

March 2023

Gold Coast City Council

Proposed Material Change of use – existing Factory to Food Industry Lot 108, SP295994, 29 Homestead Drive, Stapylton

This report examines a proposal to re-purpose an existing factory building to a Food Industry. The proposal does not make alterations that affect floor area, landscaping or carparking. The proposal is only a material change of use of existing building works

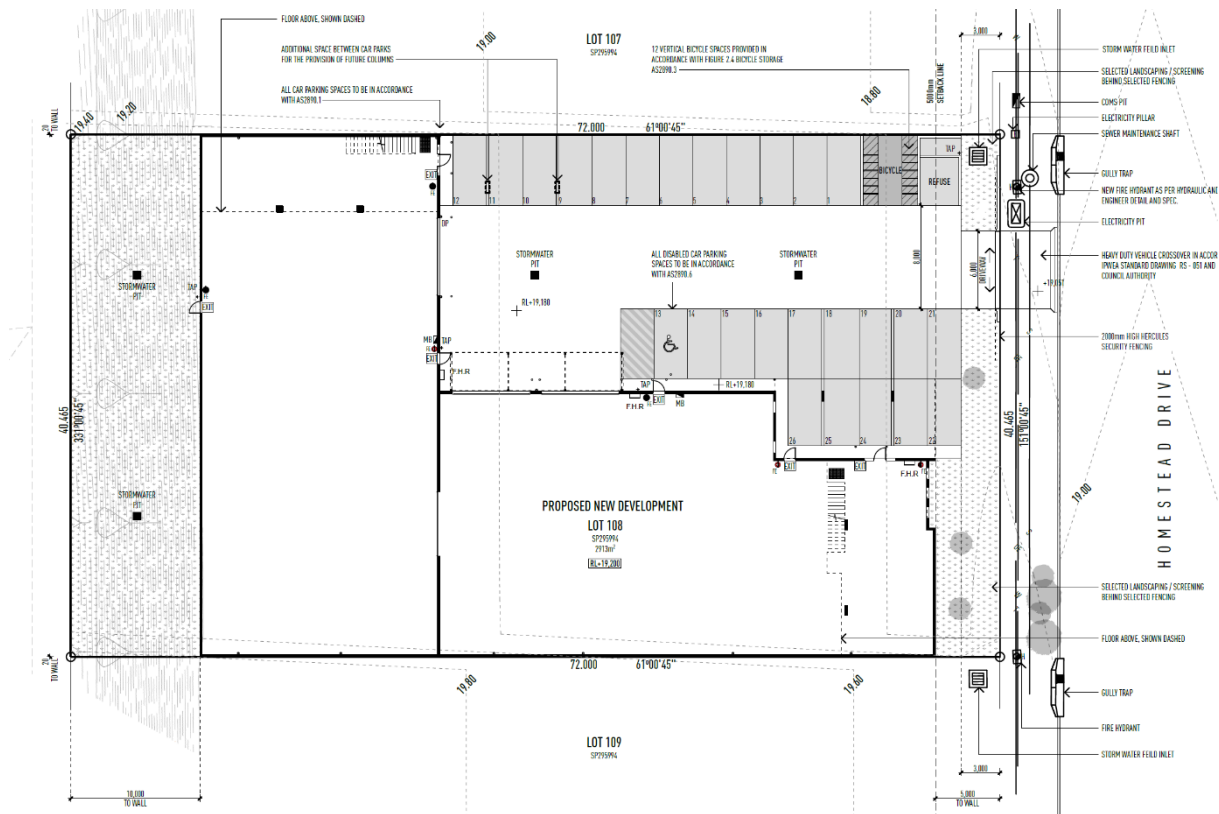
Level of assessment

The site is subject to a Preliminary Approval Reference 201100650. The subject site is located within Precinct B of the Yatala local plan area of the preliminary approval plan of development.

The factory building on the subject site was approved as accepted development, reference PCA 2022/5481 in August 2022. The construction has been completed. The proposal is to re-purpose the existing building as a Food Industry without altering the structure or parking area or grounds. The proposed Food Industry triggers a requirement for a Material Change of Use which is a code assessable application pursuant to Table A of the Yatala Enterprise Area - Local Area Plan - Table of Development (see below).

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

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



(Site plan – as constructed)

Planning Considerations

The proposal requires assessment against the Yatala Local Plan. The Local plan identifies the codes that are relevant to the locality. Those codes that are relevant to this specific use are:

- M38 Industrial Estate Place Code
- Landscape Work Code
- Car Parking, Access and Transport Integration (which we presume to be Section 9.4.13 “Transport”)

Assessments against the place code is attached. As the building and the parking areas and the landscape areas are all existing, code assessments against the landscape work code and Transport code are superfluous as these provisions have already been satisfied by the existing building approval.

The M38 Industrial Place code prevails over the planning scheme to the extent of any inconsistency as per Clause 5.3 which states:

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.

Other codes that are identified by the Place Code but which are not relevant to the circumstances of this proposal are:

Specific Development Codes

- Animal Husbandry
- Caretaker's Residence
- Farm Forestry
- Kennels
- Office
- Private Recreation
- Retail and Related

Constraint Codes

- Bushfire Management Areas
- Canals and Waterways
- Cultural Heritage (Historic)
- Cultural Heritage (Indigenous)
- Flood Affected Areas
- Natural Wetland Areas and Natural Waterways

As these codes are not relevant, no assessment against these codes is provide.

Summary

The proposal has been assessed against the council's codes and policies and is considered to comply with the requirements of the planning scheme. The proposal is therefore recommended to council for approval subject to standard conditions.

kindest regards

Marc Joyce

Marc Joyce
Town Planning and Heritage Consultant
(DipURP, BA, DipMiss, CLD3)

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	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 15 metres.	Complies – No changes to the building structure are proposed
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.	N/A
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%.	Complies – No changes to the building site cover are proposed
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.	Complies – No changes to the building set out are proposed

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
	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.	N/A
	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	N/A
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 – No changes to the fencing are proposed
	AS5.2 The height of side and rear boundary fencing, where	Complies – No changes to the fencing are proposed

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	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.	N/A – the building is distant from these roads
VEHICULAR CROSSINGS		
PC7 Vehicular crossings associated with the development must be designed and constructed to ensure: a) A safe footpath environment;	AS7 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	Complies – No changes to the driveways are proposed

M38 INDUSTRIAL ESTATE PLACE CODE		
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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.		
VEHICULAR PARKING		
PC8 On-site vehicle parking is provided to meet expected demand, having regard to: a) The size of the proposed workforce; b) The likely number of visitors to the site; c) The likely size and number of service and transport vehicles to be on the site at any one time; 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.	AS8.1.1 The number of car parking spaces provided on- site generally meets the standards set out in the Constraint Code 4 - Car Parking, Access and Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007); OR	Complies – No changes to the existing parking are required
	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	Complies – No changes to the existing parking are required

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	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.	N/A
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.	N/A – The proposal is within Precinct B
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";	Complies – No changes to the existing refuse management are proposed
	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;	Complies – No changes to the existing refuse management 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	Complies – No changes to the existing refuse management are proposed

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	AS10.4 The refuse storage area is effectively screened from view with landscaping.	Complies – No changes to the existing refuse management are proposed
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).	N/A – The proposal is within Precinct B
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.	N/A – The proposal is within Precinct B
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.	Complies – No changes to the building structure 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.	Complies – No changes to the building siting are proposed

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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.	N/A
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.	Complies – No changes to the building structure 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.	Complies – No changes to the building structure are proposed
	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).	Complies – No changes to the building structure 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.	Complies – No changes to the building structure are proposed
	AS18.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls.	Complies – No changes to the building structure are proposed
	AS18.3	Complies – No changes to the building structure are

M38 INDUSTRIAL ESTATE PLACE CODE		
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	Windows are minimised and trees are planted along west walls for protection from hot afternoon sun.	proposed
	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.	Complies – No changes to the building structure are proposed
	AS18.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.	Complies – No changes to the building structure 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.	Complies – No changes to the building structure are proposed
	AS19.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.	Complies – No changes to the building structure 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.	Complies – No changes to the building structure are proposed
	AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.	Complies – No changes to the building structure are proposed

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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.	Complies – No changes to the existing parking area are required or proposed
	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.	Complies – No changes to the existing parking area are required or proposed
	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.	Complies – No changes to the existing parking area are required or proposed
	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.	Complies – No changes to the existing parking area are required or proposed
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.	Complies – Advertising signs are to be re-branded but not altered in terms of scale or extent
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.	Complies – Advertising signs are to be re-branded but not altered in terms of scale or extent

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	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 3m ² ; c) signs on facades have a maximum area of 5m ² ; 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.	Complies – Advertising signs are to be re-branded but not altered in terms of scale or extent
	AS23.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices .	Complies – Advertising signs are to be re-branded but not altered in terms of scale or extent
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.	N/A – The proposal is within Precinct B

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	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.	N/A – The proposal is within Precinct B

	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.	
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M38 INDUSTRIAL ESTATE PLACE CODE		
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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.	
	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,	

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	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.	
PC27 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout	AS27 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of	

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the YEA area and its component precincts.	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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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																

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	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.).	
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	AS37 Community Title subdivisions within Precincts A- C (Industrial) are provided, which: a) are consistent with the Acceptable Solutions for	

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intended businesses/industries.	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.	
ROAD DESIGN		
PC38	AS38.1	
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 Land Use Classification and Staging Plan .	
PC39	AS39.1	
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.	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.	

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
	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.	
PC41 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity;	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	

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
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.	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;	h)

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
	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.	
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;	AS46 No acceptable solution provided.	

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
h) odour and emissions.		
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.		
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	

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
	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.	
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	

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
	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	AS55.1 The number of vehicle entry points to a development	

M38 INDUSTRIAL ESTATE PLACE CODE		
PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	RESPONSE
entrance points to parking areas are to be minimised.	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.	
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.	