows on other properties or that creates an increase in flood damage on other properties.

39 Certification of earthworks compliance with hydraulic report

Immediately after completion of the bulk earthworks, the applicant must submit to Council a certification from a Registered Professional Engineer Queensland (RPEQ) specialising in hydraulics stating that the bulk earthworks comply with Section 4 of the approved report, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd and no loss of flood plain storage has occurred as a result of the earthworks. The certification must be accompanied by calculations and as constructed data that:

- a Includes existing and proposed triangulated surface meshes which can be produced by computer terrain modelling software packages such as Civil-Cad, 12D or KEAYS; and
- b Has been compared with the pre-development surface levels to ensure that no loss of floodplain storage has occurred.

40 Use of land for flood storage purposes only

The part of Lot 4 on RP6843 that is identified as Excavation below RL8.6m AHD in Figure 4.6 (Compensatory Excavation for Flood Storage Volume Balance) of the stormwater management report, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd must be used solely for the purposes of flood storage/conveyance and not be used for any purposes that involve the construction of any building, structures or earthworks. This obligation applies independently of any registered covenant.

41 Flood storage covenant

Prior to the earlier of compliance assessment of the subdivision plan or the commencement of the use of the premises, an instrument of covenant must be registered on the title/s of the lot/s. The following requirements must be complied with in the preparation and lodgement of the instrument of covenant:

- a The applicant is responsible for the preparation of the instrument of covenant and any necessary subdivision plan to enable registration of the covenant and for lodgement of the covenant for registration.

- b The instrument must be in a form capable of registration pursuant to section 97A(3)(a) of the Land Title Act 1994.
- c The part of Lot 4 on RP6843 that is identified as Excavation below RL8.6m AHD in Figure 4.6 (Compensatory Excavation for Flood Storage Volume Balance) of the stormwater management report, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd must be shown and identified as a 'Flood Covenant Area' on the face of the subdivision plan in addition to any covenant descriptor (e.g. Covenant 'A').
- d The applicant must provide a draft of the covenant to Council for written approval.
- e The parties to the covenant are to be the registered owner of the lot (as covenantor) and the Council (as covenantee).
- f The instrument must include a purpose statement that articulates:
 - i That the covenantor acknowledges that the Flood Covenant Area contributes to the existing flood storage capacity of the floodplain and watercourse system, as well as maintaining existing flood conveyance capacity of the watercourse system; and
 - ii That to ensure the flood storage/flood conveyance function of the Flood Covenant Area is not adversely affected, it is critical the Flood Covenant Area be used solely for the purposes of flood storage/conveyance and not be used for any purposes that involve the construction of any building, structures or earthworks.
- g The instrument must expressly set out in full as obligations of the covenantor that:
 - i The Flood Covenant Area must be used for the purpose of flood storage/conveyance; and
 - ii The Flood Covenant Area must not be used for any purposes involving buildings, structures or earthworks that result in a loss of flood plain storage or conveyance capacity (cross sectional area) of the watercourse.
- h If the instrument is requisitioned or refused registration by the Registrar of Titles, the applicant shall amend the document to include a covenant/s which, as nearly as practicable, addresses the objective sought to be achieved by this condition. A draft of the amended document is to be provided to Council for written approval.

42 Amendment of and compliance with stormwater management plan

- a The submitted stormwater management plan, being 'Generations Industrial Park – Stormwater Management Plan', dated 20 June 2012 and prepared by Hyder Consulting Pty Ltd, is approved, subject to the following amendments:
 - i GPTs must be selected in accordance with Section 13.12.2.2 of the Council's Land Development Guidelines (GCCC, 2007).
 - ii Pollutant removal efficiency of GPTs must not be higher than the Council's acceptable value 50% TSS, 20% TP and no removal of TN. The applicant must provide additional bioretention basin/swale if requires to achieve the Council's pollutant load reduction target (80% TSS, 60% TP, 45% TN and 90% GP).
- b All works must be carried out and completed and all maintenance and monitoring implemented by the applicant in accordance with the amended stormwater management plan, prior to a request for compliance assessment of the subdivision plan or, if no subdivision plan is required, prior to the commencement of the use of the premises.

43 Certification that stormwater management treatment train implemented

- a The applicant must provide to Council certification from a Registered Professional Engineer Queensland (RPEQ) specialising in stormwater that the stormwater management treatment train in the approved (as amended) stormwater management plan and associated design drawings has been installed on-site and is functioning as designed.
- b Certification must be provided prior to the earlier of compliance assessment of the subdivision plan or the commencement of the use of the premises.

44 SQIDs maintenance management plan

In accordance with Vol 3 (Section 13) of the Land Development Guidelines, the applicant must submit to Council for approval, before Council will accept the works 'On Maintenance', a SQID Maintenance Management Plan (MMP) that is:

- a prepared by a Registered Professional Engineer Queensland (RPEQ) specialising in stormwater; and
- b developed in accordance with Council's Water Sensitive Urban Design Guidelines (2007), and with reference to the Water by Design document "Maintaining Vegetated Stormwater Assets" Version 1 February 2012.

The MMP should be a concise document suitable for use by field staff in carrying out day-to-day maintenance activities. The MMP must include, but not necessarily be limited to, the following key information:

- i Design intent and description of the device(s)
- ii The location and specific dimensions of the device(s)
- iii Approved / designed water quality objectives
- iv Water quality monitoring procedures
- v Monitoring frequency
- vi Specifications and procedures for device(s) maintenance
- vii Plant and equipment access details for maintenance activities
- viii Maintenance activity schedule defining frequency, area (m²) per maintenance zone, hours, staff, plant and equipment, approximate costs per rotation, and per annum
- ix Performance indicators / intervention levels / triggers for reactive maintenance
- x Any necessary preventative maintenance measures
- xi Acceptable solutions for specific items, i.e. acceptable plant species substitutions based on availability, hydraulic conductivity, water quality objectives, etc
- xii Defined maintenance zones, i.e. shallow water zone – 350m², ephemeral planting zone – 600m², etc (for wetlands in particular)
- xiii Approximate lifecycle maintenance costs

Prior to acceptance for 'Off Maintenance' the applicant must submit a report to Council providing details of water quality performance monitoring including any recommendations or corrective action taken throughout the maintenance / defects liability period ('On Maintenance').

Information note:

The term Stormwater Quality Improvement Devices (SQID) is used to describe all built WSUD features, e.g. grassed swales, gross pollutant traps and various basins (detention, retention and sedimentation, etc).

EROSION AND SEDIMENT CONTROL

45 Erosion and sediment control

- a Sediment, erosion and dust control measures must be implemented generally in accordance with the approved report, being "Generations Industrial Park – Stormwater Management Plan" dated 20 June 2012 prepared by Hyder Consulting Pty Ltd and the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008). Additional sediment, erosion and dust control measures must be implemented as directed by Council officers upon site inspection.
- b Immediately after backfilling behind all kerbing:
 - i A turf strip 1 metre wide must be placed behind all kerbing; and
 - ii A turf strip must be placed at 90 degrees to the kerb every 10 metres to prevent scouring along the turf edge,
in accordance with Figure 2.5 (Application of Grassed Filter Strips down a slope) of the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008).
- c Immediately after completion of the construction of an open drain:

- i The open drain must be turfed, unless approved otherwise in a Council approved stormwater management plan; and
 - ii A turf strip must be placed at 90 degrees to the invert every 10 metres to prevent scouring along the turf edge. Reinforced turf must be used where invert grades exceed 5%.
- d Sediment control structures (e.g. sediment fence) must be placed at the base of all materials imported on-site to trap any sediment runoff.
- e The following inspection program must be carried out until the site is fully rehabilitated:
 - i Regular inspections to ensure that adequate erosion control measures are in place and in good condition both during and after construction; and
 - ii Inspections after each storm event to assess the adequacy of the erosion control measures. The applicant must make good any damage or non-performing erosion control devices and clean up any sediment that has left the site or is on the roads within and external to the site.
- f To minimise unvegetated areas:
 - i Construction activities must be staged;
 - ii Filled areas must be seeded immediately on completion; and
 - iii No area should remain exposed (unvegetated) for more than 2 weeks unless construction work is being undertaken on that area.
- g All water from the site, including dewatering discharge, must be directed through a sediment pond prior to leaving the site. The sediment ponds or other approved devices are to be maintained in good condition until the site is fully rehabilitated.
- h Prior to discharging of any water from the site during construction, including dewatering discharge, the applicant must achieve the water quality objectives in Table 8.2.1 of the Queensland Water Quality Guidelines (DERM, September 2009).
- i Water quality must be monitored in accordance with Section 7.5 of the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008) and compared with water quality objectives. A monitoring report must be prepared and retained at the site office and made available to Council's inspectors upon request. The applicant must notify Council's Contributed Asset Section and Department of Environmental and Resource Management of any non-compliance to water quality objectives and the corrective actions taken by the applicant within 48 hours of the non-compliance.
- j Water quality samples must be collected monthly during the first rainfall event of greater than 25mm in 24 hours. The sampling frequency shall be increased to fortnightly in case of any non-compliance to the construction phase water quality objectives until the above water quality objectives are achieved through additional corrective measures.

46 Construction of sediment basin

- a The sediment basin(s) proposed for construction phase must be designed in accordance with Appendix B of the Best Practice Erosion and Sediment Control (IECA Australasia, November 2008).
- b Each sediment basin must have the capacity to treat flows to current best practice standards and as a minimum must be designed to contain all the stormwater runoff from the 85th percentile 5 day rainfall depth and in addition be designed to store 2 months sediment from the receiving catchment, as determined using the Revised Universal Soil Loss Equation.
- c Sediment basins must be dewatered as soon as practicable after each rainfall event.
- d Sediment basins and associated structures such as inlets, outlets and spillways are designed and constructed to be structurally sound for 10 year ARI rainfall event under normal circumstances.
- e A high-flow bypass system must be included (if necessary) to prevent any potential re-suspension of accumulated sediment from the basin during major storm events.
- f Accumulated sediment from basins and other controls must be removed and disposed of appropriately without causing water contamination.

47 Inspections and reporting

- a All erosion and sediment control measures must be inspected on a weekly basis and following runoff events until the site is fully rehabilitated.
- b All drainage control structures such as Diversion Banks, Diversion Channels and Temporary Culvert Protections must be inspected daily to ensure they have not been damaged by machinery and are serviceable in readiness for the next rainfall event.
- c Where inspection indicates a non-conformance, a Non-Conformance Report must be generated. This report must include but not limited to the following:
 - i Details of the nature and cause of non-conformance; and
 - ii Details of the required corrective actions.
Corrective actions must be carried out within 24 hours where practicable or as agreed with the Construction Superintendent.
- d A monthly summary of Erosion and Sediment Control (ESC) performances must be compiled and retained at the site office and made available to Council's inspectors upon request. This report must include but not limited to the following:
 - i ESC Inspection Checklists;
 - ii Description of any incidents of non-conformance;
 - iii Results of corrective action; and
 - iv Revisions to the ESCP.

48 Detailed design and certification of erosion and sediment control measures

- a The development application for operational work (change to ground level and/or works for infrastructure) must be accompanied by site specific detailed design of erosion & sediment control measures, including (but not limited to) details of:
 - i Catchment boundary and overland flow path;
 - ii Estimated soil loss from each catchment;
 - iii Length, width and depth of each sediment basin;
 - iv Spillway details and levels;
 - v Energy dissipation/scour protection;
 - vi High flow bypass (if requires);
 - vii Value of each parameter used in the calculation of soil loss and volume of sediment basins;
 - viii Cross section, capacity and spacing of each catch/diversion drain;
 - ix Spacing of silt fences;
 - x Frequency and location of water quality monitoring;
 - xi Maintenance requirements and frequencies;
 - xii Maintenance access; and
 - xiii Contingency measures in case of failure to achieve the water quality objectives.
- b The applicant must also submit a certification from a qualified professional confirming that the above detailed drawings are prepared in accordance with the Best Practice Erosion & Sediment Control (IECA Australasia, November 2008) and best industry practices.

GEOTECHNICAL

49 Geotechnical report to be complied with

All future earthworks over the subject site must be designed following the advice and recommendations of the geotechnical report, being 'Broad Geotechnical Assessment, Proposed Industrial Development, Lot 1 on RP6882 and Lot 240 on W31320, Stapylton Jacobs Well Road and Christensen Road, Stapylton', prepared by Morrison Geotechnic Pty Ltd, Job No. GE11/002 and dated February 2011.

50 Retaining structures design

- a Retaining structures and associated footings must be designed in accordance with AS 4678 – 2002 Earth-retaining structures.

- b Retaining structures and associated footings must comply with the Planning Scheme Policy 11 - Land Development Guidelines, Standard Specifications and Drawings including in particular, but not limited to:
 - i Section 3.2.7 (Cut/fill batters and earth retaining structures); and
 - ii Section 7.7 (Building near or over Council water, sewer and/or stormwater services).
- c Retaining structures over the subject site must not exceed 5.0 metres in height.
- d Retaining structures must be made of durable materials not subject to rot and insect attack and have a minimum design life of 60 years.

51 Cut and fill batters design

- a Cut/fill batters must be constructed in accordance with section 3.2.7 of Planning Scheme Policy 11 - Land Development Guidelines, Standard Specifications and Drawings.
- b All platforms resulting from cutting/filling must have a minimum slope of 1 in 150 and comply with Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings for drainage of allotments to the street.
- c Benching is required where any proposed freestanding batter height exceeds 2.5 metres. The minimum width of benching must be 1 metre with a minimum slope of 1 in 100 towards the lower face. The absolute maximum height of any freestanding cut/fill batter with benching is 5 metres, unless otherwise approved in writing by the Chief Executive Officer.

WASTEWATER

52 Reduced infiltration gravity wastewater reticulation

The development must be connected to reduced infiltration gravity wastewater reticulation by gravity solution, at the applicant's cost.

53 General wastewater servicing arrangement

Unless otherwise determined by Gold Coast Water, the wastewater servicing arrangements shall be generally in accordance with the following:

- a Connect part of Stage 1 that naturally drains to Pump Station BE45, to BE45, via De Bortoli Street;
- b Connect the remaining part of Stage 1 and part of Stage 2 that naturally drains to the proposed new pump station (refer to drawing no.C028-AA003837-04 dated 15/6/2012 prepared by Hyder Consulting) located near Stapylton-Jacobs Well Road;
- c The balance of Stage 2, Stage 3 and Stage 4 shall gravitate into Council's future wastewater network;
- d The balance of Stage 2 and Stage 3 shall gravitate into Stage 4 (no pump station is permitted); and
- e A temporary pump station sited in Stage 4 may be permitted where the wastewater network in Christensen Road remains unavailable (the wastewater network in Christensen Road serving lot 334 on SP193431 is serviced by a private pump station and therefore not currently available).

54 Connection point

The applicant must submit to Gold Coast Water and obtain approval prior to making any development application for a Development Permit or Building Work:

- a Pump Station BE45 catchment (part of Stage 1):
 - i Demonstrate development can be connected by gravity to BE45,
- b Proposed new pump station near Stapylton-Jacobs Well Road (balance of Stage 1 and part of Stage 2 that's drains to this new pump station):
 - i Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the new wastewater pump station;

- ii Demonstrate an ability to deliver the new wastewater pump station in time to service the proposed development.
- c Long Term Strategy (balance of Stage 2, Stage 3 and Stage 4):
 - i Demonstrate that balance of Stage 2 and Stage 3 gravitate to Stage 4; and
 - ii Demonstrate that downstream wastewater infrastructure has sufficient capacity to accommodate the development.

Note: The development is out of sequence in respect of wastewater services. The wastewater network scenario may change as a result of the future planning of the Beenleigh, Stapylton and Pimpama Wastewater Treatment plants. The applicant is advised to liaise with Gold Coast Water.

55 Wastewater reticulation schematic plan

- a The applicant must submit to Gold Coast Water a wastewater reticulation schematic plan for the proposed development that:
 - i Demonstrates how the development is to be connected to Council's wastewater network,
 - ii Provides the following details:
 - A Average and peak weather flows;
 - B Emergency storage;
 - C Septicity and odour; and
 - D Pump duty points.
 - iii Makes allowance for any external catchments that may drain through the subject site; and
 - iv Accommodates the extension of the wastewater main to the upstream property boundary to provide for future wastewater connectivity of the upstream external catchment.
- b The applicant must obtain Gold Coast Water approval of the wastewater reticulation schematic plan prior to making any development application for a Development Permit or Building Work.

56 Wastewater pump stations

Wastewater pump stations, rising main and emergency storage must be designed and constructed in accordance with Council's Policy 11 – Land Development Guidelines standards, at no cost to Council and are to:

- a Provide legal access to the pump station,
- b Provide a separate electrical power,
- c Provide a separate water service and meter.

57 Location and transfer of wastewater pump station land

The site of any wastewater pump station and associated access driveways, that will be owned and maintained by Council, must be transferred, in freehold and at the applicant's cost, at the earlier of making an application for Building Work, request for a compliance assessment for a Development Permit or prior to the commencement of the use.

58 Completion of external wastewater connections

All external wastewater connections (including the completion of all infrastructure downstream of the development site to the point of connection and approved augmentation works) must be completed in accordance with engineering plans approved by Council prior to the earlier of making an application for Building Work, request for a compliance assessment for a Development Permit or commencement of the use of the premises.

59 Connections – arrangements with Gold Coast Water

All live connections are to be performed by Gold Coast Water at the applicant's cost. The applicant must liaise with Gold Coast Water's Field Services and Construction Branch (phone 5581 7564) to make arrangements for the connection and to obtain a quotation for the work.

- 60 No building work over/within Council's wastewater infrastructure easements and minimum distance from Gold Coast Water infrastructure**
- a No structure or building work is permitted over/within any public utility easements (Gold Coast Water/Council).
 - b All proposed buildings and structures must be located a minimum distance of 2 metres from Gold Coast Water infrastructure (i.e. Water or wastewater infrastructure that become contributed assets) and comply with Gold Coast City Council Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings.

WATER SUPPLY RETICULATION

61 Cancelled

62 Design, construction and standard of water supply reticulation

The design, construction and standard of the required water supply reticulation infrastructure to be carried out by the applicant (including all water supply reticulation infrastructure to be dedicated to Council) must be in accordance with Gold Coast City Council Planning Scheme Policy 11 – Land Development Guidelines, Standard Specifications and Drawings.

63 Connection point

- a The existing 225mm main in Stapylton Jacobs Well Road, De Bortoli Street and Christensen Road must be used as the potable water supply connection point, unless otherwise approved by Gold Coast Water.
- b Deleted.
- c Deleted.
- d Deleted.

64 Water reticulation schematic plan and network analysis

- a The applicant must submit to Gold Coast Water and obtain approval of a potable water reticulation schematic plan and network analysis of the overall development prior to the earlier of the making of any development applications for Operational Work (works for infrastructure) or for Plumbing and Drainage Work.
- b In preparing the plan/analysis, the applicant must liaise with Gold Coast Water to ensure appropriate allowance is made for connectivity with external mains and external demands.

65 Cancelled

66 Supply standard

The applicant must provide water supply to the standard specified in Section 4 and 7 of Gold Coast City Council's Land Development Guidelines.

67 Fire loading

Fire loading must not exceed 30L/s for commercial and industrial uses, unless otherwise approved by Gold Coast Water.

68 Cancelled

REFERRAL AGENCY CONDITIONS

69 Cancelled

FAUNA MANAGEMENT

70 Relocation of active Wedge-tailed eagles nest within Precinct C

Prior to any clearing within Precinct C, a relocation program shall be developed by the applicant, lodged with Council and approved by Council for the relocation of the active wedge-tailed eagles nest (*Aquila audax*). The program shall detail the specific requirements for the relocation of the nest. All works shall occur in accordance with the requirements of the relocation program and in liaison with Councils Environmental Planning section.

Please note, a relocation pole of similar height and dimension to the existing nesting tree will be required.

ADVISORY NOTES TO APPLICANT

A Referral agencies

The referral agencies (and their addresses) for the application are listed below.

Any referral agency conditions are identified in the conditions of approval.

Referral agency	Address	Jurisdiction
Department of Natural Resources and Mines (Previously Department of Environment and Resource Management)	Permit and Licence Management GPO BOX 2454 BRISBANE QLD 4001	Concurrence and Advice Agency – For the purposes of the Vegetation Management Act and for the purposes of the Environmental Protection Act
Department of Transport and Main Roads	South Coast Region Land Management PO BOX 442 NERANG QLD 4211	Concurrence Agency – for the purposes of the Transport Infrastructure Act
Department of State Development Infrastructure and Planning	PO BOX 15009 CITY EAST QLD 4002	Concurrence Agency – for the purposes of the Act

B Properly made submissions

There were properly made submissions about the application. The name and address of the principal submitter for each properly made submission is attached to the decision notice.

C Rights of appeal

The applicant has a right of appeal to the Planning and Environment Court regarding this decision, pursuant to section 461 of the Sustainable Planning Act 2009. A copy of that section is attached to the decision notice.

For particular material changes of use, an appeal can also be made to a Building and Development Committee. Please refer to the prerequisites in sections 519 and 522 of the Sustainable Planning Act 2009, attached to this decision notice, to determine whether you have appeal rights to a Building and Development Committee.

Submitters who made properly made submissions have a right of appeal to the Planning and Environment Court regarding this decision, pursuant to section 462 of the Sustainable Planning Act 2009. A copy of that section is attached to the decision notice.

D Applicant responsibilities

The applicant is responsible for securing all necessary approvals and tenure, providing statutory notifications and complying with all relevant laws.

Nothing in this decision notice alleviates the need for the applicant to comply with all relevant local, State and Commonwealth laws and to ensure appropriate tenure arrangements have been made where the use of/reliance upon land other than that owned by the applicant is involved. Without limiting this obligation, the applicant is responsible for:

- a Obtaining all other/further necessary approvals, licences, permits, resource entitlements etc by whatever name called required by law before the development the subject of this approval can be lawfully commenced and to carry out the activity for its duration;
- b Providing any notifications required by law (by way of example only, to notify the administering authority pursuant to the Environmental Protection Act 1994 of environmental harm being

caused/threatened by the activity, and upon becoming aware the premises is being used for a 'notifiable activity');

- c Securing tenure/permission from the relevant owner to use private or public land not owned by the applicant (including for access required by conditions of approval);
- d Ensuring the correct siting of structures on the land. An identification survey demonstrating correct siting and setbacks of structures may be requested of the applicant to ensure compliance with this decision notice and applicable codes;
- e Providing Council with proof of payment of the Portable Long Service Leave building construction levy (or proof of appropriate exemption) where the value of the Operational Works exceeds \$80,000. Acceptable proof of payment is a Q. Leave – Notification and Payment Form approved by the Authority. Proof of payment must be provided before Council can issue a development permit for the Operational Works. This is a requirement of section 77(1) of the Building and Construction Industry (Portable Long Service Leave) Act 1991; and
- f Making payment of any outstanding Council rates and charges applicable to the development site prior to the lodgement of subdivision plans.

E Indigenous cultural heritage legislation and duty of care requirement

The Aboriginal Cultural Heritage Act 2003 ('AHCA') is administered by the Department of Environment and Resource Management (DERM). The AHCA establishes a duty of care to take all reasonable and practicable measures to ensure any activity does not harm Aboriginal cultural heritage. This duty of care:

- a Is not negated by the issuing of this development approval;
- b Applies on all land and water, including freehold land;
- c Lies with the person or entity conducting an activity; and
- d If breached, is subject to criminal offence penalties.

Those proposing an activity involving surface disturbance beyond that which has already occurred at the proposed site must observe this duty of care.

Details of how to fulfil this duty of care are outlined in the duty of care guidelines gazetted with the AHCA.

The applicant should contact DERM's Cultural Heritage Coordination Unit on (07) 3238 3838 for further information on the responsibilities of developers under the AHCA.

F Greenhouse gas emissions

As part of Council's commitment to reducing greenhouse gas emissions Council is encouraging the expansion of the natural gas reticulation network. In particular, the use of natural gas hot water systems will result in significantly less greenhouse gas emissions than equivalent electric storage hot water systems.

The applicant should contact the local natural gas reticulator (APA Group) to arrange an assessment of the suitability of the proposed development for connection to the existing gas reticulation network. Please contact Ramon O'Keefe on 0438708798 or email: ramon.o'keefe@apa.com.au.

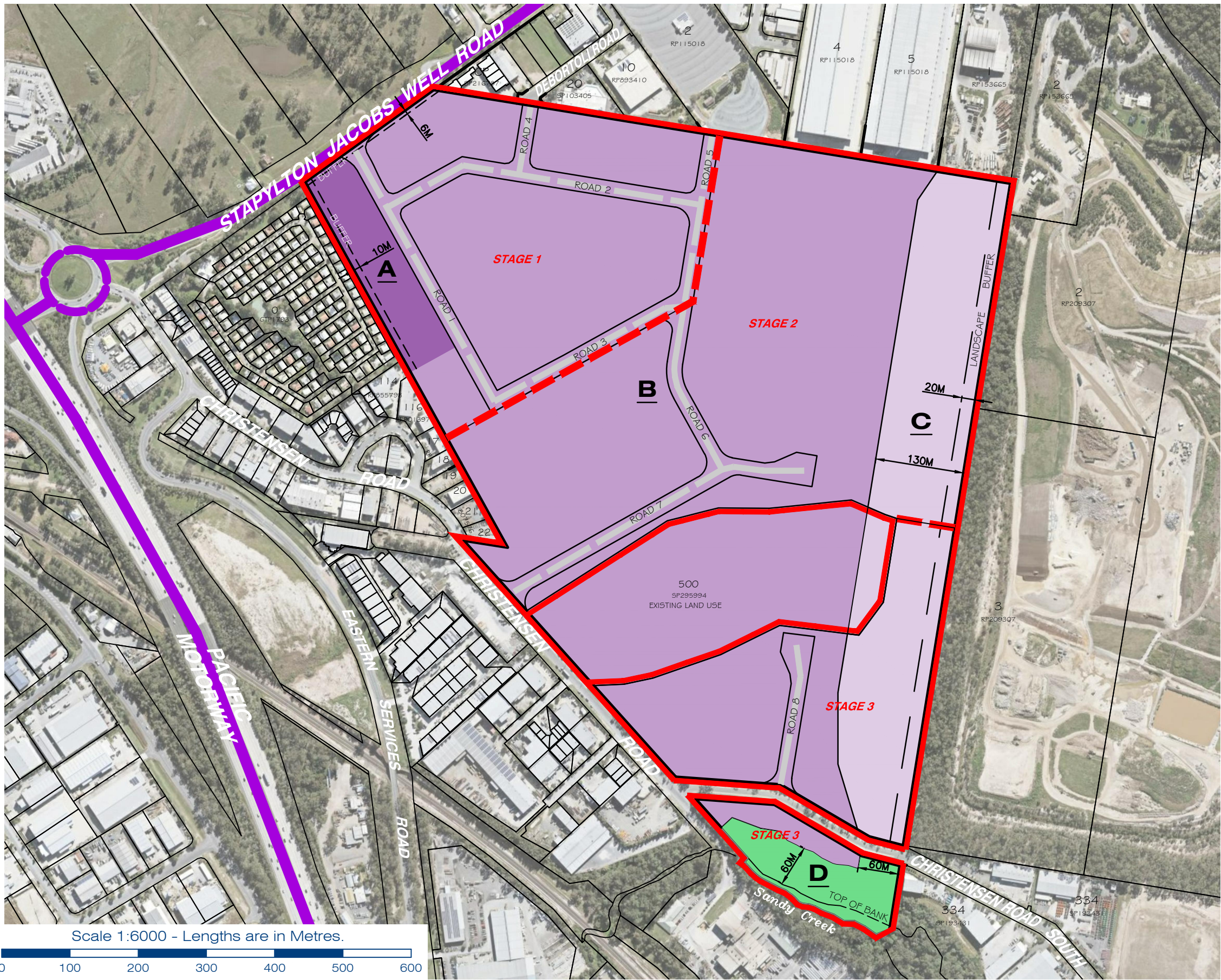
G Infrastructure charges

Infrastructure charges have not been calculated or imposed for this Material Change of Use, as it is a Preliminary Approval under Section 242 of the Sustainable Planning Act 2009. Infrastructure charges will be assessed and charged at the time of subsequent development permit/s for Material Change of Use or Building Work.

PROPERTY NOTIFICATION

A Noise/Acoustic

There are development approval conditions applicable in relation to acoustic issues on this lot/subsequent lots. All property owner(s) must ensure compliance with these conditions. Refer to Council of the City of Gold Coast's Decision Notice MIN/2019/762. A copy of Council's Decision Notice is available for viewing on Council's website www.goldcoastcity.com.au/pdonline



LEGEND

Site Area: 73.669Ha

- Limit of Application
- Major State controlled Roads
- Possible future industrial collector road

A	LOW IMPACT AND SERVICE INDUSTRY	2.41Ha
B	GENERAL IMPACT BUSINESS & INDUSTRY	57.17Ha
C	LIMITED GENERAL IMPACT BUSINESS & INDUSTRY	12.193Ha
D	OPEN SPACE / RESERVE	1.31Ha

STAGE	AREA
STAGE 1	19.522Ha
STAGE 2	31.208Ha
STAGE 3	13.072Ha

NOTE:

1. The landscaped buffer areas shall be established and maintained for the life of the development. No building works are to occur within the landscape buffer areas unless otherwise approved by the Chief Executive Officer;

PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No: MIN/2019/762

Dated: 24 June 2020

Development shall comply with the
conditions of approval as detailed in the
Decision Notice and Council's Planning
Scheme, Local Laws and Planning Policies

Scale 1:6000 - Lengths are in Metres.



planning | environment | landscape | engineering | survey

T: 3807 3333 | F: 3287 5461 | www.gassman.com.au

Gold Coast & Logan | 76 Business Street, Yatala QLD | PO Box 392, Beenleigh 4207

Scale at A3:	1:6000
Date:	18-06-20
Design:	
Drawn:	SJH
Checked:	GS

Issue	Date	Description	DRN	CHK
B	18/06/2020	Minor Amendments	SJH	GS
A	15/10/2019	MERGE STAGE 2&3	SJH	GS
-	16/09/2019	ORIGINAL ISSUE	SJH	GS

Project:

M38 INDUSTRIAL PARK
YATALA

Client:

FRASERS PROPERTY AUSTRALIA

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All dimensions are approximate only and subject to survey.

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Drawing Title:

M38 INDUSTRIAL
PARK

Land Use Classification
and Staging Plan

Drawing No:
5941 PLU 01

Revision No:
B

M38 INDUSTRIAL ESTATE PLACE CODE

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

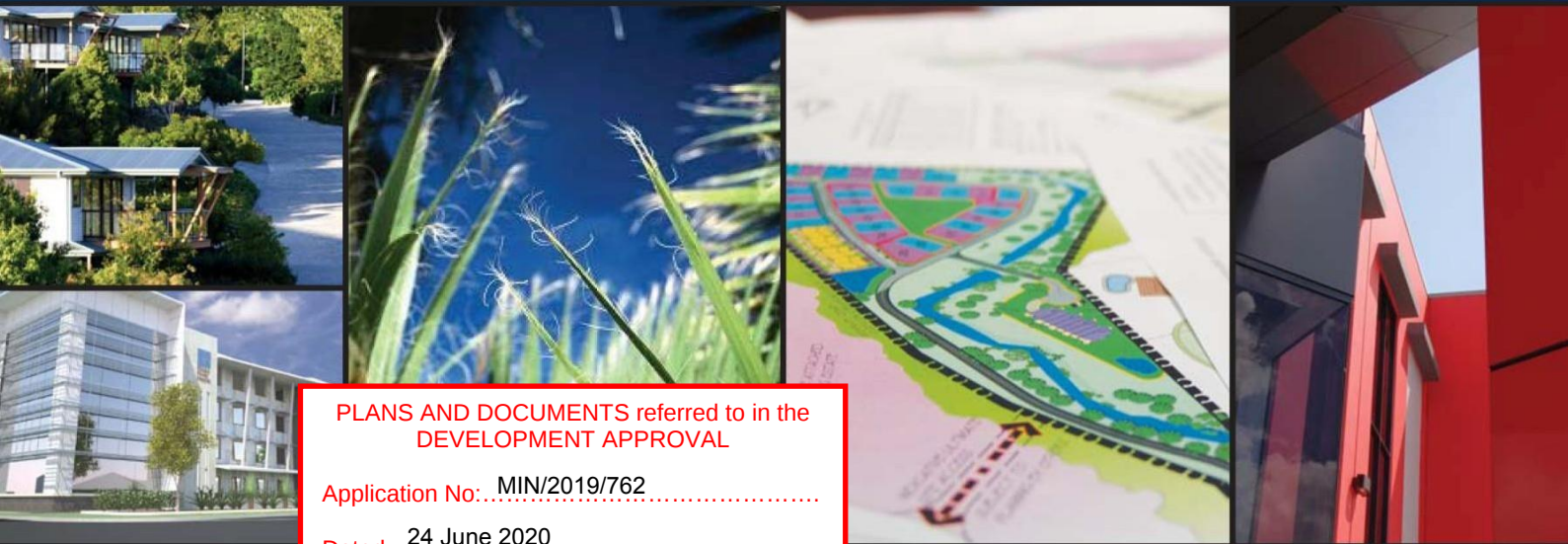
ADDRESS:

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

PREPARED FOR:

Frasers Property Pty Ltd

June 2020



PLANS AND DOCUMENTS referred to in the
DEVELOPMENT APPROVAL

Application No: MIN/2019/762

Dated: 24 June 2020

Development shall comply with the
conditions of approval as detailed in the
Decision Notice and Council's Planning
Scheme, Local Laws and Planning Policies



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

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1.0 M38 INDUSTRIAL ESTATE PLACE CODE INTENT

1.1 PLACE CODE INTENT

The M38 Industrial Estate Place Code shall provide opportunities for industrially-related development at a scale that has regional economic significance and shall offer long-term employment benefits to the northern Gold Coast area. Ideally, the M38 Industrial Estate Place Code area ('the site') shall provide a location for the development of a variety of scales of general impact business and industry uses to complement and support the major industries that have, and will continue to, establish themselves in the ultimate precinct designation of the site which is General Business and Industry – Precinct 1 under the Yatala Enterprise Area Local Area Plan (YEA LAP).

Accordingly, the M38 Industrial Estate Place Code, in conjunction with the **enclosed** land-use classification plan creates the following Precincts:

- Precinct A (Low Impact and Service Industry): The land-uses promoted within this precinct are generally low impact industrial style uses responsive to the established nature of residential uses located nearby. Whilst more intensive levels of industry are not generally envisaged, they may be suitable subject to appropriate acoustic attenuation measures, strategies and operational measures being implemented to minimise potential detrimental impacts. The allotment sizes envisaged within this precinct are reflective of those that are promoted within Precinct 1 of the YEA LAP.

Strict building and operational restrictions, including building design, building construction and hours of operation and delivery and collection activities, apply to development within Precinct A. The 10metre wide landscaped buffer to be established along the western property boundary of Precinct A shall be established to minimise the potential detrimental impacts of development within Precinct A on the adjoining residential development.
- Precinct B (General Impact Business and Industry): The majority of the land-uses promoted in this precinct, which covers the bulk of the developed site, are consistent with those itemised within the Precinct 1 land use designation of the YEA LAP. Those that are not, are industrially related and benefit the future development prospects of the site and the YEA LAP generally. The ultimate intent of this precinct is to promote the land uses and allotment sizes that would ordinarily be located within Precinct 1 land located within the YEA LAP. It is also noted that the proposed subdivision lot-size parameters from Precinct 1 of the YEA LAP have been adopted within this precinct.
- Precinct C (Limited General Impact Business and Industry): The land-uses promoted in this precinct are similar to that of Precinct B and Precinct 1 of the YEA LAP. This precinct is however responsive to established nearby heavy industrial uses and mindful of likely odour impacts and therefore food industry and related uses are not envisaged within this precinct.
- Precinct D (Open Space/Reserve): This precinct is reflective of the land-uses that would otherwise be promoted within the Precinct 6 – Open Space land-use designation of the YEA LAP. All areas within the site that are highlighted as Precinct D are intended to serve as an area of environmental conservation and natural landscape relief compatible with the retention and rehabilitation of vegetation and habitat landscape and/or buffer values. Open space corridors linking adjacent open space areas will be established. Land may be in public or private ownership.

The site area shall be easily accessible from the existing and proposed arterial road system, being Stapylton-Jacobs Well Road and Christensen Road – both of which link to the Pacific Motorway. The site design accommodates for north-south road linkages consistent with underlying connectivity requirements within the YEA LAP.

Proposals under the M38 Industrial Estate Place Code area shall consider the relative proximity of the site to residential neighbours located to the south and the Stapylton landfill located to the east. Accordingly, a high level of screening is encouraged along the eastern portion of the site and relevant acoustic treatments along part of the southern section of the site. Further, attention is given to improving visual appearance and providing high landscape amenity along the Stapylton-Jacobs Well Road frontage. Buildings shall address the street, incorporate articulated exterior walls and rooflines, a mixture of building materials and exterior finishes, and other architectural details or features to enhance the appearance of any structures associated with a business/industry activity.

1.2 BACKGROUND

- 1.2.1 Strategic Considerations:** The M38 Industrial Estate Place Code seeks to activate the industrial land-use potential of ‘future industry’ land that is included within the YEA LAP. The site is strategically located within/near a cluster of developed industrial uses that are situated within both the ‘future industry’ and ‘general business and industry’ precincts of the YEA LAP. Accordingly, the preliminary approval effectively brings forward several preferred land-uses of the site, consistent with surrounding development and the ultimate intent of the YEA LAP.
- 1.2.2 The Site Context:** The site is suitably located within the YEA LAP and shall enable the logical growth of industrial development in the area. This M38 Industrial Estate Place Code recognises the site’s strategic position along major roads servicing the Yatala Enterprise Area, namely Stapylton Jacobs-Well Road. The plan provides for appropriate transport connectivity to the north and south, as intended under the YEA LAP. Optimal ecological linkages are also supplied within this Place Code to ensure the ecological priorities of the YEA LAP are also met.
- 1.2.3 The Land Use Classification and Staging Plan:** Please refer to the attached plan no. **5941 P LU 01 Rev B** (Schedule 1) specifying the part of the site that is affected by the M38 Industrial Estate Place Code. It communicates the area of the site that will be developed after taking into account relevant amenity, ecological, stormwater, connectivity and constraint issues. This approach shall also provide an understanding that the purpose of the development is to enable an extension to the Yatala Enterprise Area rather than a land use area in conflict with the ultimate land uses intended for the local area plan.

2.0 APPLICATION OF THE M38 INDUSTRIAL ESTATE PLACE CODE

2.1 APPLICATION

- 2.1.1** The M38 Industrial Estate Place Code applies to all proposed development located within the Place Code area, as indicated in the **Land Use Classification and Staging Plan, Plan No.5941 P LU 01 Rev B**.
- 2.1.2** The Table of Development indicated in **Clause 4.0** identifies the levels of assessment for development occurring within this development area. These tables override all applicable material change of use overlay provisions as contained within the Gold Coast Planning Scheme 2003, as amended.
- 2.1.3** The codes that may be relevant to the assessment of development in this Place Code area are listed in **Clause 5.0**.
- 2.1.4** It should be noted that self assessable development is deemed to be development that is consistent with the intent of this Place Code, and therefore need only comply with the self assessable acceptable solutions of the **M38 Industrial Estate Place Code** contained in **Clause 6.0** and any other acceptable solutions identified in the relevant codes explicitly referred to in **Subclauses 5.1.1 – 5.1.7**.
- 2.1.5.** The definitions of all relevant terms and land uses contained within this Place Code are to be found within **Part 4, Division 1, Chapters 1-3 of the Gold Coast City Planning Scheme 2003, as amended** except as separately defined within **Clause 3.0** of this document.
- 2.1.6.** The operation of this Place Code is guided, where necessary, by the protocols of **Part 6, Division 1, Chapters 2 of the Gold Coast City Planning Scheme 2003, as amended**.
- 2.1.7.** This M38 Industrial Estate Place Code only applies to the specific forms of development outlined within the Table of Development in **Clause 4.0**. All other forms of development are subject to the relevant planning provisions of the Gold Coast City Council, which is currently the Gold Coast Planning Scheme 2003, as amended.

3.0 DICTIONARY

3.1 APPLICATION OF DEFINITIONS

The definitions outlined in Clause 3.2 have been compiled specifically for the M38 Industrial Estate Place Code only. Where applicable, these specific use or development definitions override those contained within **Part 4 Division 1 Chapter 2 of the Gold Coast Planning Scheme 2003, as amended**. For any proposed use that does not comply with these specific definitions, the current use or development definitions contained within the Gold Coast Planning Scheme 2003, as amended apply.

3.2 USE OR DEVELOPMENT DEFINITIONS

Food industry

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

Low impact industry

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

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

Service industry

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

Industry

As defined in the Gold Coast Planning Scheme 2003 as amended, where not 'low impact industry' or 'service industry' as defined in the M38 Industrial Estate Place Code.

3.3 SPECIFIC USE OR DEVELOPMENT DEFINITIONS EXAMPLES

The following table provides more specific examples of the specific use definitions applicable to the M38 Industrial Estate Place Code.

Column 1 Use	Column 2 Examples include	Column 3 Does not Include the following examples
Low impact industry	- Repairing and servicing motor vehicles, including mechanical components, radiators, electrical components, wheel alignments, exhausts, tyres, suspension or air conditioning, not including spray painting; - Repairing and servicing lawn mowers and outboard engines; - Fitting and turning workshop; - Assembling or fabricating products from sheet metal or welding steel, producing less than 10 tonnes a year and not including spray painting; - Assembling wood products not involving cutting, routing, sanding or spray painting; - Dismantling automotive or mechanical equipment, not including debonding brake or clutch components.	Panel beating, spray painting or surface coating, tyre recycling, drum re-conditioning, wooden and laminated product manufacturing.
Service industry	Audio visual equipment repair, film processing, bicycle repairs, clock and watch repairs, computer repairs, dry cleaning, hand engraving, jewellery making, laundromat, locksmith, picture framing, shoe repairs, tailor.	Small engineer mechanical repair workshop, cabinet making, shop fitting, sign writing, tyre depot

4.0 M38 INDUSTRIAL ESTATE PLACE CODE – TABLE OF DEVELOPMENT

4.1 TABLE OF DEVELOPMENT

Pursuant to s.242 of the *Sustainable Planning Act 2009*, the **Yatala Enterprise Area Local Area Plan Table of Development (as modified)** below, is nominated as the applicable Table of Development. It applies to the area specified within the M38 Industrial Estate Land Use Classification Plan and the specific forms of development outlined. Precincts nominated in this plan and the following tables of development and Place Code are as follows:

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

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

MATERIAL CHANGE OF USE incorporating or not incorporating BUILDING WORK			
Any use not listed in Table A Material Change of Use Table of Development, should be considered undesirable or inappropriate in the Precinct to which the Table of Development applies. Any Material Change of Use not individually listed in the relevant Table of Development will be treated as an Impact Assessable development.			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct A (Low Impact and Service Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Café Car Park Convenience Shop Low Impact Industry Milk Depot Service Industry Take-Away Food Premises Temporary Use Warehouse	Bulk Garden Supplies Caretakers Residence Estate Sales Office Food Industry Industry Manufacturer's Shop Outdoor Storage Area Rural Industry Telecommunications	Motor Vehicle Repairs n.e.i. Salvage Yard Service Station Transport Terminal

MATERIAL CHANGE OF USE incorporating or not incorporating BUILDING WORK Any use not listed in Table A Material Change of Use Table of Development, should be considered undesirable or inappropriate in the Precinct to which the Table of Development applies. Any Material Change of Use not individually listed in the relevant Table of Development will be treated as an Impact Assessable development.			
		Facilities n.e.i.	
Precinct B (General Impact Business and Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Café Car Park Convenience Shop Industry Low Impact Industry Manufacturer's Shop Milk Depot Outdoor Storage Area Service Industry Take-Away Food Premises Temporary Use Warehouse	Bulk Garden Supplies Caretakers Residence Food Industry Rural Industry Telecommunications Facilities n.e.i. Transport Terminal	Motor Vehicle Repairs n.e.i. Salvage Yard Service Station
Precinct C (Limited General Impact Business and Industry)			
Agriculture Animal Husbandry Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Car Park Industry Low Impact Industry Manufacturer's Shop Outdoor Storage Area Service Industry Temporary Use Warehouse	Bulk Garden Supplies Rural Industry Telecommunications Facilities n.e.i. Transport Terminal	Motor Vehicle Repairs n.e.i. Salvage Yard
Precinct D (Open Space/Reserve)			
Conservation (natural area management) Low-Impact Telecommunications Facility	Temporary Use	Telecommunications Facility n.e.i.	Agriculture

MATERIAL CHANGE OF USE incorporating or not incorporating BUILDING WORK			
Any use not listed in Table A Material Change of Use Table of Development, should be considered undesirable or inappropriate in the Precinct to which the Table of Development applies. Any Material Change of Use not individually listed in the relevant Table of Development will be treated as an Impact Assessable development.			
Minor Change in the scale or intensity of an existing lawful use			
Park			
Public Utility			

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

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

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

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

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

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

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

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

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

RECONFIGURING A LOT			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precincts A & B (Low Impact and Service Industry, General Impact Business and Industry)			
		Results in no lots with an area less than 2,000m ² ;	

RECONFIGURING A LOT			
Exempt	Self Assessable	Code Assessable	Impact Assessable
Precincts A & B (Low Impact and Service Industry, General Impact Business and Industry)			
		OR Entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing approved development	
Precinct C (Limited General Impact and Business and Industry)			
		Results in no lots with an area less than one (1) hectare; OR Entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing approved development	
Precinct D (Open Space/Reserve)			
		Results in no lots with an area less than 20 hectares; OR Entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing approved development	Results in one or more lots with an area less than 20 hectares

5.0 M38 INDUSTRIAL ESTATE PLACE CODE

RELEVANT CODES FOR ASSESSMENT

5.1 RELEVANT CODES

References to Relevant Codes

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

5.1.1 All proposed development within the site is subject to the **M38 Industrial Estate Place Code**.

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	2 Advertising Devices 4 Animal Husbandry 10 Caretaker's Residence 24 Office 25 Private Recreation 27 Retail and Related Establishments 34 Temporary Use 36 Vegetation Management	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation 16 Steep Slopes or Unstable Soils

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	4 Animal Husbandry 10 Caretaker's Residence 17 Farm Forestry 20 Kennels 21 Landscape Work 24 Office 25 Private Recreation 27 Retail and Related	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
	Establishments 29 Rural Industry 30 Salvage Yards 31 Service Stations 33 Telecommunications Facilities 39 Works for Infrastructure	10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	11 Changes to Ground Level and Creation of New Water bodies	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 6 Cultural Heritage (Indigenous) 7 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 16 Steep Slopes or Unstable Soils

5.1.5 Operational Work – Advertising Devices, Landscape Work and Infrastructure:

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	2 Advertising Devices 21 Landscape Work 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	36 Vegetation Management	2 Bushfire Management Areas 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 16 Steep Slopes or Unstable Soils

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
M38 Industrial Estate Place Code	11 Changes to Ground Level and Creation of New Water bodies 21 Landscape work 28 Reconfiguring a Lot 36 Vegetation Management 39 Works for infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

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

5.2 PERFORMANCE CRITERIA AND ACCEPTABLE SOLUTIONS

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

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

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

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

5.3 CONFLICT BETWEEN PLACE CODE AND PLANNING SCHEME

In situations where the Performance Criteria and/or Acceptable Solutions contained in Codes within this M38 Industrial Estate Place Code conflict with the Performance Criteria and/or Acceptable Solutions of a Council Code, the Performance Criteria and/or Acceptable Solution of the Code within the relevant M38 Industrial Estate Place Code shall prevail.

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

6.0 M38 INDUSTRIAL ESTATE PLACE CODE

DEVELOPMENT REQUIREMENTS

6.1 PURPOSE

The M38 Industrial Estate Place Code seeks to ensure that the scale and intensity of development including the impact, design and appearance of industrial development for this land is consistent with the role of the site and the YEA as a regionally significant location for industrial development. These provisions also aim to ensure that the intent of the Place Code is followed and high standards of urban design and architecture are promoted.

6.2 APPLICATION

- This Code applies to all identified forms of development taking place within the Place Code area as nominated within the M38 Industrial Estate Land Use Classification Plan.

6.3 DEVELOPMENT REQUIREMENTS

M38 INDUSTRIAL ESTATE PLACE CODE

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACT ASSESSABLE	
BUILDING HEIGHT	
PC1 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS1 The building has a maximum of 15 metres.
ACCOMMODATION DENSITY	
PC2 Accommodation density must be consistent with the predominant character of the YEA as an industrial location. Accordingly, very low residential densities are envisaged for the LAP area.	AS2 The maximum dwelling density does not exceed one dwelling per lot.
SITE COVERAGE	
PC3 The site coverage of development shall be in accordance with the open space landscape character of the YEA.	AS3 Precinct A, B & C: The maximum site coverage shall not exceed 70%.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	Precinct D: The maximum site coverage shall not exceed 10%.
BUILDING SETBACK	
PC4 The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity is achieved through generous building setbacks and high quality landscaping.	Precinct A AS4.1 Buildings are set back from frontages: a) 5 metres from the primary frontage; b) (i) 6 metres from the Stapylton Jacobs well Road frontage; (ii) 1.5 metres from the secondary frontage; and c) 10 metres from the western boundary adjoining the existing residential uses. Precincts B, C & D AS4.2 Buildings are set back from frontages: a) 5 metres from the primary frontage; and b) 1.5 metres from the secondary frontage. AS4.3 Where the site adjoins a public open space area the building or structure is setback a minimum of three meters from the common boundary with the public open space, and the setback area includes; a) a landscape buffer strip a minimum width of two metres; and b) fencing of the common boundary between the private lot and public open space. AS4.4 Buildings shall be setback 50 metres from the adjoining property boundary of the 'Stapylton Landfill'. The 50 metres shall be inclusive of the vegetated buffer area adjoining the eastern property boundary.
BOUNDARY FENCING	
PC5 The erection of boundary fencing is undertaken in a manner that promotes an attractive streetscape and is responsive to the intended purpose of the fencing.	AS5.1 The design of front boundary fencing is conducive to the establishment of an attractive streetscape and is generally in accordance with the design measures outlined in Figure to AS5.1 included in this code. Generally speaking, design features or strategies such as transparency or landscape buffering should be utilised to soften the effect of front boundary fencing. Solid fencing exceeding 1.5 metres in height should only be established where required for acoustic attenuation purposes.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS5.2 The height of side and rear boundary fencing, where not required for acoustic attenuation purposes, does not exceed a height of two metres. Due to the general low visibility of this fencing, there is no requirement for this fencing to be transparent or landscaped.
DESIGN OF DEVELOPMENT NEAR MAJOR ROADS	
PC6 Those developments visible from, or facing Stapylton-Jacobs Well Road must exhibit a high standard of architectural presentation.	AS6 Facades visible from, or facing Stapylton-Jacobs Well Road are designed to incorporate: a) materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief; b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); c) horizontal/vertical articulation of walls at least at 15 metre intervals; d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; e) other features which contribute to an interesting and attractive appearance These design features are to be applied to the main facade facing the relevant road, as well as along a brief return or the full length of side walls.
VEHICULAR CROSSINGS	
PC7 Vehicular crossings associated with the development must be designed and constructed to ensure: a) A safe footpath environment; b) Safe vehicular access to the property; c) Appropriate hydraulic performance of the stormwater infrastructure; d) No damage to vehicle or road infrastructure; e) Minimal loss of on-street parking spaces; and f) Continued amenity of the neighbourhood.	AS7 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.
VEHICULAR PARKING	
PC8 On-site vehicle parking is provided to meet expected demand, having regard to:	AS8.1.1 The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 - Car Parking, Access and

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
a) The size of the proposed workforce; b) The likely number of visitors to the site; c) The likely size and number of service and transport vehicles to be on the site at any one time; d) On-site parking and loading/unloading activities within sites; e) The availability of conveniently located on-street parking; f) Any possible future expansion, redevelopment or change of use.	Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007); OR AS8.1.2 The number of car parking spaces provided on-site is generally in accordance with Table to Acceptable Solutions AS8.1.2. AS8.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use. AS8.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise.
ENVIRONMENTAL MANAGEMENT	
PC9 The environmental mitigation methods for the development as detailed within the Environmental Management Plan must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area having regard, but not limited to the impact of noise, hours of operation, visual amenity, odour, emissions and dust.	AS9 For development located within Precinct C an Environmental Management Plan (EMP) has been prepared and approved by Council and the development complies with the requirements of the EMP. The EMP is to prepared in accordance with the Planning Scheme Policy 10 – Guidelines for Preparing Management Plans and Plans of Development.
REFUSE FACILITIES	
PC10 Refuse facilities must be provided on site to service the needs of the development.	AS10.1 A Provision is made for the storage of refuse on site and access for the removal of refuse in accordance with "Solid Waste Management Policy for New Developments"; AS10.2 The refuse storage area is not less than three metres to the frontage of the site and not less than 1.5 metres from any other site boundary;

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS10.3 The refuse storage area is enclosed on three sides, with a screen wall extending 0.2 metres above the height of the refuse receptacles; and AS10.4 The refuse storage area is effectively screened from view with landscaping.
BUILDING DESIGN	
PC11 All buildings within Precinct A must be acoustically treated, to minimise nuisance to the adjoining and surrounding residential development.	AS11 The building design and construction of development with Precinct A shall be in accordance with approved Acoustic Report prepared by TTM Group dated 20 April 2011 (reference: 33418 R03).
HOURS OF OPERATION	
PC12 All activities within Precinct A must be undertaken within appropriate hours, to minimise nuisance to the adjoining and surrounding residential development.	AS12 The hours of operation and the delivery and collection activities for development within Precinct A are restricted to between 7.00am and 8.00pm Monday to Friday, or to the satisfaction of the Chief Executive Officer.
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE	
BUILDING HEIGHT	
PC13 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS13 The maximum height of buildings does not exceed 15 metres.
SITING	
PC14 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis.	AS14 No acceptable solution provided.
PC15 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS15 No acceptable solution provided.
PC16 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS16 No acceptable solution provided.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
BUILDING AND LAYOUT DESIGN, SAFETY AND COMFORT	
PC17 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS17.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS17.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).
PC18 Buildings are sited and designed to suit climatic conditions.	AS18.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS18.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS18.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS18.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS18.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.
PC19 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.	AS19.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings. AS19.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.
PC20 Building design and appearance must be conducive to the safety and comfort of all building users.	AS20.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.
DESIGN OF CAR PARK AREAS	
PC21 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.	AS21.1 Significant trees are preserved and incorporated into car parking areas. AS21.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. AS21.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites. AS21.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.
ADVERTISING DEVICES	
PC22 Advertising signage does not dominate the visual amenity of the area.	AS22 No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway of the Gold Coast City Rail Line.
PC23 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.	AS23.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number. AS23.2 The design and construction of signs meets the following parameters: a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. AS23.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices.
OPEN SPACE/RESERVE AREA	
PC24 In the areas identified as Precinct D (Open Space/Reserve) within the Staging Plan, development is of a limited scale and intensity, compatible with the retention of and rehabilitation of vegetation and habitat, landscape amenity and/or buffer values.	AS24.1 Areas identified as Precinct D (Open Space/Reserve) on the Staging Plan are reserved for conservation and landscape amenity purposes, through: a) Transfer to Council as public open space b) Dedication of a conservation / landscape amenity buffer; or c) Reservation of an area as open space / reserve. AS24.2 Areas identified as Precinct D (Open Space/Reserve) are to be provided in accordance with the following: a) the areas identified as Precinct D as open space will be subject to the application of a statement of landscape intent and/or open space management statement/plan, designed in accordance with Council's Open Space Management and Land Development Guidelines. b) Eventual commitment of the area identified as Precinct D is provided to Council as public open space, in accordance with the requirements of an approved open space management statement/plan and/or rehabilitation management plan. AS24.3 Areas identified within the Precincts D (Open Space/Reserve) including areas identified for revegetation within an approved open space management plan and/or rehabilitation management plan are to be managed in the following manner:

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	a) the land remains largely undisturbed by any buildings, clearing and earthworks; b) the land is provided exclusive of unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard; c) existing vegetation and natural drainage patterns are retained and rehabilitated, and additional trees planted within a 60 metre wide band utilising local native species; d) the area must be of a physical standard and condition that permits use of the land for its intended purpose, compliments existing adjacent and surrounding public open space areas and provides linkages to other open space areas, where practical; e) the area may form part of the landscape open space areas, associated with individual development proposals; f) the area facilitates appropriate measures for stormwater and flood management and the care of environmental features; g) any parallel roads or services are grouped on one side of the area, to minimise disturbance h) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.
LANDSCAPE DESIGN	
PC25 Landscape design is used to enhance the landscape character of the YEA.	AS25.1 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS25.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS25.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS25.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS25.5 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries. AS25.6 A minimum ten (10) metre wide north south landscape buffer is provided along the western boundary of the site adjoining the existing residential uses generally as outlined on the Landscape Intent Plan prepared by Gassman Development Perspectives and titled 5941 Landscape Intent Rev C. AS25.7 A minimum of twenty (20) metre wide north south landscape buffer is provided along the eastern boundary of the site (consisting of 10 metre wide 'undisturbed corridor', and 10 metre wide 'works corridor' including earthworks and landscape treatment).

PC26 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS26.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS26.1.2 A landscape buffer to a minimum width of ten metres is provided along the western property boundary where adjoining residential uses to effectively screen development behind.
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC27 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS27 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.
PC28 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.	AS28 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the development.
PC29 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for YEA.	AS29.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements). AS29.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths. AS29.3 Landscape plantings utilise local native species to promote a distinctive site character.
PC30 Open space and pedestrian areas are to be designed to be both functional and safe.	AS30 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.

PC31 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.	AS31 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS															
LOT SIZE (FOR SUBDIVISION ONLY)																
PC32 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent. The number of allotments within Precinct C is controlled to minimise the number of premises exposed to any environmental nuisance from nearby landfill and associated heavy industrial uses.	AS32.1 Any new lots created are sized in accordance with the following schedule: <table><tr><th>Precinct</th><th>Min Area</th><th>Ave Area</th></tr><tr><td>A</td><td>2000m²</td><td>1 hectare</td></tr><tr><td>B</td><td>2000m²</td><td>1 hectare</td></tr><tr><td>C</td><td>1 hectare</td><td>1 hectare</td></tr><tr><td>D</td><td>20 hectares</td><td>20 hectares</td></tr></table> AS32.2 The number of allotments and tenancies located within Precinct C is minimised.	Precinct	Min Area	Ave Area	A	2000m ²	1 hectare	B	2000m ²	1 hectare	C	1 hectare	1 hectare	D	20 hectares	20 hectares
Precinct	Min Area	Ave Area														
A	2000m ²	1 hectare														
B	2000m ²	1 hectare														
C	1 hectare	1 hectare														
D	20 hectares	20 hectares														
PC33 Allotments prior to development have suitable topography for industry.	AS33 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.															

PC34 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.	AS34.1 Development generally incorporates all of the following features: a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. OR AS34.2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS34.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.).
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC35 Allotments are oriented to suit climatic conditions.	AS35 Allotments are arranged in a manner that maximizes the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.
PC36 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as: a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape.	AS36.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state. AS36.2 Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.
PC37 Reconfiguration may take place in the form of Community Title subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.	AS37 Community Title subdivisions within Precincts A-C (Industrial) are provided, which: a) are consistent with the Acceptable Solutions for PCs 32-36; b) generally maintain a minimum lot size of 100-200m² within a minimum overall site area of 2,000m²;

	c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.
ROAD DESIGN	
PC38 Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.	AS38.1 Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy. AS38.2 Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity; and AS38.3 Proposed road hierarchies are generally consistent with the conceptual road hierarchy identified on the Land Use Classification and Staging Plan.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC39 The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS33.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.	AS39.1 Road design and construction is in accordance with Planning Scheme Policy 11 - Land Development Guidelines and the Table to this Acceptable Solution. AS39.2 Distances between intersections are not less than 60 metres. AS39.3 Streets intersect at right angles, or as near as topography or other limiting factors permit. AS39.4 Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings). AS39.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate AS39.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles. AS39.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly; and AS39.8 The design of road networks avoids the use of

	culs-de-sac.
PC40 The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.	AS40.1 Road drainage is designed and situated along natural drainage courses. AS40.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC41 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of bicycle end-of-trip facilities.	AS41.1 Footpaths are provided as follows: a) on both sides of all future major industrial roads. b) as specified in any relevant Council adopted strategy. AS41.2 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B. AS41.3 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths. AS41.4 Bicycle end-of-trip facilities are provided in accordance with the requirements outlined in the Table to Acceptable Solution AS41.4.
PC42 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.	AS42 For major industrial roads, constructed to a Industrial Collector standard, a minimum 3.5m parking lane is to be line marked and maintained to allow for future bus routes/stops.
SITE ACCESS	
PC43 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.	AS43 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROAD standards, and/or the following minimum requirements: a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres;

	d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles; f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible; g) where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign posted.
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC44 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS44 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.
PC45 Provision is made for safe pedestrian and disabled access.	AS45.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas. AS45.2 Pedestrian paths are separated from vehicular driveways.
AMENITY PROTECTION	
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS46 No acceptable solution provided.
PC47 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy;	AS47 No acceptable solution provided.

h) odour and emissions; i) dust; and j) vibration.	
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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
URBAN/RURAL USE CONFLICTS	
PC48 Conflicts between urban and rural uses are to be avoided by effective development design.	AS48 The development of land adjacent to the agricultural character areas includes a suitable buffer.
EXTRACTIVE INDUSTRY	
PC49 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.	AS49 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.
ON-SITE VEHICLE PARKING AND MOVEMENT	
PC50 Internal driveways are provided for safe and easy maneuvering of vehicles.	AS50.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion. AS50.2 Minimum driveway widths are as follows: a) eight metres to accommodate non articulated vehicles; b) ten metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.
PC51 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS51.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS51.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS51.3 Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted. AS51.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
LOADING AND UNLOADING	
PC52 All loading and unloading activities take place onsite.	AS52 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.
PC53 Adequate provision is made for on-site manoeuvring of service vehicle/s.	AS53.1 On sites over 4,000m² and/or where the uses thereon involve regular servicing by service vehicle/s, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a service vehicle/s to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements. AS53.2 It may be acceptable for two or more developments to share service vehicle/s turning areas.
SITE SERVICING	
PC54 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the region.	AS54.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services). AS54.2 Car park entrances and ramps, loading docks and access ways are minimised, suitably designed and treated to ensure that they do not adversely impact on the streetscape and adjoining development.
PC55 Conflicts between pedestrians and vehicles at entrance points to parking areas are to be minimised.	AS55.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function. AS55.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
PC56 Development is to be designed to support the functional operation of the cycle network.	AS56 Development is designed to support the functional operation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS	
PC57 Commercial developments are to include public convenience facilities, where there is a need for their provision.	AS57 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.

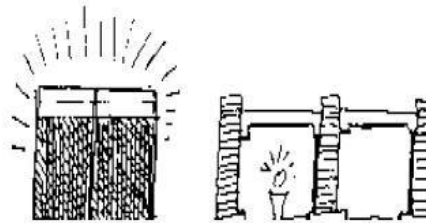
M38 INDUSTRIAL ESTATE

Figure to Acceptable Solution AS5.1

Negative Fences

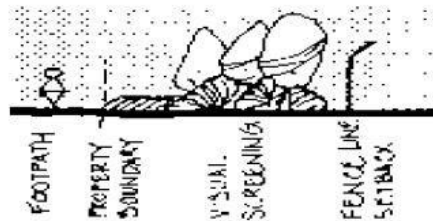


High security fencing on street alignment dominated streetscape.

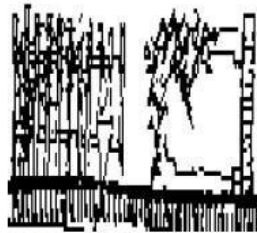


Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.

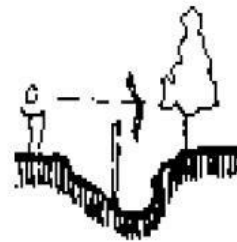
Positive Fences



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



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



Obtrusive fence placed in a swale to minimise visual impact.

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Table to Acceptable Solutions AS8.1.2

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

Table to Acceptable Solutions AS41.4

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

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SCHEDULE 1:

M38 INDUSTRIAL ESTATE - LANDUSE CLASSIFICATION AND STAGING PLAN



APPENDIX D

CODE ASSESSMENT



VantageYatala[®]



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development
perspectives



Part 7 Codes

Division 2 Specific Development Codes

Chapter 28 Reconfiguring a Lot

1.0 Purpose

To provide that any new lots, created by Reconfiguring a Lot, are suitable for their intended purpose and are appropriate to the topography and landscape features of the land. This code seeks to ensure that any reconfiguration of lots results in:

- good urban design outcomes that are consistent with the intended character for a particular area, as expressed through the domain provisions or Local Area Plans (LAPs);
- compatible relationships between land uses;
- an efficient use of land resources and protection of natural resources, such as good quality agricultural land, extractive material, water and ecologically significant areas;
- protection from natural hazards;
- urban areas that are well defined, energy efficient and legible, with a high degree of connectivity;
- provision for convenient and safe movement of people between areas and facilities by walking, cycling and public transport use;
- an effective and efficient road network;
- effective and efficient provision of relevant services;
- promotion of social interaction and community activity;
- a choice of affordable housing types;
- provision of an accessible and useable network of open space for local communities; and
- protection and enhancement of ecologically significant areas and environmental values.

2.0 Application of this Code

- 2.1 This code applies to Reconfiguring a Lot applications indicated as being code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 Where a domain or LAP Place Code contains Reconfiguring a Lot requirements that differ from this code, the domain or LAP requirements take precedence. Performance Criteria PC1-PC25 apply to all development subject to this code.



3.0 Development Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Development that is Code Assessable or Impact Assessable			
Lot Size			
PC1 Lots must have the appropriate area and dimensions to enable: a) density of land uses to be consistent with the intended character of the local area or neighbourhood, as expressed through the relevant domain or LAP; b) siting and construction of buildings to minimise risk of soil erosion, flooding and bushfire; c) siting and construction of buildings to minimise detriment from effluent disposal and d) water quality impacts; e) retention of ecologically significant areas and other remnant vegetation; f) retention of cultural features and views; g) minimisation of earthworks and/or retaining walls associated with building construction on steep sites; h) provision of private outdoor space and on-site landscaping; i) convenient vehicle access and on-site parking.	AS1.1.1 The minimum lot area, minimum lot frontage, minimum width of any access strip or easement, and the maximum ratio of lot depth to average width are consistent with the provisions of the Table to this Acceptable Solution, unless varied by the minimum lot size and density requirements indicated on Overlay Map OM5 – Minimum Lot Size. OR AS1.1.2 Allotments created on steep slopes in the Village, Detached Dwelling, or Residential Choice domains that are intended to be used for residential purposes provide a minimum private outdoor area of 30m², with the following criteria: a) ratio 2:1 (length to width) maximum; b) gradient less than 5%; c) adjoining proposed building envelope; d) flood free for the 1 in 5 ARI. OR AS1.1.3 The site is located in the Park Living Domain and the average lot size is not less than 8000m², excluding areas of public open space dedication. OR AS1.1.4 The lot has a minimum area less than that provided in the Table to Acceptable Solution AS1.1.1 and a Hinterland Subdivision is achieved, consistent with AS3.1 to AS3.9	PC1 – COMPLIES The proposed lots comply with the Generation Park Industrial Place Code lot requirements, pursuant to the Preliminary Approval.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	inclusive. OR AS1.1.5 The lot has a minimum area less than that provided in the Table to Acceptable Solution AS1.1.1 , and it is for a non-residential purpose and intended to be used for public utilities, eg. road widening.		

Table to Acceptable Solutions AS1.1.1

Domain	Minimum Area # Corner Lot ^ Rear Lot (m ²)	Minimum Frontage/ Minimum Average Width for Irregularly Shaped Allotments (metres)	Minimum Width of Access Strip or Easement (metres)	Maximum Ratio of Average Depth to Width
Rural*	20 ha	200	10	3:1
Park Living	α4,000	50	6 (for rear allotments)	3:1
Village	600 # 600 ^ 600	17 20	4.5 (for rear allotments)	2.5:1
Detached Dwelling	600 # 600 ^ 600	17 20	4.5 (for rear allotments)	2.5:1
Residential Choice	400	√20	4.5	2:1
Tourist and Residential	1,000	25	6.0	2:1
Integrated Business	1,000	18	4.5	4:1
Local Business	1,000	18	4.5	4:1
Fringe Business	1,000	25	8	4:1
Industry 1	2,000 ^3,000	25	8	4:1
Industry 2	1,000 ^2,000	25	8	4:1
Extractive Industry	200,000	200	10	3:1



Domain	Minimum Area # Corner Lot ^ Rear Lot (m ²)	Minimum Frontage/ Minimum Average Width for Irregularly Shaped Allotments (metres)	Minimum Width of Access Strip or Easement (metres)	Maximum Ratio of Average Depth to Width
Marine Industry	1,000 ^2,000	25	8	4:1
Community Purposes	1,000	20	4.5	3:1
Private Open Space	4,000	25	4.5	n/a
Public Open Space	100,000	100	15	n/a
Emerging Communities	As indicated in relevant structure plan or as established in an approved plan of development			

Key:

- * The Rural Domain allows smaller lot sizes in specific circumstances.
- # Corner allotment.
- ^ Rear allotment and does not include area of access strip or easement.
- ▽ The minimum frontage requirement is 15 metres where the lot is created for the use of a detached dwelling or an attached dwelling (containing two units only).
- α In a single subdivision proposal in the Park Living Domain, the average lot size must not be less than 8,000m² (excluding areas of public open space dedication).

Note 1: The relevant domain controls may place further restrictions on minimum lot size. For example, in the Detached Dwelling Domain, the large minimum lot size overlay control may require a larger lot size than that shown in this table.

Note 2: The relevant domain controls may place restrictions on the total yield or density that can be achieved. This would limit the number of lots that can be created at the minimum size.

Note 3: The minimum lot size shown here refers to land only, whether it is fee simple land or community title land. It does not apply to the subdivision of apartment buildings into residential units, the subdivision of commercial buildings into separate tenancies or to the creation of separate building unit titles within a community title development. These last mentioned developments are subject to the density and use controls that apply in the relevant domains or LAPs.

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
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Protection of Good Quality Agricultural Land

PC2 Lots created for residential purposes in the vicinity of and identified on Overlay Map OM2 – Good Quality Agricultural Land must ensure that potential impacts from	AS2 Lot layout is consistent with State Planning Policy 1/92: Development and Conservation of Agricultural Land and its supporting Planning Guidelines –	PC2 – NOT APPLICABLE Proposal is for industrial lots.	
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Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
agricultural activities do not adversely affect community health, safety, amenity and the continuing use of the agricultural land resource.	Separating Agricultural and Residential Land Uses.		
Hinterland Protection			
PC3 Ecologically significant areas located on sites identified on Overlay Map OM1 – Rural Subdivision must be protected. To determine ecologically significant areas, consideration will be given, but not limited, to: a) Part 2, Division 1, Chapter 2 – Ecological Processes; b) Part 3, Division 2, Chapter 1 – Nature Conservation; c) Part 3, Division 3, Chapter 2 – Open Space Nature Conservation and Chapter 3 – Rural/Nature Conservation; d) Part 7, Division 3, Chapter 11 – Nature Conservation Constraint Code; e) Council's organisational objectives for conserving natural assets; f) Planning Scheme Policy 8 – Guidelines for Ecological Assessments.	AS3.1 The most appropriate subdivision layout on the site, indicating ecologically significant areas to be protected or contributed to Council as public open space, complies with the criteria in PC3, and is demonstrated by a site analysis prepared in accordance with Planning Scheme Policy 17 – Site Analysis. AS3.2 Where the ecologically significant area to be dedicated for public open space or otherwise protected exceeds 15% of the total site area which may be developed, but does not exceed 25%, the maximum lot yield of the balance developable area is in accordance with the provisions of Overlay Map OM1 – Rural Subdivision, using the total land area as the basis for calculation. AS3.3 Where the ecologically significant area to be dedicated for public open space or otherwise protected exceeds 25% of the total site area which may be developed, but does not exceed 30%, the maximum lot yield of the balance developable area is in accordance with the provisions of Overlay Map OM1 – Rural Subdivision, increased by no more than 15%, and using the total land area as the basis for calculation. AS3.4 Where the ecologically significant area to be dedicated for public open space or otherwise protected exceeds 30% of the total site area	PC3 – NOT APPLICABLE Subject site not within Rural Subdivision overlay map area.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	which may be developed, but does not exceed 50%, the maximum lot yield of the balance developable area is in accordance with the provisions of Overlay Map OM1 – Rural Subdivision, increased by no more than 25% , and using the total land area as the basis for calculation. AS3.5 Where the ecologically significant area to be dedicated for public open space or otherwise protected exceeds 50% of the total site area which may be developed, the maximum lot yield of the balance developable area is in accordance with the provisions of Overlay Map OM1 - Rural Subdivision, increased by no more than 30%, and using the total land area as the basis for calculation. AS3.6 Where the area of land to be protected for conservation purposes is retained in private ownership (rather than being transferred to Council's ownership as public open space), that land is properly maintained and secured for the future by a suitable mechanism ensuring its long-term protection. Suitable mechanisms may include a Vegetation Protection Order (VPO) under Local Law No 6 – Vegetation Management or a registrable planning covenant. AS3.7 The minimum size of any lot in a hinterland subdivision, established in accordance with the Acceptable Solutions to PC3, is not less than 4,000m². AS3.8 Lot layout is consistent with State Planning Policy 1/92: Development and Conservation of Agricultural Land and its supporting Planning Guidelines – Separating Agricultural and Residential Land Uses.		



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	AS3.9 Lot layout is informed by a site analysis that is prepared consistent with Planning Scheme Policy 17 – Site Analysis .		
Safe Access			
PC4 Safe and efficient access for vehicles and pedestrians must be provided.	AS4.1 All lots and building sites are accessible by legal road access, in compliance Planning Scheme Policy 11 – Land Development Guidelines . AS4.2 Driveways internal to the property are not steeper than 25% (1V:4H) for a distance not greater than 50 metres.	AS4.1 – COMPLIES The proposed subdivision provides legal road access for all proposed lots. AS4.2 – NOT APPLICABLE No driveways are proposed.	
PC5 Reconfiguration of land with frontage to a service road along the Pacific Motorway must minimise the demand for new vehicle accesses to the service road.	AS5.1 Each new lot has the necessary access easements in place to ensure that no additional accesses are created as a result of the reconfiguration. AS5.2 Notwithstanding the requirements set out in AS1.1.1 , lots have a depth-to-frontage ratio less than 1:1. AS5.3 Lot frontage to the service road is at least 40 metres at future nodal fringes and interchange centres, or 80 metres at future links identified on Overlay Map OM15 – Pacific Motorway Service Road Types .	AS5.1 – NOT APPLICABLE Subject site does not have a road frontage with the Pacific Motorway service road. AS5.2 – COMPLIES Proposed lots comply with stipulated depth to frontage ratio. AS5.3 – NOT APPLICABLE Subject site not identified on overlay map OM-15-1.	
Neighbourhood Design and Character			
PC6 Subdivision of land must provide for a neighbourhood with a strong and positive identity, through: a) clearly readable street and open space networks;	AS6.1 The development is guided by a plan of development based on a site analysis consistent Planning Scheme Policy 17 – Site Analysis , with: a) proposed street network;	AS6.1 – COMPLIES The proposal has been guided by the site analysis plan and Preliminary Approval decision notice and conditions.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
b) appropriate response to site characteristics and setting (including landmarks and views); c) integration with the surrounding urban environment; d) location of community, retail and commercial facilities at focal points, within convenient walking distance for residents; e) shared use of public facilities by adjoining communities (where relevant); f) enhancement of personal safety and minimisation of potential for crime, vandalism and fear by maximising opportunities for casual surveillance of public spaces; g) achieving a sense of place.	b) proposed access arrangements; c) proposed uses of individual lots; d) proposed locations of buildings on each lot; e) proposed open space; f) proposed landscape work theme. AS6.2 The design and layout of the subdivision is consistent with any relevant LAP or structure plan under the Emerging Communities Domain. AS6.3 Lots are arranged to front streets and public open space. AS6.4.1 Battle-axe lots are not created. OR AS6.4.2 Battle-axe lots are created that provide an outlook over public open space.	AS6.2 – COMPLIES The proposed subdivision has taken into consideration the Preliminary Approval that was based on the Yatala Enterprise Area LAP. AS6.3 – COMPLIES All lots have suitable road frontage. AS6.4 – COMPLIES No battle axe lots are proposed.	
PC7 The residential subdivision design must promote the variety in residential streetscapes, rather than rows of uniform dwellings and/or garages.	AS7.1 A variety of building setback requirements on adjacent lots is provided. AS7.2 A variety of lot sizes and shapes are provided within the subdivision. AS7.3 A variety of road carriageway width is provided in the subdivision, in accordance with Planning Scheme Policy 11 – Land Development Guidelines. AS7.4 There is a coordinated design of fencing requirements incorporated with the landscape works for the subdivision.	PC7 – NOT APPLICABLE Proposed subdivision is for industrial lots and no residential.	

Circulation and Access Design



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC8 An overall street network must be provided which: a) has design features which convey the primary function of each type of street and encourage driver behaviour, speeds and traffic volumes that are appropriate to that function; b) provides a high level of internal accessibility and appropriate external connections for vehicles, pedestrian and cycle movements; c) deters through traffic from residential areas and creates safe conditions for local road users, pedestrians and cyclists; d) incorporates street junctions and accesses to lots that are located and spaced to facilitate safe and convenient vehicle movements; e) provides for street widths and lengths that optimise the cost effectiveness of the network and the provision of public utilities; f) allows for efficient and unimpeded movement of buses, without facilitating high traffic speeds on streets that are identified bus routes.	AS8 Where involving the construction of a new road, the development conforms to Planning Scheme Policy 11 – Land Development Guidelines.	PC8 – COMPLIES The road network has been designed in accordance with Councils standards and requirements pursuant to the Land Development Guidelines.	
PC9 The street network in urban areas caters for the extension of existing or future public transport routes to provide services that are convenient and accessible to the community (not applicable in Rural or Park Living areas and their equivalents in LAPs).	AS9 At least 90% of dwellings are within 400 metres radial distance from an existing or potential bus route (not applicable in Rural or Park Living Domains and their equivalents in LAPs).	PC9 – NOT APPLICABLE Proposal is for an industrial subdivision of land and not residential.	
PC10 The subdivision design must achieve enhanced vehicular permeability and legibility	AS10.1 There are multiple connections and intersections for all roads and streets within	AS10.1 – COMPLIES The proposed subdivision provides for road connectivity both internally and externally.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
in the location and layout of roads and streets.	the subdivision. AS10.2 The length of a <i>cul-de-sac</i> does not exceed 120 metres. AS10.3 Where <i>culs-de-sac</i> are used, their design and location allows for future connectivity to adjoining roads or streets.	AS10.2 – NOT APPLICABLE No permanent cul-de-sac's are proposed. AS10.3 – NOT APPLICABLE Temporary cul-de-sacs are proposed to allow for 'turn around areas' for vehicles and will be removed upon the construction of the adjoining and through road network.	
PC11 The subdivision layout must encourage walking and cycling and a safe environment for pedestrians.	AS11.1 Pedestrian routes are located along or visible from all streets. AS11.2 The subdivision layout provides a safe environment for walking and cycling routes. AS11.3 Street and road design, including road width, is a traffic calming measure to encourage lower traffic speeds. AS11.4 There are increased residential densities in proximity to public transport services and transit mode change points. AS11.5 Pedestrian routes provide clear, comfortable and direct access to commercial areas and transit stops. AS11.6 All primary pedestrian routes are bordered by residential frontages, public parks, plazas or commercial uses. AS11.7 Pedestrian paths provide connections between residential and retail areas, where street connections are not feasible. AS11.8	PC11 – COMPLIES All internal roads will have 23m wide road reserves that will accommodate footpaths and shared car parking and bicycle paths, and provided suitable connectivity, and safe environment for pedestrians.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	Pedestrian routes through parking lots or at the rear of residential developments are avoided.		
PC12 The subdivision layout must be designed to facilitate integration with adjoining sites and the overall framework for development of the local area.	AS12.1.1 All road, street, cycle way and pedestrian path connections are consistent with any relevant adopted concept plan, outline development plan, master plan, structure plan, or LAP. OR AS12.1.2 Where there is no relevant existing master plan, concept plan, outline development plan, structure plan or LAP, sufficient scope has been provided for possible future road, street, cycleway and pedestrian path connections to adjoining sites.	AS12.1.1 – COMPLIES The proposed road network has provided for connectivity with the surrounding area generally in accordance with the Preliminary Approval and conditions of approval, Plans and Place Code.	
Retail and Community Services			
PC13 All subdivisions with more than 250 lots are to include appropriate sites for the location of convenience shops and/or community facilities.	AS13.1 A site is allocated to accommodate a convenience shop or an alternative community facility in a subdivision catchment of more than 250 lots. AS13.2 Any lots identified as suitable for convenience shops or community facilities are in reasonable walking distance (400 metres or ten minutes) of at least 60% of all lots within the subdivision.	AS13 1 – NOT APPLICABLE Proposal creates 22 industrial lots. AS13 2 – NOT APPLICABLE Proposal creates 22 industrial lots.	
Energy Efficient Design			
PC14 The street and lot orientation must facilitate the construction of energy efficient buildings that respond to the local climate conditions by: a) maximising solar access to the north in	AS14 No acceptable solution provided.	PC14 – COMPLIES The allotment layout has been dictated by the connectivity to the existing road network and local surrounding environment, however, the majority of the lots have a north-south alignments.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
winter; b) minimising solar access to the east and west in the summer; c) maximising access to any prevailing summer breezes; d) minimising exposure to prevailing winter winds.			
PC15 Lots are to provide favourable solar access and to allow potential dwellings to take advantage of breezes and other positive natural attributes.	AS15.1 The design and shape of lots on the north and south sides of roads is controlled in response to solar access opportunities. AS15.2.1 Building envelopes or house plans are provided, prior to release of lots smaller than 600m². OR AS15.2.2 Zero lot line design is applied to maximise efficient and flexible use of land.	PC15 – COMPLIES The majority of the lots have north-south frontages. AS15.2 – NOT APPLICABLE Proposal is for an industrial subdivision only.	

Filling and Drainage of Lots

PC16 All lots created have sufficient area that is flood free to safely and adequately accommodate their intended use and development.	AS16.1 Every lot must be adequately filled and drained, without adverse environmental impact, so that it can be used for its intended purpose. The minimum area available, above the planning flood level for each lot, is in accordance with this Table to Acceptable Solutions. AS16.2 Any filling to be undertaken to provide the minimum area above the planning flood level required by AS16.1 is in accordance with Specific Development Code 11 – Changes to Ground Level and Creation of New Waterbodies and Constraint Code 9 – Flood Affected Areas and Constraint Code 10 – Natural Wetland Areas and Natural	AS16.1 – COMPLIES All lots have been designed taking into consideration the existing environmental conditions and future topography providing flood free access and lots. AS16.2 – COMPLIES The proposed subdivision has been designed cognisant of Councils guidelines, standards and policies.	
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Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	Waterways. AS16.3 Residential lots contain a rectangle above the planning flood level measuring nine metres by 15 metres and clear of all statutory boundary setbacks. AS16.4 Residential lots with an area less than 300m² are square or rectilinear in shape. AS16.5 The flood free area provided in accordance with AS16.1 has access to a road frontage that is flood free. AS16.6 Flood modelling, if required, assumes that 100% of the lots are filled to a level above the 1 in 100 year flood line in the Village, Detached Dwelling, Residential Choice, Residential and Tourist, Integrated Business, Local Business and Fringe Business Domains and their LAP precinct equivalents.	AS16.3 – NOT APPLICABLE No residential lots proposed. AS16.4 – NOT APPLICABLE No residential lots proposed. AS16.5 – COMPLIES Flood free road access has been provided. AS16.6 – NOT APPLICABLE Subject site not within domain identified.	

Table to Acceptable Solutions AS16.1

Domain	Minimum Area that is Flood Free
Rural	1,000m ² plus additional area required for effluent disposal
Park Living	1,000m ² plus additional area required for effluent disposal
Village	450m ²
Detached Dwelling	450m ²
Residential Choice	100% of allotment
Residential and Tourist	800m ²
Integrated Business	800m ²



Domain	Minimum Area that is Flood Free
Local Business	800m ²
Fringe Business	800m ²
Industry 1	1,000m ²
Industry 2	800m ²
Extractive Industry	n/a
Marine Industry	800m ²
Community Purposes	450m ²
Conservation	n/a
Private Open Space	n/a
Public Open Space	1,000m ² or 10% of the total site area, whichever is the greater.
Emerging Communities	450m ² , except where an adopted structure plan provides for a greater flood free area to be provided.

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC17 The development must not cause an adverse impact from changes in quality and/or quantity of stormwater discharges during the construction or operational phases of the development. Stormwater runoff within land to be subdivided and on adjacent properties must be managed so as not to cause any adverse impact on the built or natural environment, either upstream or downstream of the site.	AS17.1 A Stormwater Management Plan is prepared. AS17.2 A Stormwater Intent Plan is provided for: a) a staged subdivision involving more than five stages, or b) a subdivision resulting in more than 50 lots, or c) a subdivision impacting on three or more sub catchments. AS17.3 Stormwater treatment devices are provided in accordance with Planning Scheme Policy 11 – Land Development Guidelines.	PC17 – COMPLIES The subdivision will be undertaken in accordance with the existing earthworks approval which suitably manages stormwater.	

Recreation and Sporting Parkland Provision



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
PC18 The development must provide a Recreation Facilities contribution in accordance with the Priority Infrastructure Plan.	AS18 The development provides a Recreation Facilities contribution taking one of the forms of contribution specified in the Priority Infrastructure Plan, Recreation Facilities Infrastructure Charges Schedule.	PC18 – COMPLIES The proposed subdivision will be subject to council current ICN charges and policy.	
PC19 A public open space network must be provided which: a) provides or incorporates a range of recreation settings and can accommodate adequate facilities to meet the needs of the community; b) provides well distributed public open space that contribute to the legibility, accessibility and character of the development; c) creates attractive urban environment settings and focal points; d) establishes a clear relationship between public open space and adjoining land uses; e) facilitates appropriate measures for stormwater and flood management and care of valuable environmental resources; f) enables the retention of significant vegetation, wetlands, waterways, and other habitat areas, their associated buffer and linkages/corridors and natural and cultural features; and g) is cost effective to maintain.	AS19.1.1 Recreation and Sporting Parklands are designed in accordance with the Priority Infrastructure Plan, Recreation Facilities Design Guideline and approved Council Master Plans. OR AS19.1.2 Public open space is provided in accordance with an already approved open space strategy or development plan.	PC19 – NOT APPLICABLE No public open space is proposed as part of the Stage 1 development or required by the Preliminary Approval.	
PC20 The design and location of open space (parkland) must result in high quality parkland and open space areas which provide a range of safe and easily accessible, passive recreational opportunities for the community.	AS20.1 A park has direct road frontages of: a) a minimum of 75% of the total allotment boundary of the park to provide physical access and visibility; or b) a minimum of 15% of the total allotment boundary of the park, where the proposed park is required for	PC20 – NOT APPLICABLE No public open space is proposed as part of the Stage 1 development or required by the Preliminary Approval.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	conservation purposes; or c) a greater amount of the boundary of the park, where the proposed park is an extension of an existing park with limited road frontage. AS20.2 Recreational components within a dedicated open space are set back a minimum of 30 metres from the top of the bank of a waterway. AS20.3 Land intended for public open space complements existing adjacent and surrounding open space provision, and provides linkages to other open space areas. AS20.4 The design and location of open space areas, access ways and infrastructure provides for a safe recreational opportunity for the community. AS20.5 Open space is provided adjacent to waterways, with roads servicing the linear parkland and lots located on the opposite side of the road to the waterway.		
PC21 Land intended for public open space must be of a physical standard and condition that permits use of the land for its intended purpose.	AS21.1 Areas of public open space are provided, exclusive of any land affected by unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard. AS21.2 Adequate areas of public open space for recreation purposes are provided, exclusive of: a) land affect by stormwater or overland flow discharge from adjacent allotments; b) drainage reserves and detention basins	PC21 – NOT APPLICABLE No public open space is proposed as part of the stage on development or required by the Preliminary Approval.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	which cannot be shown to safely and effectively contribute to the network of parks and open space areas; c) land subject to cut and fill, with a batter slope that exceeds a grade of more than 1 in 6; d) areas of land less than 15 metres wide, such as access and service easements; e) land required to serve primarily as a buffer to any existing development or major transport corridor; and easements. OR AS21.3 At least 10% of the total open space provision is exclusive of flood inundation of below the 1 in 100 ARI level (or Q100) or the highest recorded flood level, whichever is the greatest.		
Open Space Safety and Design			
PC22 Open space areas must be designed and managed to promote user safety.	AS22.1 Areas intended for use during times of darkness are lit in accordance with Council's Land Development Guidelines. AS22.2 Landscaping is designed to minimise interference with sightlines. AS22.3 Casual surveillance is achieved through: The edge of parks and open space being overlooked by housing, commercial or other development as well as passing pedestrian and motor traffic that can provide effective informal surveillance. AS22.4 Interpretive signage is provided to enable clear understanding of points of interest such as the location of public toilets, telephones,	PC22 – NOT APPLICABLE No public open space is proposed as part of the stage on development or required by the Preliminary Approval.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	environmental or heritage features, routes and park activities where relevant. AS22.5.1 Fencing adjoining a park is to be 50% transparent (i.e. swimming pool style or timber picket fencing) and any landscaping adjacent to the fence is to be designed to maximise the opportunity for casual surveillance from both sides of the fence. OR AS22.5.2 Fencing adjoining a park is to be no more than 1.2m in height.		
Environmental Open Space, Habitat and Landscape Protection			
PC23 An environmental open space network must be protected to: a) ensure the retention of significant vegetation, wetlands, waterways, and other habitat areas, their associated buffer and linkages/corridors and natural and cultural features; and b) facilitate appropriate measures for stormwater and flood management and care of valuable environmental resources; c) be cost effective to maintain.	AS23 No acceptable solution provided.	PC23 – NOT APPLICABLE No environmental open space is proposed as part of the stage on development or required by the Preliminary Approval.	
Infrastructure Connections			
PC24 The design and provision of public utilities, including sewerage, water, electricity, street lighting and communication services, must: a) meet the needs of users; b) ensure the health, safety and convenience of the community; c) be cost effective over their life cycle; d) minimise adverse impacts to the	AS24.1 All lots are connected to electricity supply and telecommunications services. A24.2 Electricity supply and telecommunications infrastructure are provided underground, where the development involves the creation of more than five lots.	AS24.1 – COMPLIES All lots will be provided with connection to electricity supply and telecommunications services. AS24.2 – COMPLIES All lots will have electricity supply and telecommunications services underground.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
environment (including the amenity of the local area) in the short and long term.	AS24.3 Reticulated water supply and street lighting is provided in accordance with Planning Scheme Policy 11 – Land Development Guidelines, except in the Extractive Industry, Rural, Conservation or Village Domains. AS24.4 Reticulated sewerage is provided in accordance with Planning Scheme Policy 11 – Land Development Guidelines, except in the Extractive Industry, Rural, Conservation, Village or the Park Living Domains. AS24.5 On-site water supply is provided, in accordance with Planning Scheme Policy 11 – Land Development Guidelines for properties in the Extractive Industry, Rural, Conservation and Village Domains. AS24.6 On-site sewage disposal is provided in accordance with Council's Guidelines for the Installation and Operation of Aerobic Wastewater Treatment Plants for Domestic and Small Scale Commercial Users 1995 and AS1547 for properties in the Extractive Industry, Rural, Conservation, Village and Park Living Domains.	AS24.3 – COMPLIES All lots will be connected to reticulated water supply and street lighting provided. AS24.4 – COMPLIES All lots will be connected to reticulated sewerage. AS24.5 – NOT APPLICABLE Subject site not located within the Domain identified. AS24.6 – NOT APPLICABLE Subject site not located within the Domain identified.	
Volumetric Subdivision			
PC25 Volumetric subdivision (of the space above or below land) facilitates efficient development, in accordance with the objectives and DEOs of this Planning Scheme, its planning strategies and the relevant domain or LAP.	AS25 No acceptable solution provided.	PC25 – NOT APPLICABLE Proposal does not involve a volumetric subdivision.	





Part 7 Codes

Division 2 Specific Development Codes

Chapter 39 Works for Infrastructure

1.0 Purpose

This code seeks to ensure that all works for infrastructure, including roads, stormwater drainage and the provision of public utilities and services including sewerage reticulation, water supply reticulation, electricity and street lighting, reticulated gas and ancillary works are provided with best management land development practices in accordance with **Planning Scheme Policy 11 – Land Development Guidelines**.

This code also seeks to promote development that is more sustainable. This is to be facilitated through the design and provision of water and sewerage infrastructure to and within allotments that:

- reduces consumption of potable water by implementing measures that enable the sustainable use of recyclable water for non-potable uses;
- is cost effective over its life cycle; and
- minimises the potential for stormwater and ground water to enter the City's wastewater system.

2.0 Application

- 2.1 This code applies to development indicated as code assessable by the Table of Development in the domain or Local Area Plan (LAP), within which the development is proposed.
- 2.2 The provisions of this code apply to the life of any development, as well as to the construction period of the development. All information required to support an application, including engineering analyses, calculations, reports and drawings, shall be in accordance with **Planning Scheme Policy 11 – Land Development Guidelines**.
- 2.3 Performance Criteria PC1-PC11 apply to all code and impact assessable development subject to this code.

3.0 Development Requirements

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Development that is Code Assessable or Impact Assessable			
Road Design and Construction			
PC1 All roads must be designed and constructed to address connectivity, functionality, safety and serviceability of the road network and to ensure a functional road hierarchy.	AS1 The road is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	AS1.1 – COMPLIES The road network has been designed and will be constructed in accordance with the Land Development Guidelines.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Stormwater Drainage Design and Management			
PC2 Stormwater drainage design and construction must: a) integrate hydrologic and hydraulic elements; b) demonstrate a feasible and functional drainage system; and c) not cause adverse stormwater drainage impacts on areas external and internal to the site.	AS2.1 Stormwater drainage system is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines. AS2.2 The stormwater drainage system connects to a legal point of discharge.	AS2.1 – COMPLIES Stormwater management has been designed in accordance with the Land Development Guidelines. AS2.2 – COMPLIES Stormwater will be connected to a lawful point of discharge.	
Street Lighting			
PC3 Street lighting must be provided to enhance safety and amenity of pedestrians and to improve traffic operations at intersections and hazardous locations.	AS3 Street lighting is designed and located in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	AS3 – COMPLIES Street lighting will be designed and located in accordance with the Land Development Guidelines.	
Water Supply Reticulation Design			
PC4 Water supply reticulation must be provided to convey potable water to all properties with adequate quality, pressure and volume of flow for household and fire fighting purposes. (Except properties in the Rural and Conservation Domain).	AS4 Water supply reticulation is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	AS4 – COMPLIES Water reticulation will be designed and constructed in accordance with Councils Land Development Guidelines.	
Sewerage Reticulation Design			
PC5 Sewerage reticulation must be provided to ensure adequate quality, having regard to health and environmental issues relating to the provision of sewer infrastructure.	AS5 Sewerage reticulation is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	AS5 – COMPLIES Sewerage reticulation will be designed and constructed in accordance with Councils Land Development Guidelines.	
Open Space Design			
PC6 Open space areas must be designed to an	AS6 Open space areas are designed and	AS6 – NOT APPLICABLE No open space areas are proposed as	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
appropriate standard, having regard to their intended recreational and environmental values	embellished in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	part of this stage of development.	
Off Street Vehicle Parking			
PC7 Car parking areas must be located and designed to encourage their use in preference to on street parking, having regard to relative walking distances and visibility from the road.	AS7 Car parking areas area located and designed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	AS7 – COMPLIES The road reserves will accommodate on-street car parking with dedicated lanes.	
Driveways			
PC8 Driveways must be designed to ensure convenient access of vehicle to road, including manoeuvring of heavy vehicles and service vehicles.	AS8 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .	AS8 – NOT APPLICABLE No driveways are proposed within this subdivision and will be subject to later Council approvals upon final building designs.	
Developer Infrastructure Contributions			
PC9 Infrastructure developer contributions must be provided in accordance with the Priority Infrastructure Plan.	AS9 No Acceptable Solution provided.	AS9 – WILL COMPLY ICN charges will be paid at the appropriate time of development as required.	
PC10 For premises identified on Overlay Map OM25 – Future Water Innovations as being within the Pimpama-Coomera Water Future Master Plan Area, a dual water reticulation system must be provided to enable future conveyance to the development of recycled water for non-potable uses in addition to the conveyance of potable water.	AS10.1 A dual water reticulation system is designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines . AS10.2 The development is connected to Council's potable water and recycled water supply reticulation systems at any points nominated by Council.	AS10.1 – NOT APPLICABLE No longer a mandatory requirement of Council. AS10.2 – NOT APPLICABLE No longer a mandatory requirement of Council.	
PC11 For premises identified on Overlay Map OM25 – Future Water Innovations as being	AS11 Reduced infiltration gravity sewers are designed and constructed in accordance with	AS11 – NOT APPLICABLE Subject site not identified on Overlay Map OM25.	



Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
within the Pimpama-Coomera Water Future Master Plan Area, sewerage infrastructure must be designed to minimise inflow and infiltration.	the relevant sections of Planning Scheme Policy 11 – Land Development Guidelines .		

6.0 GENERATIONS INDUSTRIAL PARK PLACE Code – DEVELOPMENT REQUIREMENTS

6.1 PURPOSE

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

6.2 APPLICATION

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

6.3 DEVELOPMENT REQUIREMENTS

GENERATIONS INDUSTRIAL PARK PLACE CODE

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	APPLICANT RESPONSE
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACT ASSESSABLE		
BUILDING HEIGHT		

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

	Precinct D: The maximum site coverage shall not exceed 10%	
BUILDING SETBACK		

PC4 The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity is achieved through generous building setbacks and high quality landscaping.	Precinct A AS4.1 Buildings are set back from frontages: a) 10 metres from the primary frontage; b) 7 metres from the secondary frontage; and c) 10 metres from the western boundary adjoining the existing residential uses. Precincts B, C & D AS4.2 Buildings are set back from frontages: a) 10 metres from the primary frontage; and c) 7 metres from the secondary frontage. AS4.3 Where the site adjoins a public open space area the building or structure is setback a minimum of three meters from the common boundary with the public open space, and the setback area includes; a) a landscape buffer strip a minimum width of two metres; and b) fencing of the common boundary between the private lot and public open space. AS4.4 Buildings shall be setback 50 metres from the adjoining property boundary of the 'Stapylton Landfill'. The 50 metres shall be inclusive of the vegetated buffer area adjoining the eastern property boundary.	Not applicable No buildings are proposed.
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BOUNDARY FENCING		
PC5 The erection of boundary fencing is undertaken in a manner that promotes an attractive streetscape and is responsive to the intended purpose of the fencing.	AS5.1 The design of front boundary fencing is conducive to the establishment of an attractive streetscape and is generally in accordance with the design measures outlined in Figure to AS5.1 included in this code. Generally speaking, design features or strategies such as transparency or landscape buffering should be utilised to soften the effect of front boundary fencing. Solid fencing exceeding 1.5 metres in height should only be established where required for acoustic attenuation purposes.	Complies with AS5.1 and AS5.2 Front boundary fencing has been detailed within the landscape Intent Plan.

	AS5.2 The height of side and rear boundary fencing, where not required for acoustic attenuation purposes, does not exceed a height of two metres. Due to the general low visibility of this fencing, there is no requirement for this fencing to be transparent or landscaped.	
DESIGN OF DEVELOPMENT NEAR MAJOR ROADS		
PC6 Those developments visible from, or facing Stapylton-Jacobs Well Road must exhibit a high standard of architectural presentation.	AS6 Facades visible from, or facing Stapylton-Jacobs Well Road are designed to incorporate: a) materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief; b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); c) horizontal/vertical articulation of walls at least at 15 metre intervals; d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; e) other features which contribute to an interesting and attractive appearance These design features are to be applied to the main facade facing the relevant road, as well as along a brief return or the full length of side walls.	Not applicable No buildings are proposed.
VEHICULAR CROSSINGS		

PC7 Vehicular crossings associated with the development must be designed and constructed to ensure: a) A safe footpath environment; b) Safe vehicular access to the property; c) Appropriate hydraulic performance of the stormwater infrastructure; d) No damage to vehicle or road infrastructure; e) Minimal loss of on-street parking spaces; and f) Continued amenity of the neighbourhood.	AS7 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	Not applicable No driveways will form part of this application, as these will be subject to end user requirements and applications.
VEHICULAR PARKING		
PC8 On-site vehicle parking is provided to meet expected demand, having regard to:	AS8.1.1 The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 - Car Parking, Access and	Not applicable No new uses are proposed.

a) The size of the proposed workforce; b) The likely number of visitors to the site; c) The likely size and number of service and transport vehicles to be on the site at any one time; d) On-site parking and loading/unloading activities within sites; e) The availability of conveniently located on-street parking; f) Any possible future expansion, redevelopment or change of use.	Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007); OR AS8.1.2 The number of car parking spaces provided on-site is generally in accordance with Table to Acceptable Solutions AS8.1.2. AS8.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use. AS8.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise.	
ENVIRONMENTAL MANAGEMENT		

PC9 The environmental mitigation methods for the development as detailed within the Environmental Management Plan must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area having regard, but not limited to the impact of noise, hours of operation, visual amenity, odour, emissions and dust.	AS9 For development located within Precinct C an Environmental Management Plan (EMP) has been prepared and approved by Council and the development complies with the requirements of the EMP. The EMP is to prepared in accordance with the Planning Scheme Policy 10 – Guidelines for Preparing Management Plans and Plans of Development.	Not applicable The proposed development area is not located within Precinct C.
REFUSE FACILITIES		
PC10 Refuse facilities must be provided on site to service the needs of the development.	AS10.1 A Provision is made for the storage of refuse on site and access for the removal of refuse in accordance with “Solid Waste Management Policy for New Developments”; AS10.2 The refuse storage area is not less than three metres to the frontage of the site and not less than 1.5 metres from any other site boundary;	Not applicable No uses are proposed.

	AS10.3 The refuse storage area is enclosed on three sides, with a screen wall extending 0.2 metres above the height of the refuse receptacles; and AS10.4 The refuse storage area is effectively screened from view with landscaping.	
BUILDING DESIGN		
PC11 All buildings within Precinct A must be acoustically treated, to minimise nuisance to the adjoining and surrounding residential development.	AS11 The building design and construction of development with Precinct A shall be in accordance with approved Acoustic Report prepared by TTM Group dated 20 April 2011 (reference: 33418 R03).	Not applicable No buildings are proposed.
HOURS OF OPERATION		
PC12 All activities within Precinct A must be undertaken within appropriate hours, to minimise nuisance to the adjoining and surrounding residential development.	AS12 The hours of operation and the delivery and collection activities for development within Precinct A are restricted to between 7.00am and 8.00pm Monday to Friday, or to the satisfaction of the Chief Executive Officer.	Not applicable No uses are proposed.
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE		
BUILDING HEIGHT		
PC13 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS13 The maximum height of buildings does not exceed three storeys.	Not applicable No buildings are proposed.
SITING		

PC14 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis.	AS14 No acceptable solution provided.	Not applicable No buildings are proposed.
PC15 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS15 No acceptable solution provided.	Not applicable No buildings are proposed.
PC16 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS16 No acceptable solution provided.	Not applicable No buildings are proposed.

BUILDING AND LAYOUT DESIGN, SAFETY AND COMFORT		
PC17 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS17.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS17.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).	Not applicable No buildings are proposed.

PC18 Buildings are sited and designed to suit climatic conditions.	AS18.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS18.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS18.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS18.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS18.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.	Not applicable No buildings are proposed.
PC19 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.	AS19.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings. AS19.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.	Not applicable No buildings are proposed.

PC20 Building design and appearance must be conducive to the safety and comfort of all building users.	AS20.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall.	Not applicable No buildings are proposed.
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	AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.	Not applicable No buildings are proposed.
DESIGN OF CAR PARK AREAS		
PC21 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.	AS21.1 Significant trees are preserved and incorporated into car parking areas. AS21.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. AS21.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites. AS21.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.	Not applicable No car parking areas are proposed.
ADVERTISING DEVICES		
PC22	AS22	Not applicable No advertising devices are proposed.

Advertising signage does not dominate the visual amenity of the area.	No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway or the Gold Coast City Rail Line.	
PC23 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.	AS23.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number. AS23.2 The design and construction of signs meets the following parameters: a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of	Not applicable No advertising devices are proposed.

	5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. AS23.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices.	
OPEN SPACE/RESERVE AREA		
PC24 In the areas identified as Precinct D (Open Space/Reserve) within the Staging Plan, development is of a limited scale and intensity, compatible with the retention of and rehabilitation of vegetation and habitat, landscape amenity and/or buffer values.	AS24.1 Areas identified as Precinct D (Open Space/Reserve) on the Staging Plan are reserved for conservation and landscape amenity purposes, through: a) Transfer to Council as public open space b) Dedication of a conservation / landscape amenity buffer; or c) Reservation of an area as open space / reserve. AS24.2 Areas identified as Precinct D (Open Space/Reserve) are to be provided in accordance with the following:	Not applicable The subject site is not located within this precinct.

- a) the areas identified as Precinct D as open space will be subject to the application of a statement of landscape intent and/or open space management statement/plan, designed in accordance with Council's Open Space Management and Land Development Guidelines.
- b) Eventual commitment of the area identified as Precinct D is provided to Council as public open space, in accordance with the requirements of an approved open space management statement/plan and/or rehabilitation management plan.

AS24.3

Areas identified within the Precincts D (Open Space/Reserve) including areas identified for revegetation within an approved open space management plan and/or rehabilitation management plan are to be managed in the following manner:

	a) the land remains largely undisturbed by any buildings, clearing and earthworks; b) the land is provided exclusive of unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard; c) existing vegetation and natural drainage patterns are retained and rehabilitated, and additional trees planted within a 60 metre wide band utilising local native species; d) the area must be of a physical standard and condition that permits use of the land for its intended purpose, compliments existing adjacent and surrounding public open space areas and provides linkages to other open space areas, where practical; e) the area may form part of the landscape open space areas, associated with individual development proposals; f) the area facilitates appropriate measures for stormwater and flood management and the care of environmental features; g) any parallel roads or services are grouped on one side of the area, to minimise disturbance h) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.	i)
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LANDSCAPE DESIGN		
PC25 Landscape design is used to enhance the landscape character of the YEA.	AS25.1 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS25.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial.	Complies with PC25 The proposed development is supported by a Landscape Intent Plan.

	AS25.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS25.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS25.5 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries. AS25.6 A minimum ten (10) metre wide north south landscape buffer is provided along the western boundary of the site adjoining the existing residential uses generally as outlined on the Landscape Intent Plan prepared by Gassman Development Perspectives and titled 5093 L LI 03. AS25.7 A minimum of twenty (20) metre wide north south	
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	landscape buffer is provided along the eastern boundary of the site within the covenant area.	
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PC26 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS26.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS26.1.2 A landscape buffer to a minimum width of ten metres is provided along the western property boundary where adjoining residential uses to effectively screen development behind. Species selection, use of mature or semi mature trees, and density of planting will be important in this respect.	Not applicable No uses are proposed.
PC27 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS27 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.	Not applicable No individual developments are proposed.
PC28 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.	AS28 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the development.	Not applicable No individual developments are proposed.

PC29 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for YEA.	AS29.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements). AS29.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths. AS29.3 Landscape plantings utilise local native species to promote a distinctive site character.	Complies with PC29 The proposed development is supported by a Landscape Intent Plan.
PC30 Open space and pedestrian areas are to be designed to be both functional and safe.	AS30 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.	Not applicable No open space is proposed.
PC31 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.	AS31 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.	Not applicable No car parking area is proposed.

LOT SIZE (FOR SUBDIVISION ONLY)																	
PC32 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent. The number of allotments within Precinct C is controlled to minimise the number of premises exposed to any environmental nuisance from nearby landfill and associated heavy industrial uses.	AS32.1 Any new lots created are sized in accordance with the following schedule: <table data-bbox="813 443 1301 667"> <thead> <tr> <th>Precinct</th><th>Min Area</th><th>Ave Area</th></tr> </thead> <tbody> <tr> <td>A</td><td>2000m²</td><td>1 hectare</td></tr> <tr> <td>B</td><td>2000m²</td><td>1 hectare</td></tr> <tr> <td>C</td><td>1 hectare</td><td>1 hectare</td></tr> <tr> <td>D</td><td>20 hectares</td><td>20 hectares</td></tr> </tbody> </table>	Precinct	Min Area	Ave Area	A	2000m ²	1 hectare	B	2000m ²	1 hectare	C	1 hectare	1 hectare	D	20 hectares	20 hectares	Complies with AS32.1 The minimum lot size within Stage 1 is 2,018m² which complies with the relevant Precinct A and B requirements.
Precinct	Min Area	Ave Area															
A	2000m ²	1 hectare															
B	2000m ²	1 hectare															
C	1 hectare	1 hectare															
D	20 hectares	20 hectares															
	AS32.2 The number of allotments and tenancies located within Precinct C is minimised.	Not applicable No development is proposed within this precinct.															
PC33 Allotments prior to development have suitable topography for industry.	AS33 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.	Complies with AS33 All proposed industrial lots have a finished slope less than 10%.															

PC34 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.	AS34.1 Development generally incorporates all of the following features: a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. OR AS34.2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS34.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.).	Complies with PC43 The lot layout is uniform where possible, whilst catering for large scale industrial users in the center of the development. Off shaped lots are only in place where impacted by adjacent fixed features, such as existing buildings, road or proposed stormwater infrastructure.
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PC35 Allotments are oriented to suit climatic conditions.	AS35 Allotments are arranged in a manner that maximizes the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.	Complies with PC35 Where possible, lots have been arranged in this manner.
PC36 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as: a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape.	AS36.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state. AS36.2 Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.	Complies with PC36 Whilst located in Stage 1, the great Vantage Yatala development includes a significant park and recreation facility offered within Stage 2 of the development. This will be easily accessible from Stage 1. Importantly, a number of walking/running circuits traverse Stage 1.
PC37 Reconfiguration may take place in the form of Community Title subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.	AS37 Community Title subdivisions within Precincts A-C (Industrial) are provided, which: a) are consistent with the Acceptable Solutions for PCs 32-36 ; b) generally maintain a minimum lot size of 100-200m ² within a minimum overall site area of 2,000m ² ; c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.	Complies with PC37 A CTS is proposed to provide unique park and recreation facilities through the development. The lot layout and sizing remains consistent with those envisaged in such an industrial area.
ROAD DESIGN		
PC38	AS38.1	Complies with PC38

Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.

Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy.

AS38.2

Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity; and

AS38.3

Proposed road hierarchies are generally consistent with the conceptual road hierarchy identified on **the Generations Industrial Park Land Use Classification Plan**.

The road hierarchy proposed maintains compliance with the land use classification plan and will be designed for industrial uses and heavy vehicle access.

PC39 The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS33.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.	AS39.1 Road design and construction is in accordance with Planning Scheme Policy 11 - Land Development Guidelines and the Table to this Acceptable Solution. AS39.2 Distances between intersections are not less than 60 metres. AS39.3 Streets intersect at right angles, or as near as topography or other limiting factors permit. AS39.4 Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings). AS39.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate	Complies with AS 39.1-39.5 All acceptable solutions are met by the proposed road layout.
	AS39.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles. AS39.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly; and AS39.8 The design of road networks avoids the use of culs-de-sac.	Complies with AS39.6-39.8 All transport infrastructure will meet Council standards and be dedicated as a public asset.

PC40 The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.	AS40.1 Road drainage is designed and situated along natural drainage courses. AS40.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.	Complies with AO40.1-40.2 All transport infrastructure will meet Council standards and be dedicated as a public asset.
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PC41 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of bicycle end-of-trip facilities.	AS41.1 Footpaths are provided as follows: a) on both sides of all future major industrial roads. b) as specified in any relevant Council adopted strategy. AS41.2 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B. AS41.3 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths. AS41.4 Bicycle end-of-trip facilities are provided in accordance with the requirements outlined in the Table to Acceptable Solution AS41.4.	Complies with AS41.1-41.4 All transport infrastructure will meet Council standards and be dedicated as a public asset.
PC42 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.	AS42 For major industrial roads, constructed to a Industrial Collector standard, a minimum 3.5m parking lane is to be line marked and maintained to allow for future bus routes/stops.	Complies with AS42 All transport infrastructure will meet Council standards and be dedicated as a public asset.
SITE ACCESS		
PC43 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.	AS43 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROAD standards, and/or the following minimum requirements:	Complies with AS43 Vehicles access will be through a constructed intersection of Stapylton Jacobs Well Road.

	a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres; d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles; f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible; g) where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign posted.	
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PC44 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS44 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.	Complies with AS44 The entrance point will feature a landscaped landmark design feature.
PC45 Provision is made for safe pedestrian and disabled access.	AS45.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas. AS45.2 Pedestrian paths are separated from vehicular driveways.	Not applicable There are no uses proposed.
AMENITY PROTECTION		
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS46 No acceptable solution provided.	Not applicable No uses are proposed.
PC47 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of:	AS47 No acceptable solution provided.	Not applicable No uses are proposed.

a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions; i) dust; and j) vibration.		
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URBAN/RURAL USE CONFLICTS		
PC48 Conflicts between urban and rural uses are to be avoided by effective development design.	AS48 The development of land adjacent to the agricultural character areas includes a suitable buffer.	Not applicable No uses are proposed.
EXTRACTIVE INDUSTRY		
PC49 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.	AS49 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.	Complies with PC49 Extractive industry operations will not be impacted by the proposed development.
ON-SITE VEHICLE PARKING AND MOVEMENT		
PC50 Internal driveways are provided for safe and easy maneuvering of vehicles.	AS50.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion. AS50.2 Minimum driveway widths are as follows: a) eight metres to accommodate non articulated vehicles; b) ten metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.	Not applicable No driveways are proposed.

PC51 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS51.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS51.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS51.3 Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted. AS51.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.	Not applicable No vehicle parking is proposed.
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LOADING AND UNLOADING		
PC52 All loading and unloading activities take place onsite.	AS52 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.	Not applicable No uses are proposed.
PC53 Adequate provision is made for on-site manoeuvring of service vehicle/s.	AS53.1 On sites over 4,000m² and/or where the uses thereon involve regular servicing by service vehicle/s, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a service vehicle/s to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements. AS53.2 It may be acceptable for two or more developments to share service vehicle/s turning areas.	Not applicable No uses are proposed.
SITE SERVICING		

PC54 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the region.	AS54.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services). AS54.2 Car park entrances and ramps, loading docks and access ways are minimised, suitably designed and treated to ensure that they do not adversely impact on the streetscape and adjoining development.	Complies with AS54.1 All lots will be connected to essential services.
PC55 Conflicts between pedestrians and vehicles at entrance points to parking areas are to be minimised.	AS55.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function. AS55.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.	Not applicable No vehicle entry points are proposed for the new lots.

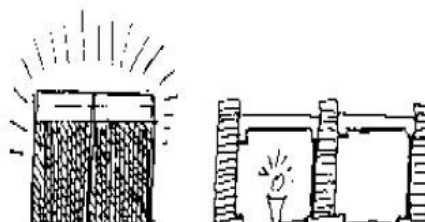
PC56 Development is to be designed to support the functional operation of the cycle network.	AS56 Development is designed to support the functional operation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)	Complies with AS56 The proposed road network caters for cycle ways.
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS		
PC57 Commercial developments are to include public convenience facilities, where there is a need for their provision.	AS57 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.	Not applicable No public toilet facilities are proposed.

Figure to Acceptable Solution AS5.1

Negative Fences

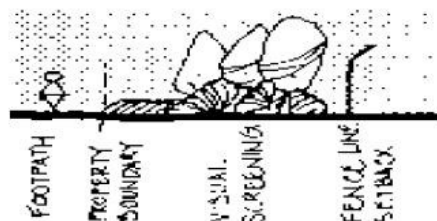


High security fencing on street alignment dominated streetscape.

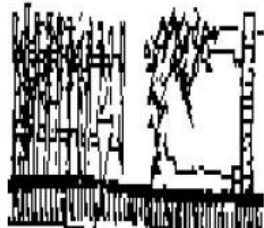


Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.

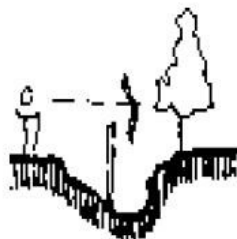
Positive Fences



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



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



Obtrusive fence placed in a swale to minimise visual impact.

Table to Acceptable Solutions AS8.1.2

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

Table to Acceptable Solutions AS41.4

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

State code 1: Development in a state-controlled road environment

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure.	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Not applicable No buildings or structures are proposed.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	
PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Not applicable No buildings or structures are proposed.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 nd Edition, Department of Transport and Main Roads, 2017.	

Performance outcomes	Acceptable outcomes	Response
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	Not applicable No buildings or structures are proposed.
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Not applicable No Filling, excavation or retaining structures are proposed.
PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2 nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.	No acceptable outcome is prescribed.	Not applicable No Filling, excavation or retaining structures are proposed.
PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.	No acceptable outcome is prescribed.	Not applicable

State Development Assessment Provisions – version 2.6

State code 1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.		No Filling, excavation or retaining structures are proposed.
PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works. Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.	No acceptable outcome is prescribed.	Not applicable No Filling, excavation or retaining structures are proposed.
PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. Note: It is recommended a pavement impact assessment is provided. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.	AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Not applicable No Filling, excavation or retaining structures are proposed.

Performance outcomes	Acceptable outcomes	Response
PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Not applicable No Filling, excavation or retaining structures are proposed.
PO10 Fill material used on a development site does not result in contamination of a state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO10.1 Fill material is free of contaminants including acid sulfate content. Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND	Not applicable No Filling, excavation or retaining structures are proposed.
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	Not applicable No Filling, excavation or retaining structures are proposed.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	Not applicable No Filling, excavation or retaining structures are proposed.
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Not applicable No Filling, excavation or retaining structures are proposed.
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of	No acceptable outcome is prescribed.	Complies with PO12 The proposed development will be undertaken in accordance with an approved SWMP.

Performance outcomes	Acceptable outcomes	Response
Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.		
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	Complies with PO13 The proposed development will be undertaken in accordance with an approved SWMP.
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. AND	
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	Complies with PO14 The proposed development will be undertaken in accordance with an approved SWMP.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.

Performance outcomes	Acceptable outcomes	Response
Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.
PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road. Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.	AO16.1 Vehicular access is provided from a local road.	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.
	OR all of the following acceptable outcomes apply: AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road. AND	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.

Performance outcomes	Acceptable outcomes	Response
Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO16.3 Development does not require new or changed access between the premises and the state-controlled road. Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office. AND	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.
	AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>. Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.
	AO16.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	Not applicable No vehicular access will be required from the state controlled roads for new lots. The access proposed for the entire estate is already approved and the proposed subdivision layout remains consistent with the existing approval.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO17 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection. AND	Not applicable the access arrangements are directly from a state-controlled road. Any development off the new local roads will be subject to these provision sin the future.
	AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016. AND	Not applicable the access arrangements are directly from a state-controlled road. Any development off the new local roads will be subject to these provision sin the future.

Performance outcomes	Acceptable outcomes	Response
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	Not applicable the access arrangements are directly from a state-controlled road. Any development off the new local roads will be subject to these provision sin the future.
Public passenger transport infrastructure on state-controlled roads		
PO18 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	Complies with PO18 The proposed development will not impact upon any public passenger transport infrastructure.
	AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	
	AO18.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	
	AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system . OR	Complies with PO18 The proposed development will not impact upon any planned upgrades.
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	
	OR all of the following acceptable outcomes apply:	
	AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road network. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies with PO20 The development is lodged under an approved preliminary approval that was subject to state-controlled road upgrades.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	

Table 1.2.2: Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

Performance outcomes	Acceptable outcomes
Noise	
Accommodation activities	

Performance outcomes	Acceptable outcomes	
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all facades of the building envelope: a. ≤ 60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤ 40 dB(A)) b. ≤ 63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am > 40 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used. In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.	Not applicable No accommodation activities are proposed.
	OR all of the following acceptable outcomes apply: AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND	

Performance outcomes	Acceptable outcomes	
	AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria: 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy interactive mapping system.	
PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria in outdoor spaces for passive recreation: a. ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise	Not applicable No accommodation activities are proposed.

Performance outcomes	Acceptable outcomes	
	Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017 OR AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. AND AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).	
Childcare centres and educational establishments		
PO25 Development involving a: 1. childcare centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.	AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all facades of the building envelope: a. ≤ 58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.	Not applicable No childcare centres or educational establishments are proposed.

Performance outcomes	Acceptable outcomes	
	Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used. OR all of the following acceptable outcomes apply: AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria: 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.	

Performance outcomes	Acceptable outcomes	
PO26 Development involving a: 1. childcare centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: a. ≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. OR AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable No childcare centres or educational establishments are proposed.
Hospitals		
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria: 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting	Not applicable No hospitals are proposed.

Performance outcomes		Acceptable outcomes
		Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	Not applicable No hospitals are proposed.
Air and light		
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable No accommodation activities are proposed.
PO30 Development involving a: 1. childcare centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable No childcare centres or educational establishments are proposed.
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Not applicable No accommodation activities are proposed.

Performance outcomes	Acceptable outcomes	
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	

Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	Not applicable The subject site is not located within a future state-controlled road area.
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	
PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.	AO33.1 Development does not require new or changed access between the premises and a future state-controlled road. AND	Not applicable The subject site is not located within a future state-controlled road area.

Performance outcomes	Acceptable outcomes	
Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.	AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.	
PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2nd edition: Volume 3, Department of Transport and Main Roads, 2016. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.	No acceptable outcome is prescribed.	Not applicable The subject site is not located within a future state-controlled road area.
PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO35.1 Fill material is free of contaminants including acid sulfate content. Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.	Not applicable The subject site is not located within a future state-controlled road area.
	AND AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Not applicable The subject site is not located within a future state-controlled road area.

Performance outcomes	Acceptable outcomes	
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO37.1 Development does not create any new points of discharge to a future state-controlled road. AND	Not applicable The subject site is not located within a future state-controlled road area.
	AO37.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge. AND	
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	

State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not result in a worsening of the safety of a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided. Further information on determining whether a road safety audit or road safety assessment is required is provided in section 9 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Complies with PO1 The development is lodged under an approved preliminary approval that was subject to state-controlled road upgrades.
PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure. Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided. Further information on how to prepare a traffic impact assessment and pavement impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Complies with PO1 The development is lodged under an approved preliminary approval that was subject to state-controlled road upgrades.
PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.	No acceptable outcome is prescribed.	Complies with PO1 The development is lodged under an approved preliminary approval that was subject to state-controlled road upgrades.

Performance outcomes	Acceptable outcomes	Response
Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.		
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies with PO1 The development is lodged under an approved preliminary approval that was subject to state-controlled road upgrades.
PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	Not applicable No upgrade works will be required for this development.
PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided. Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Not applicable No operational work is proposed.
PO7 Development does not adversely impact on the safety of a railway crossing. Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance	AO7.1 Development does not require a new railway crossing. OR AO7.2 A new railway crossing is grade separated.	Complies with AO7.1 A new railway crossing is not required.

Performance outcomes	Acceptable outcomes	Response
with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	OR all of the following acceptable outcomes apply: AO7.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome	
	AND AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site. Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.	
	AND AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	

Performance outcomes	Acceptable outcomes	Response
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	Complies with PO8 The proposed development will not impact upon any railway infrastructure.
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	Complies with PO9 The proposed development will not impact upon any railway infrastructure.
Stormwater and drainage		
PO10 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	Complies with PO10 The proposed subdivision layout is in accordance with already approved earthworks and associated stormwater infrastructure.
PO11 Run-off from the development site is not unlawfully discharged to a state transport corridor or state transport infrastructure.	AO11.1 Development does not create any new points of discharge to a state transport corridor. AND	Complies with PO11 The proposed subdivision layout is in accordance with already approved earthworks and associated stormwater infrastructure.
	AO11.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.49 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. AND	
	AO11.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	
PO12 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor or state transport infrastructure.	AO12.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	Complies with PO12 The proposed subdivision layout is in accordance with already approved earthworks and associated stormwater infrastructure.
Planned upgrades		
PO13 Development does not impede delivery of planned upgrades of state transport	AO13.1 Development is not located on land identified by the Department of Transport and Main	Complies with PO13

Performance outcomes	Acceptable outcomes	Response
infrastructure.	Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR AO13.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. OR all of the following acceptable outcomes apply: AO13.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND AO13.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND AO13.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	The proposed development will not impact upon planned upgrades.

Performance outcomes	Acceptable outcomes	Response
	AO13.6 Land is able to be reinstated to the predevelopment condition at the completion of the use.	

Table 6.2.3: Public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Public passenger transport infrastructure		
PO14 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO14.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure.	Not applicable Public passenger transport is not triggers for the development application.
	AND	
	AO14.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.	
	AND	
	AO14.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.	
PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development. Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be	AND	
	AO14.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
	No acceptable outcome is prescribed.	

Performance outcomes	Acceptable outcomes	Response
prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport Infrastructure, Department of Transport and Main Roads, 2017. New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.		
PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services. Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. Refer to the SDAP Supporting Information: Public passenger	No acceptable outcome is prescribed.	

Performance outcomes	Acceptable outcomes	Response
transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.		
PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services. Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	No acceptable outcome is prescribed.	
PO18 New or modified road networks are designed to enable development to be serviced by public passenger services. Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND	
	AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with parts 3, 4-4C and 6 of the Road Planning and Design Manual 2nd edition, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016 and Part 13 of the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2018. Note: Parts 3, 4-4C and 6 of the Road Planning and Design Manual, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016, must be read in conjunction with the following standards where specified in the Manual:	

Performance outcomes	Acceptable outcomes	Response
	1. Supplement to Austroads Guide to Road Design (Parts 3,4-4C and 6), Department of Transport and Main Roads, 2014, and 2. Austroads Guide to Road Design (Parts 3,4-4C and 6). AND AO18.3 Traffic calming devices are not installed on roads used for buses. Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.	
PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure. Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis be provided to demonstrate compliance with the performance outcome. Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the	No acceptable outcome is prescribed.	

Performance outcomes	Acceptable outcomes	Response
performance outcome.		
PO20 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians. Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	AO20.1 The location of on-site pedestrian crossings ensures safe sight distances for pedestrians and public passenger services. AND	
	AO20.2 On-site circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times. AND	
	AO20.3 Development does not result in public passenger services movements through car parking aisles.	
PO21 Taxi facilities are provided to accommodate the demand generated by the development. Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	No acceptable outcome is prescribed.	
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.	

Performance outcomes	Acceptable outcomes	Response
Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	AND AO22.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities – offstreet parking for people with disabilities 4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.	
PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access. Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	