



ATTACHMENT 5

Town Planning Report



Town Planning Report

202 Baileys Mountain Road, Upper Coomera

July 2018

1	INTRODUCTION	1
2	SITE AND DEVELOPMENT PARAMETERS	3
3	SITE AND ENVIRONMENT	4
3.1	ALLOTMENT ADDRESS AND DESCRIPTION	4
3.2	EXISTING IMPROVEMENTS	4
3.3	TOPOGRAPHY AND VEGETATION	5
3.4	FLOODING AND DRAINAGE	6
3.5	INFRASTRUCTURE SERVICES	6
3.6	CONTAMINATION	7
3.7	ROAD AND TRANSPORT INFRASTRUCTURE	7
3.8	IMMEDIATE AND SURROUNDING AREA	8
3.9	DEVELOPMENT APPROVAL HISTORY	9
4	ASSESSABLE DEVELOPMENT	10
4.1	LEVEL OF ASSESSMENT	10
4.2	LAND USE DEFINITIONS	12
4.3	ADMINISTRATIVE DEFINITIONS AS APPLICABLE	13
5	VOLUME STRUCTURE OF APPLICATION	14
6	PROPOSED DEVELOPMENT	16
6.1	FORM AND APPEARANCE	17
6.2	ACCESS, PARKING AND SERVICING	18
6.3	BASEMENT / GROUND LEVEL	19
6.4	LEVEL 1	20
6.5	LEVEL 2	20
7	PLANNING ACT & REGULATION	21
7.1	DEVELOPMENT TYPE	21
7.2	ASSESSABLE DEVELOPMENT	21
7.3	ASSESSMENT MANAGER	22
7.4	REFERRAL AGENCIES	23
8	STATE PLANNING INSTRUMENTS	25
8.1	STATE PLANNING INSTRUMENTS	25
8.2	SOUTH EAST QUEENSLAND REGIONAL PLAN 2017	25
8.3	STATE PLANNING POLICY	26
8.4	STATE DEVELOPMENT ASSESSMENT PROVISIONS	27
8.5	DEVELOPMENT ASSESSMENT RULES	27
9	GOLD COAST CITY PLAN	28
9.1	STRATEGIC FRAMEWORK	28
9.2	OVERLAY MAPS	38
10	ASSESSMENT	41
10.1	RURAL RESIDENTIAL ZONE	41
10.2	MULTIPLE ACCOMMODATION CODE	44
10.3	GENERAL DEVELOPMENT PROVISIONS CODE	46
10.4	AIRPORT ENVIRONS OVERLAY CODE	47
10.5	BUSHFIRE HAZARD OVERLAY CODE	47
10.6	DRIVEWAYS AND VEHICULAR CROSSINGS CODE	47
10.7	ENVIRONMENTAL SIGNIFICANCE OVERLAY CODE	48
10.8	HEALTHY WATERS CODE	48
10.9	LANDSLIDE HAZARD OVERLAY CODE	48
10.10	TRANSPORT CODE	48
11	CONCLUSION	49

1 Introduction

Urban Planning Services Pty Ltd ('UPS') has been engaged by Sandson Pty Ltd (the 'Applicant') to prepare and lodge a Development Application seeking the approval of the Council of the City of Gold Coast (the 'Council' or 'CCGC') for a Development Permit for Material Change of Use (Impact Assessment) for a Residential Care Facility, Retirement Facility and Educational Establishment (Colleague Training Facility) (the 'Development Application') at 202 Baileys Mountain Road, Upper Coomera, being properly described as Lot 58 on SP191940 (the 'subject site').

Under the provisions of the Gold Coast City Plan, Version 5, which commenced on 27 June 2018 (the 'City Plan'), the subject site is located in the Rural Residential Zone. The proposed Residential Care Facility, Retirement Facility and Educational Establishment are forms of land use requiring Impact Assessment within the Rural Residential Zone.

The subject site is also located within an Investigation Area as identified by Strategic Framework Map 1 – Designated Urban Area and Rural Residential Area as identified by Strategic Framework Map 2 – Settlement Pattern.

Pursuant to part 3.3.7.1 (Specific Outcomes – Rural Residential Areas) of the City Plan investigations have progressed in relation to this Investigation Area to inform a proposed amendment to the City Plan. In this respect, the subject site is located within the Courtney Drive, Upper Coomera, Investigation Area, for which a Draft Concept Plan has been prepared and endorsed by Council on 30 May 2017. The Draft Concept Plan has informed the Council's decisions to proceed with a proposed City Plan amendment to incorporate this Investigation Area within the Emerging Communities Zone within the scope of the proposed Major Update 2 to the City Plan. It is understood that the details of proposed Major Updates 2 and 3 to the City Plan have now progressed to submission to the Minister pursuant to Council's resolution of 23 May 2018 (EPE18.0523.006).

The Applicant has engaged in Council's consultation with property owners to date in respect of the proposed City Plan amendment and the proposed development presented within this Development Application has been designed to respect the anticipated conceptual land use guidance arising from the Draft Concept Plan for the Courtney Drive, Upper Coomera, Investigation Area, and the subject site in particular. The proposed development has also been the subject of a series of pre-lodgement meetings with Council officers, and whilst representing a desirable outcome for the subject site in the context of the anticipated City Plan amendment, the nature of the proposed use, together with the exceptional landscape design and the warm and earthy tones expressed through the architectural form of the proposed development equally respond sympathetically to the existing landform and character of the site and its surroundings to deliver an outcome that blends comfortably with its existing setting.

The proposed Material Change of Use has been considered in respect of applicable Codes of the Gold Coast City Plan, including the Purpose and relevant Overall Outcomes. The proposal has also been informed by the broader purpose of the City Plan expressed through the Strategic Framework, and the forthcoming City Plan update for this Investigation Area, pursuant to part 3.3.7.1 (Specific Outcomes – Rural Residential Areas) of the City Plan.

Our assessment finds that the proposal is in keeping with the intent of the City Plan and responds positively to the aims of the SEQ Regional Plan and relevant considerations of the State Planning Policy. Our assessment, set out within this report, also finds that this Development Application for Material Change of Use is consistent with the statutory requirements of the Planning Act 2016 and the associated Planning Regulation 2017, and Development Assessment Rules.

Overall, it is concluded that the proposed development represents a logical and desirable form of land use, and a built form which is respectful of, and complementary to, both the established and planned character of this locality to support the intentional transition from a rural residential locality to the realise the medium density residential opportunity intent identify by the Draft Concept Plan for the Courtney Drive, Upper Coomera – Investigation Area. The design and appearance of the proposed development is also well suited to blending amidst the prevailing character of the locality through the proposed siting and design of the development, the compelling integration of built form with landscape design and the thoughtful approach to the selection and composition of external materials to produce a sympathetic built form that integrates successfully with its existing setting, whilst also creating an engaging sense of arrival in its location at this north-eastern corner of the Investigation Area.

Accordingly, our assessment finds that the proposed development warrants the approval of Council, subject to reasonable and relevant conditions.

2 Site and Development Parameters

A summary of the site and development parameters is provided in **Table 1** below.

Table 1: Site and Development Parameters

TITLE DETAILS (RPD)	Lot 58 on SP191940
ADDRESS	202 Baileys Mountain Road, Upper Coomera
ROAD FRONTAGES	Baileys Mountain Road: 274.6 metres (approx.) Reserve Road: 118.8 metres (approx.) Old Coach Road: 44.2 metres (approx.)
	
SITE AREA	30,870sqm (3.087ha)
APPLICANT	Sandson Pty Ltd (ACN 617 148 508) c/- Urban Planning Services Pty Ltd PO Box 2019 SURFERS PARADISE QLD 4217
TYPE OF APPROVAL SOUGHT	Development Permit for a Material Change of Use
LEVEL OF ASSESSMENT	Impact Assessment
PROPOSED LAND USE	Residential Care Facility, Retirement Facility and Educational Establishment (Colleague Training Facility)
ZONE	Rural Residential Zone
OVERLAY MAPPING	Airport Environs (PANS-OPS - HP614.4m) Bushfire Hazard (Medium Potential Bushfire Hazard and Potential Bushfire Impact Buffer) Dwelling House Environmental Significance – Priority species (State Significant Species, Koala Habitat Areas and Local Significant Species) Environmental Significance – Vegetation Management (Matters of State Significance – Regulated Vegetation and Matters of Local Significance – Medium Priority Vegetation) Environmental Significance – Wetlands and Watercourse (Matters of Local Significance – Waterway) Landslide Hazard (Moderate – South Eastern Edge of Site Only)
LOCAL AUTHORITY	Council of the City of Gold Coast
REFERRAL AGENCY	None Triggered

3 Site and Environment

3.1 Allotment Address and Description

The subject site is an irregular shaped allotment of broadly rectangular form, comprising of a street frontage to Baileys Mountain Road at the northern site boundary and Reserve Road and Old Coach Road at the eastern site boundary. The street address of the subject site is 202 Baileys Mountain Road, Upper Coomera, and it is properly described as Lot 58 on SP191940. The subject site incorporates an area of 30,870sqm, and no easements or other relevant land-use restrictions or encumbrances are known to affect the title of the property.

An aerial view of the subject site is presented in **Figure 1** below, with the site identified by red outline.



Figure 1: Aerial View of the Subject Site

3.2 Existing Improvements

The subject site is currently occupied by an existing two storey dwelling, located within the eastern area of the site, with associated outbuildings and swimming pool. The existing vehicular access driveway enters the site from Baileys Mountain Road in the north-eastern corner of the site frontage, providing access to the existing dwelling and incorporating circular driveway within the site. The existing buildings and swimming pool sit adjacent to the corridor of Yaun Creek which traverses the eastern edge of the subject site.

The balance area of the subject site is generally cleared and vacant land, with scattered trees occurring centrally within the site. A Detail and Level Survey drawing has been prepared by Schlencker Surveying (Qld) and is presented in **Section 4, Attachment 20**.

3.3 Topography and Vegetation

The site topography comprises moderate slopes grading generally from the highest point at the western corner of the site, where levels of up to RL 38.7m AHD occur, then descending toward a broadly central plateau comprising levels around RL 27.8m AHD, and then grading down toward the Yaun Creek corridor traversing the eastern edge of the subject site, where the lowest level of RL 21.2m AHD is recorded.

Tree cover is presently concentrated in the eastern area of the site around the Yaun Creek corridor, with scattered trees occurring in the central and western areas, and trees occurring outside the property boundary along the frontage to Baileys Mountain Road and adjacent to the north-western site boundary.

The eastern area of the subject site is captured within the City Plan Environmental Significance Overlay Mapping (Priority Species, Vegetation Management and Wetlands and Watercourse), and is also captured on State Interest Regulated Vegetation Mapping (Category B). Accordingly, an Ecological Assessment has been undertaken by Saunders Havill Group, with the findings of the assessment presented in the Ecological Assessment Report located at **Section 3, Attachment 10**. The conclusions set out within the Ecological Assessment Report provide the following key determinations with respect to the ecological values of the subject site:

- the subject site is typical of rural residential properties in the area having been cleared of most vegetation and containing weed infestations due to historical and current land uses, impacts from surroundings roads and increasing residential development;
- no threatened species or threatened ecological communities were recorded across the site nor considered likely to occur due to significant disturbance and absence of specific habitat features;
- the site is mapped as containing predominantly Category X (non-remnant vegetation), with areas of Category B (least concern and of concern remnant regional ecosystems), whilst these Category B remnant patches have been ground-truthed and found to be incorrectly mapped the proposed development maintains a footprint clear of the mapped extents and no tree clearing is proposed within this area of the site;
- whilst the site is mapped as being within a High Risk Area for Protected Plants under the Nature Conservation Act 1992, and two *Macadamia integrifolia* specimens were observed on-site these specimens were found to have been planted in association with the existing rural residential use of the site and are not considered 'in the wild', and as such an NCA exemption will be submitted to the Department of Environment and Science at the operational works phase prior to clearing, in the event that removal of either of these trees is proposed;
- in relation to the City Plan Ecological Significance Overlay Mapping parameters:
 - o given the highly modified nature of the site and the prevalence of exotic and introduced flora species, the site is not considered to contain habitat for any EVNT fauna species;
 - o the mapping of remnant vegetation has been found to be incorrectly mapped as set out above, however, clearing of vegetation is not proposed within the mapped extents, other than weed removal that will be pursuant to a Rehabilitation Plan at the operational works phase;
 - o the mapped waterway along the north-eastern boundary of the site consists of a drainage channel piped under Baileys Mountain Road and an overland flow path, with no waterway features observed on the property; and

- o the mapped waterway along the south-eastern boundary of the site contains a defined channel with pooled water at the time of the assessment, however, wetland dependent species were largely absent and the waterway was dominated by weed species.

A Detail and Level Survey prepared by Schlencker Surveying (Qld) is located at **Section 4, Attachment 18**, and sets out detail of the topography of the subject site and includes detail of existing trees within and adjacent to the site.

3.4 Flooding and Drainage

The site is not subject to flooding according to the City Plan Flood Overlay Mapping.

Existing conveyance channels traverse the subject site along the northern and eastern boundaries. The eastern channel comprises the Yaun Creek corridor which conveys the majority of external drainage catchment flow through the site. No changes to the existing character and function of Yaun Creek within the site are proposed by this Development Application.

State Interest Development Assessment Mapping identifies the northern conveyance channel as a Queensland waterway for waterway barrier works (Low), whilst the eastern conveyance corridor is identified as a Queensland waterway for waterway barrier works (Medium). Further discussion in this respect is presented within the following sections of this Report.

The proposed stormwater management measures for the proposed development are set out within the Site Based Stormwater Management Plan prepared by Arcadis, and located at **Section 3, Attachment 11**. The proposed measures incorporate a detention basin located within the south-east area of the subject site, comprising capacity of 625m³ to attenuate developed flows to existing peak discharge conditions. Stormwater quality management measures incorporate treatment via bio-retention basin. Stormwater discharge will be via the existing lawful point of discharge through the existing conveyance channels traversing the subject site.

3.5 Infrastructure Services

An Engineering Services Report ('ESR') has been prepared by Arcadis and is located at **Section 3, Attachment 9**. The ESR sets out detail of infrastructure services available to the subject site and confirms that the proposed development can achieve connection to local potable water, sewerage reticulation, stormwater drainage, transport, electrical and telecommunications infrastructure.

Stormwater

As summarised above, stormwater drainage collected on site is to be directed towards the on-site detention basin prior to discharge via overland flow to the existing conveyance channels traversing the site to the existing legal point of discharge.

Water Supply

Connection to the DN225 potable water main located in the northern side of Reserve Road is proposed to service the development. The Water Network Capacity Assessment ('WNCA') prepared by Arcadis and located at **Section 3, Attachment 13**, identifies that standard flow velocity and fire flow velocity have been found to be adequate for all planning horizons and scenarios to service the proposed development. Non-compliances were found in the standard flow pressure across all planning horizons, in both the existing and developed scenarios. However, the assessment also identifies that the proposed development does not cause any additional pressure non-compliances within the network, and that the existing non-compliances are relatively minor for most planning horizons. The addition of the proposed development is found to have a negligible impact on these non-compliances.

The WNCA concludes that the proposed development has little impact on the water network, and that no network augmentation recommendations have been put forward to solve the non-compliances as the development does not create any additional non-compliances.

Sewer

Connection via the existing manhole located within Reserve Road adjacent to the subject site, which is serviced by a DN300 diameter gravity sewerage main, gravitating north-east along Reserve Road, is proposed to service the development. The existing septic tank located on the site and serving the existing property will be removed, and the existing and retained building will be serviced via the proposed private sewer line.

The Sewer Network Capacity Assessment ('SNCA') prepared by Arcadis and located at **Section 3, Attachment 12**, has identified that the pump station (SPS) PA1 comprises pump capacity and operational storage within the local network that is adequate for all planning horizons. In relation to emergency storage, non-compliances were encountered within the 2066 planning horizon in both the existing and developed scenarios, with a deficiency of 19.25m³ identified at the 2066 planning horizon in the existing scenario and 23.94m³ in the developed scenario. The proposed development has been found to constitute only an additional 4.69m³ emergency storage.

The SNCA concludes that the proposed development in isolation has negligible impacts in the context of the wider catchment and the shortcomings of SPS PA1, and that the proposed loadings for the subject site do not trigger an isolated or new upgrade that is not already needed to service the existing catchment projections. Given this, the SNCA suggests that Gold Coast Water review the upgrade strategy for SPS PA1 to ensure adequate future proofing to mitigate non-compliances caused by current approved developments, the proposed development and future foreseeable developments, in order to produce a more equitable economic solution.

Electricity and Telecommunication Services

Electrical and telecommunication services are proposed to be provided via connection points to the existing service adjacent to the site in Reserve Road. Connection from the proposed development to these services will be undertaken by a specialist consultant and will form part of future building works applications.

3.6 Contamination

A review of Environmental Management and Contaminated Land Register search results has confirmed that the subject site is not included on these respective registers. A copy of the Search Response is located at **Section 2, Attachment 7**.

3.7 Road and Transport Infrastructure

The subject site incorporates road frontage to Baileys Mountain Road, at the northern site boundary, and to both Reserve Road and Old Coach Road at the eastern site boundary. An existing roundabout junction occurs adjacent to the eastern site boundary at the junction of Reserve Road and Old Coach Road. Baileys Mountain Road intersects with Old Coach Road via T-junction intersection, with Give Way signs at the Baileys Mountain Road approach to the intersection. The junction adjoins the north-eastern corner of the subject site.

The City Plan functional road hierarchy identifies Baileys Mountain Road as a Distributor Road (refer to **Figure 4** of this Report). It incorporates two-way traffic flow in a single carriageway construction, and is speed limited to 60km/h. Reserve Road and Old Coach Road are identified as Sub-Arterial Roads, with Reserve Road, where it adjoins the subject site, comprising four lanes within dual carriageway/median divided road corridor and speed limited to 70km/h. Old Coach Road is a single carriageway road, with two-way traffic flow and is speed limited to 60km/h.

Two existing bus stops are located within a 500m radius of the subject site, located on Reserve Road to the south of the subject site, and served by bus route 727 providing connections between Coomera Station and Helensvale Station, where the main rail line serving the Gold Coast to Brisbane route may be accessed. The Gold Coast light rail service may be accessed at Helensvale Station. The established shopping precinct at Old Coach Road and City Centre Drive to the north of the subject site is also accessible via the existing bus route. An extract of the

Translink route map is presented in **Figure 2** below, identifying the general location of the subject site along route 727.

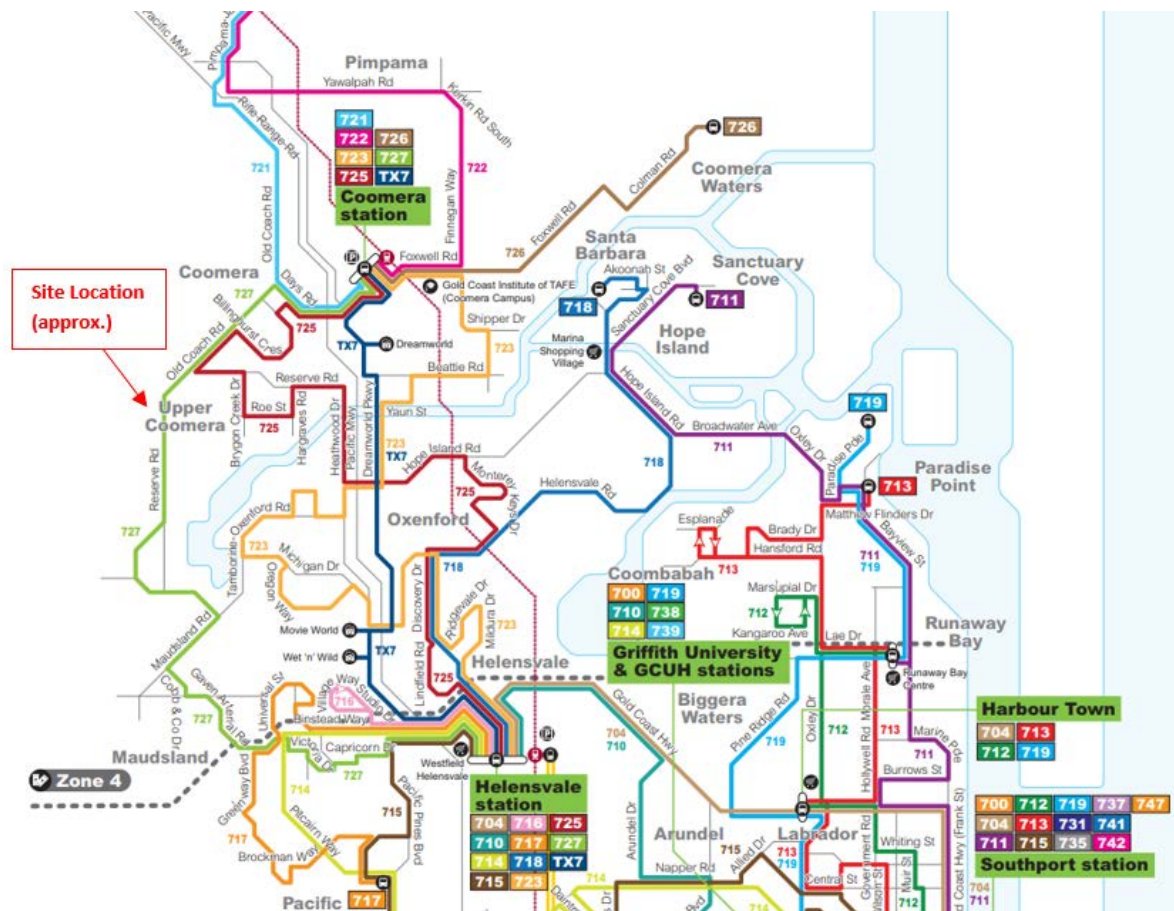


Figure 2: Translink – Gold Coast Network Map Extract

The pedestrian network is also well catered for with good quality pedestrian paths throughout the surrounding street network, including along Reserve Road and Old Coach Road, providing access to the residential catchment around the site, the nearby educational establishments and the public transport services. Additionally, the site and locality is well served by on-road and off-road bikeways, cycle friendly roads and shared paths. The transport network serving the subject site is considered in further detail within the Traffic Impact Assessment prepared by Bitzios Consulting, and located at **Section 3, Attachment 8**.

3.8 Immediate and Surrounding Area

The subject site is located in the Upper Coomera area which is characterised by rapid growth in recent years, establishing Coomera and Pimpama as the two fastest growing SA2 statistical areas across Queensland. Extensive residential development has grown throughout Upper Coomera, aligned with the Low and Medium Density Residential zones applying to land surrounding the subject site, with further residential development continuing to emerge in this location in line with recently granted development approvals.

The subject site is bounded by land contained within the Medium Density Residential Zone occurring to the north and east of the site. The subject site and the Investigation Area that it is located within also benefit from ease of access to a wide range of choice of local shops and facilities including:

- Bryon Village Shopping Centre, anchored by an IGA supermarket, located approximately 900m to the east of the subject site, along Reserve Road;

- An approved Woolworths anchored Shopping Centre located at the south-western corner of Reserve Road and Brygon Creek Drive, approximately 800m to the east of the subject site along Reserve Road;
- Upper Coomera State College located adjacent to the eastern side of the Brygon Village Shopping Centre;
- Council of the City of Gold Coast – Upper Coomera Community Centre, including Customer Service Office, Aquatic Centre, Library, Community Centre and Café, located at 90 Reserve Road, approximately 1.7km to the east of the subject site;
- Upper Coomera Shopping Centre, anchored by Coles, located at the north-eastern corner of the intersection of Abraham Road and Reserve Road;
- St Stephens College, located approximately 2.0km to the east of the subject site along Reserve Road;
- River Meadows Shopping Centre, incorporating a medical centre, dental clinic and chemist, at the south-western corner of the intersection of Reserve Road and Hargraves Road, approximately 1.7km to the east of the subject site; and
- Coomera City Centre located approximately 1.9km to the north of the subject site along Old Coach Road.

Figure 3 below identifies the location of the subject site within the context of these features of the surrounding neighbourhoods.

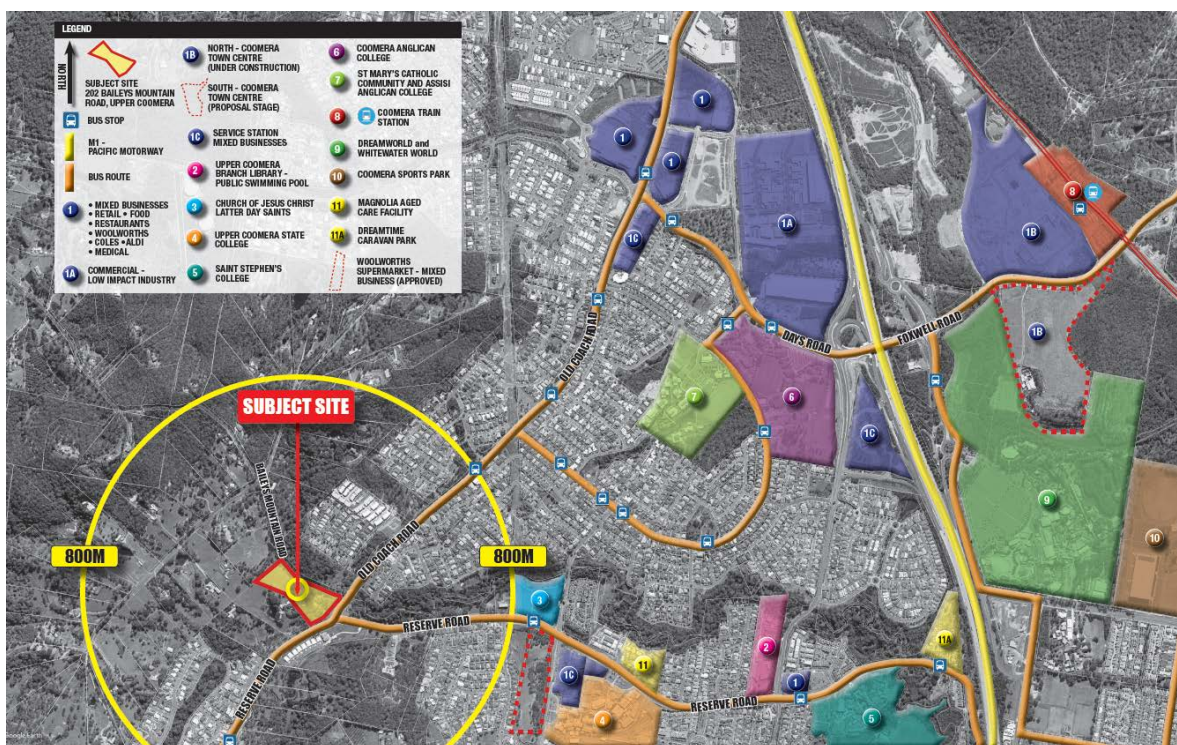


Figure 3: Site Location Context

3.9 Development Approval History

A review of Council's PD-online service has identified no recent or relevant development approval history relating to the subject site.

4 Assessable Development

The Gold Coast City Plan published in Government Gazette No. 15 on 29 January 2016, commenced on 2 February 2016, and was most recently amended under Version 5, which commenced on 27 June 2018 (the 'City Plan'). Under the provisions of the City Plan the subject site is located within the Rural Residential Zone, as identified in **Figure 4** below. The subject site is identified by red outline.

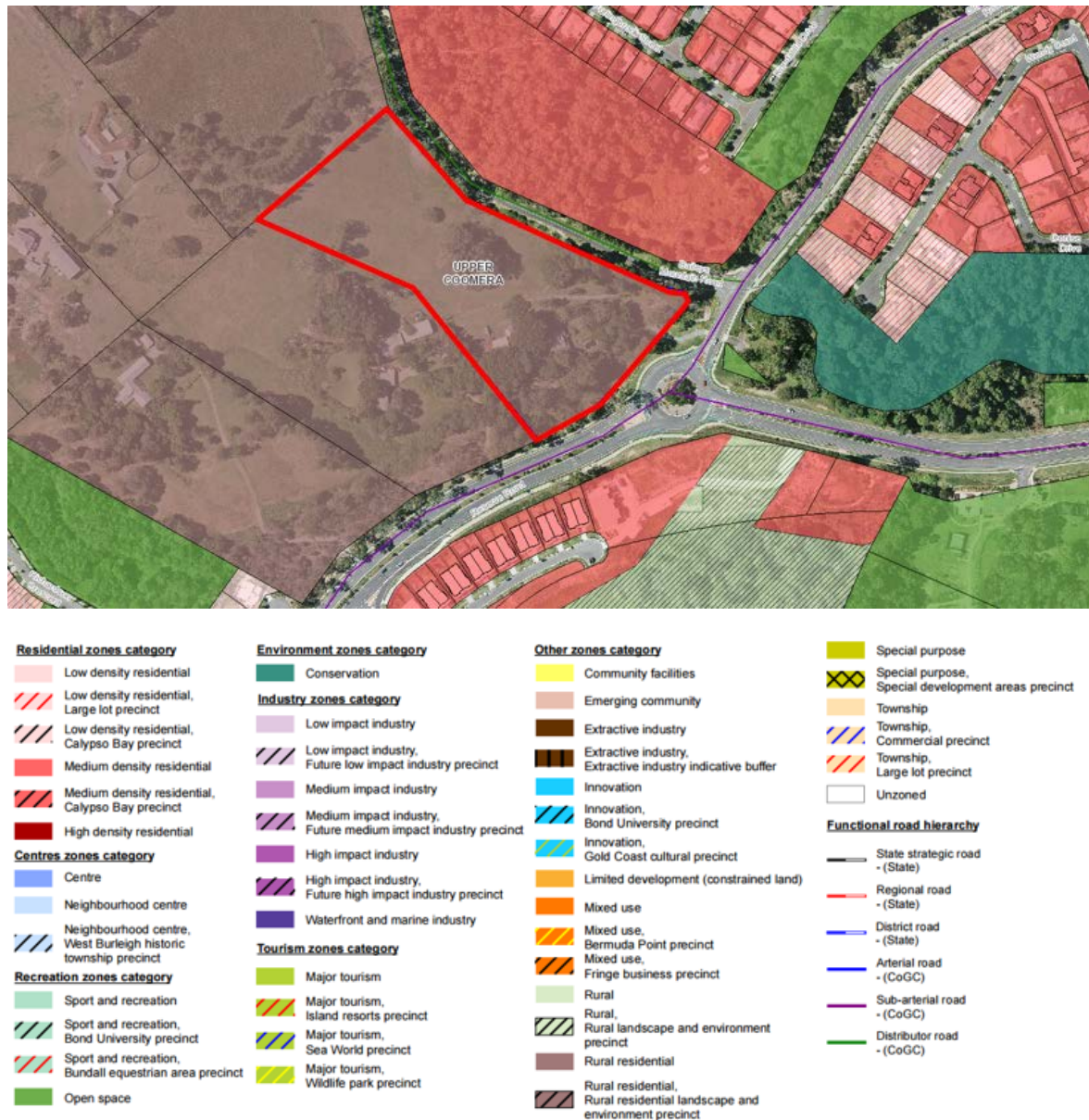


Figure 4: Subject Site – City Plan Interactive Mapping Extract - Zones

4.1 Level of Assessment

The proposed Material Change of Use triggers Impact Assessment as identified by review of Table 5.5.21 providing the Table of Assessment for Material Change of Use within the Rural Residential Zone (where not in a precinct). The proposed land use activities of Residential Care Facility and Retirement Facility are not specifically listed within the Table of Assessment and are therefore subject to Impact Assessment as identified within the Table as 'any other use not listed in this table'. The proposed Educational Establishment (Colleague Training Facility) is a small-scale use

proposed to be accommodated within the existing residential dwelling at the subject site for the purpose of training of staff employed within the Residential Care Facility. An Educational Establishment is identified as a Land Use requiring Impact Assessment pursuant to Table 5.5.21. We also note that Impact Assessment is triggered in respect of the residential density and building height of the proposed development. In this respect, the proposed development exceeds nine metres and partial third storey in height and exceeds one dwelling on the subject site. An extract of the relevant provisions of Table 5.5.21 is provided in **Figure 5** below for ease of reference.

Table 5.5.21: Rural residential zone (where not in a precinct)

Activity groups	Uses	Assessment benchmarks and required outcomes
All activities	Code assessment	
	Height	Rural residential zone code
	If involving building work:	Any other relevant code
	(a) is not on land identified with a height greater than 9 metres on the Building height overlay map; and	
	(b) includes a Partial third storey; and	
All activities	(c) is no more than 9 metres	
	Note: This height trigger does not apply to Dwelling houses, refer to Table 5.16.5 Dwelling house overlay.	
	Impact assessment	
	Height	City Plan including:
	If involving building work and exceeds either:	Strategic framework
All activities	(a) 9 metres in height; or	Rural residential zone code
	(b) a Partial third storey	Any other relevant code
	Note: This height trigger does not apply to Dwelling houses, refer to Table 5.16.5 Dwelling house overlay.	
	Note: No change to the categories of development and assessment applies to freestanding telecommunication towers	
	Impact assessment	
All activities	Density	City Plan including:
	For all uses other than:	Strategic framework
	(a) Dwelling house;	Rural residential zone code
	(b) Secondary dwelling; or	Any other relevant code
	(c) Caretaker's accommodation	
Community activities	If density exceeds one dwelling per lot	
	Code assessment	
	Emergency services if not within 50 metres of a sensitive land use	Any overlay code triggered by an overlay map
		Healthy waters code
		On-site sewerage facilities code
Community activities		Rural residential zone code
		Commercial design code
		Solid waste management code
		Transport code
		Vegetation management code
Community activities		Driveways and vehicular crossings code
		General development provisions code
	Impact assessment	
	Community care centre	City Plan including:
	Community use	Strategic framework
Community activities	Educational establishment	Any overlay code triggered by an overlay map
	Emergency services n.e.i	On-site sewerage facilities code
	Place of worship	Rural residential zone code
		Social and health impact assessment code
		Commercial design code
Community activities		Solid waste management code
		Driveways and vehicular crossings code
		Transport code
		Vegetation management code
		General development provisions code
Community activities	Impact assessment	
	Any use listed in this table and not meeting the description listed in the use column	City Plan including:
	Any other use not listed in this table	Strategic framework
	Any other undefined use	Any overlay code triggered by an overlay map
		Rural residential zone code
Community activities		Any other relevant code

Figure 5: Extract of Table 5.5.21 (City Plan) Rural Residential Zone

4.2 Land Use Definitions

The proposed development comprises of activities falling within three separate use definitions, comprising 'Residential Care Facility', 'Retirement Facility' and 'Educational Establishment'.

Land use definitions are set out at Schedule 1, SC1.1, of the City Plan. It is also noted that section 7 of the Planning Regulation 2017 refers to 'use terms' set out at schedule 3 that may be adopted within a local planning instrument, with section 7(2) stating that where a local planning instrument adopts the use terms stated at schedule 3, column 1, the local planning instrument 'must' include the definition of the term stated in column 2 of schedule 3.

Accordingly, the land use definitions applicable to the proposed development are presented below, having regard to both Schedule 1 of the City Plan, and Schedule 3 of the Planning Regulation 2017. For clarity, where variations occur between the City Plan and Planning Regulation definitions, we have included only the definition contained within the Planning Regulation.

'Residential care facility means a residential use of premises for supervised accommodation, and medical and other support services, for persons who-

- (a) can not live independently; and*
- (b) require regular nursing or personal care.*

*Examples of a residential care facility-
Convalescent home, nursing home'*

[Planning Regulation 2017]

The proposed development incorporates a Residential care facility in the form of an aged care nursing home, comprising 130 high care residential units (144 beds), together with medical and other support services for residents.

'Retirement facility means a residential use of premises for-

- (a) accommodation for older members of the community, or retired persons, in independent living units or serviced units; or*
- (b) amenity and community facilities, a manager's residence, health care and support services, preparing food and drink or staff accommodation, if the use is ancillary to the use in paragraph (a).'*

[Planning Regulation 2017]

The proposed development incorporates a Retirement facility in the form of 8 independent living / low care apartments (14 beds).

'Educational establishment means the use of premises for-

- (a) training and instruction to impart knowledge and develop skills; or*
- (b) student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph (a).*

*Examples of an educational establishment-
College, outdoor education centre, primary school, special education facility, technical institute, university'*

[Planning Regulation 2017]

The proposed development incorporates the re-use of the existing residential dwelling on the subject site for the purposes of a colleague training facility.

Accordingly, the proposed Educational Establishment use is ancillary to the main purpose of the proposed use of the site as a Residential care facility and represents a relatively small-scale facility within the overall area of the subject site.

4.3 Administrative Definitions as Applicable

Administrative Definitions are set out within Schedule 1, SC1.2, of the City Plan, and include the administrative definitions set out below, of relevance to the proposed development. It is also noted that section 8 of the Planning Regulation 2017 refers to 'administrative terms' set out at schedule 4, with section 8(1) specifying that a local planning instrument 'must' include the definition set out within schedule 4, where adopting the administrative terms listed at schedule 4.

Accordingly, administrative terms applicable to the proposed development are presented below, having regard to both Schedule 1 of the City Plan, and Schedule 4 of the Planning Regulation 2017. Where differences occur between the definitions, we have included only the definition contained within the Planning Regulation.

'building height, of a building means-

- a) *The vertical distance, measured in metres, between the ground level and the highest point of the building roof, other than a point that is part of an aerial, chimney, flagpole or load-bearing antenna; or*
- b) *in storeys in the building above ground level.'*

[Planning Regulation 2017]

'basement means a space—

- a) *between a floor level in a building and the floor level that is immediately below it; and*
- b) *no part of which is more than 1m above ground level.'*

[Planning Regulation 2017]

'storey—

- a) *means a space within a building between 2 floor levels, or a floor level and a ceiling or roof, other than—*
 - i. *a space containing only a lift shaft, stairway or meter room; or*
 - ii. *a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment; or*
 - iii. *a space containing only a combination of the things stated in subparagraph (i) or (ii); or*
 - iv. *a basement with a ceiling that is not more than 1m above ground level; and*
- b) *includes—*
 - i. *a mezzanine; and*
 - ii. *a roofed structure that is on, or part of, a rooftop, if the structure does not only accommodate building plant and equipment.'*

[Planning Regulation 2017]

Having regard to the above definitions, and as concluded within the level of assessment discussion above, the proposed development is technically described as comprising three storeys and incorporates a maximum height above ground level of 13.361 metres. Further detailed discussion regarding the proposed building height is presented in the following sections of this Report.

5 Volume Structure of Application

The Applicant has engaged a suitably qualified and experienced Project Team, as set out below, to bring forward a new residential development of exceptional standard at the subject site, as proposed in this Development Application.

Consultant	Discipline
BDA Architects	Architecture and Urban Design
Urban Planning Services Pty Ltd	Town Planning
Saunders Havill Group	Ecological Assessment and Landscape Design
Bitzios Consulting	Traffic Assessment
Arcadis	Engineering (Civil) and Stormwater Management
Eldon Bottcher Architect	Bushfire Assessment
Macro Plan Dimasi	Economic Needs Assessment
Mark Rigby & Associates	Waste Management
Acoustic Works	Acoustic Assessment
Schlencker Surveying Qld	Detail and Level Survey

The volume structure of this application is as set out below.

Attachment No.	Document
Section 1: Forms	
1	DA Form 1
2	CCGC Application for a MCU and/or ROL
3	CCGC Infrastructure Charge Proposal Summary
4	Landowners Consent
Section 2: Supporting Information	
5	Town Planning Report
6	Code Assessment
	Rural Residential Zone Code
	Multiple Accommodation Code
	Driveways and Vehicular Crossings Code
	General Development Provisions Code
	Healthy Waters Code
	Transport Code
	Bushfire Hazard Overlay Code
	Environmental Significance Overlay Code
7	Search Results
Section 3: Specialist Reports	
8	Traffic Impact Assessment prepared by Bitzios Consulting
9	Engineering Services Report prepared by Arcadis
10	Ecological Assessment Report prepared by Saunders Havill Group
11	Site Based Stormwater Management Plan prepared by Arcadis
12	Sewer Network Capacity Assessment prepared by Arcadis
13	Water Network Capacity Assessment prepared by Arcadis
14	Economic Needs Assessment prepared by Macro Plan Dimasi
15	Bushfire Management Plan prepared by Eldon Bottcher Architect

Attachment No. Document	
16	Waste Management Plan prepared by Mark Rigby & Associates
17	Acoustic Report prepared by Acoustic Works
Section 4: Drawings	
18	Detail and Level Survey Drawings (including tree details) prepared by Schlencker Surveying Qld
19	Proposed Architectural Drawings prepared by BDA Architects
20	Landscape Concept Package prepared by Saunders Havill Group

6 Proposed Development

This Development Application seeks approval for a Material Change of Use (Impact Assessment) for a Residential Care Facility development at 202 Baileys Mountain Road, Upper Coomera, being properly described as Lot 58 on SP191940 (the 'subject site').

The proposed development adopts a form and position within the site that is sympathetic to the land form and characteristics of the site at this corner location within the Courtney Drive, Upper Coomera, Investigation Area. Given the transitional nature of this Investigation Area as the long-anticipated City Plan amendment to facilitate the residential use of the land moves forward to fruition, a balanced approach has been adopted in the design of the development to ensure an outcome that embraces the existing features and characteristics of the site, integrating natural materials and finishes in the built form, delivering an attractive facility and high quality lifestyle environment for the residents of this aged care and retirement living destination within a tranquil landscaped setting.

The proposed building is positioned broadly centrally within the site, with the primary vehicular access taken from the north-western section of the site frontage to Baileys Mountain Road. The vehicular access leads to an undercroft car parking area, with a circular driveway at the porte-cochere entrance to the building and extending on to access the staff car parking area to the north-eastern edge of the building. The building takes the form of individual rectangular wings with the length of these forms generally taking a north-west to south-east alignment. The four individual wings are joined by a central core mid-way along the length of the building, and are otherwise separated by landscaped courtyards, creating a space for residents to enjoy the outdoors and providing a peaceful outlook from their suites.

The building is surrounded by extensive landscape areas, providing an attractive setting and meandering pathways where residents may enjoy exercise and connection with nature as they move through the variety of garden spaces throughout the site. To the south-east of the main building, the existing residential dwelling on the subject site is retained and re-purposed as a colleague training facility associated with the operation of the aged care facility.

A total of 130 high care units are proposed (144 beds) together with 8 independent living / low care apartments (14 beds) within the facility, which is intended to be delivered in a staged arrangement. The proposed development also incorporates a mix of supporting services and activity spaces to meet the needs of residents within the premises. A brief summary of the key parameters of the proposed development is presented in **Table 2** below.

Table 2: Key Development Parameters

Site Area:	30,870sqm [3.087ha]	
Building Height:	Three Storeys (maximum) and 13.5m (maximum)	
Site Cover:	20%	
High Care Apartments:	Total: 130 (144 beds) High Care Suites (1 bed): 116 High Care Studios (2 bed): 14	
Low Care Apartments:	8 Apartments (14 beds) 1 bed Apartments: 2 2 bed Apartments: 6	
Residential Density:	Total Apartments: 138 Total Beds: 158 1 bed per 195sqm 1 apartment per 223sqm	
Support Services and Facilities:	Facility / Activity Zone	GFA (sqm)
	Dining/Sitting/Lounge	905
	Pharmacy	31
	Physio	30
	Hair Dresser	31
	Arts and Crafts	108
	Library	107
	Function/Multipurpose	539
	Café	19
	TOTAL	1,770

Table 2: Key Development Parameters

On-Site Car Parking:	Total: 94 spaces High Care: 44 visitor spaces Low Care: 8 resident spaces; and 2 visitor spaces Colleague Parking: 40 spaces
Bicycle Parking:	Total: 36 spaces High Care: 13 visitor spaces Low Care: 14 resident spaces; and 1 visitor space Colleague Parking: 8 spaces
Staging:	<u>Stage 1</u> High Care Apartments: 80 Apartments (80 beds) Support / Recreational Facilities: 1,275sqm On-Site Car Parking: 94 spaces Bicycle Parking: 36 spaces <u>Stage 2</u> High Care Apartments: 50 Apartments (including dementia wing) (64 beds) Low Care Apartments: 8 (14 beds) Support / Recreational Facilities: 495sqm

The Proposed Architectural Drawings prepared by BDA Architects, located at **Section 4, Attachment 19**, presents further detail of the proposed form, appearance and layout of the development.

6.1 Form and Appearance

The architectural philosophy adopted in the design of the proposed development has purposefully integrated a palette of external materials and finishes that comprise a strong composition of natural finishes and earthy tones, evoking a sense of warmth and comfort in the built form that responds positively to the natural landform and setting of the site. These feature elements in the external finishes integrate with extensive glazed facades to create a sense of openness and embracing natural light and ventilation, both in the external appearance of the building and within the living environment for residents.

The design philosophy of the built form and its setting within extensively landscaped grounds ensure the creation of a high-quality living environment where residents can enjoy a visual and physical connection with the outdoors, affording a desirable outlook from the private residential suites and communal spaces, and an inviting arrangement of gardens, water features and pathways for residents to enjoy.

The form of the building comprises of two storeys accommodating the care apartments and associated dining and lounge areas within four separate wings, set around a central core accommodating nursing stations and offices for the care and management services to each wing of the building.

The two residential floors are situated above a basement car parking area and ground level services. Due to the moderately sloping landform of the site, the car parking area in the north-western area of the site is partially submerged below ground level, whilst the support services in the eastern area at this level are generally at grade with the ground level.

Accordingly, the proposed development is technically described as comprising 3 storeys. Measured in metres from existing ground level, the proposed building comprises heights varying between 7.413m in the north-western wing addressing Baileys Mountain Road, to 13.0m in the central core lobby of the building, and to a maximum height of 13.5m from existing ground level to the upper level of the roof pitch in the eastern edge of the eastern wing of the building.

The shape of the building, with the four wings and centralised core area, resembles an H shape, with the apartments arranged to afford a desirable outlook to the landscaped areas of the site, including landscape around the site boundaries and within the centralised courtyard gardens created between the wings of the building.

The landscape design proposes a high-quality landscape outcome throughout the whole of the site, from weed management and revegetation of the Yaun Creek corridor in the eastern area of the site, through the landscape buffer planting to site boundaries, and attractively landscaped gardens, water features and pathways created throughout the site to ensure the creation of a visually pleasing outlook and inviting space for the enjoyment of residents. With the site cover of the

proposed development and the retained existing dwelling comprising 6,162sqm of this 30,870sqm site, the extensive landscape zones extend over approximately 80% of the overall site area.

Further detail of the architectural intent and proposals is set out within the Proposed Architectural Drawings prepared by BDA Architects and located at **Section 4, Attachment 19**, whilst the Landscape Concept Package, prepared by Saunders Havill Group, is located at **Section 4, Attachment 20**.

Figure 6 below, prepared by BDA Architects, presents a perspective view of the proposed development from the north-east of the building.



Figure 6: *Perspective View of Proposed Development prepared by BDA Architects*

6.2 Access, Parking and Servicing

Vehicular access to the proposed development is taken from Baileys Mountain Road at a point in the western section of the site frontage, via two-way vehicular access driveway providing direct access into the basement car parking area, whilst also extending past the front of the building and leading to a centralised porte-cochere at the entrance lobby and on to the staff car parking area situated forward of the eastern wings of the building.

Figure 7 presents the pedestrian and traffic network layout sketch prepared by BDA Architecture for ease of reference.

As noted within **Table 2** above, a total of 94 on-site car parking spaces are proposed, which will all be delivered within Stage 1 of the development. The car parking arrangement comprises of 46 visitor car parking spaces, 8 residential car parking spaces and 40 spaces for colleagues of the facility. A total of 36 bicycle parking spaces are also provided, incorporating 14 visitor spaces, 14 resident spaces and 8 spaces for colleagues.

The basement car parking area accommodates all visitor car parking spaces, and resident car parking spaces, together with ambulance bay, 22 colleague parking spaces and 32 bicycle parking spaces. The remainder of the colleague parking spaces are provided within a landscaped ground level car parking area in the eastern area of the site, adjacent to the access driveway in front of the building, whilst 4 visitor bicycle parking spaces are also accommodated adjacent to the entrance lobby of the building.

The access and parking arrangements also accommodate an additional ambulance bay at the eastern edge of the building, whilst the porte-cochere at the entrance to the building also accommodates a pick-up and drop-off point.

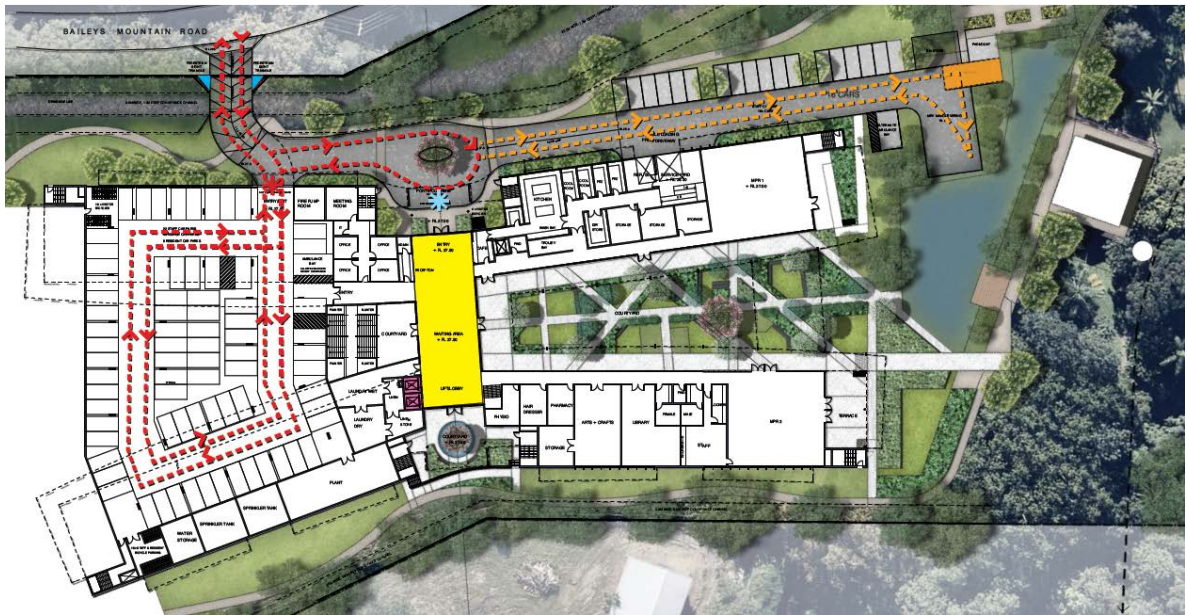


Figure 7: Pedestrian and Traffic Circulation Sketch prepared by BDA Architects

Service vehicle access is provided to accommodate manoeuvring for a Medium Rigid Vehicle (MRV) to manoeuvre on-site, access the servicing area within the premises, and both enter and depart from the site in forward motion.

Waste management arrangements incorporate a bin store located toward the eastern end of the site access driveway, with the site access driveways and manoeuvring area also accommodating movements for a 10.2m front-end Refuse Collection Vehicle (RCV) to enter and leave the site in a forward motion.

Further detailed assessment relating to the proposed site access and parking provision associated with the proposed development is presented within the Traffic Impact Assessment prepared by Bitzios Consulting, located at **Section 3, Attachment 8**.

6.3 Basement / Ground Level

As noted previously, due to the undulating ground levels existing at the subject site, the ground floor level of the proposed building also partly comprises the basement level, where the existing ground level in the western area of the building footprint are such that the car parking level including plant and equipment areas are contained wholly below ground level in north-western section of the building, with the ground levels transitioning toward the central area of the building where a meeting room and offices and laundry area are situated to directly interface with the ground levels adjacent.

Accordingly, the central and eastern sections of the building comprise ground level elements, whilst the car parking and plant and equipment zones in the western section of the building are described as basement level, albeit partially protruding more than 1m above ground level.

The eastern wings of the building at this level accommodate a combination of services and recreational zones for residents, and back of house areas associated with the running of the facility, including the kitchen area and associated storage. The eastern wing of the building, positioned nearest to the Baileys Mountain Road frontage of the site, accommodates the back of house facilities, in addition to a function / multi-purpose room for residents' activities which opens out to the terrace and landscaped courtyard space, leading onto the extensive gardens at the eastern side of the building.

The south-eastern wing of the building accommodates a range of services and facilities for residents, including physio, hair dresser, pharmacy, arts and crafts room, library and multi-purpose room which again leads onto the outdoor terrace and landscaped central courtyard.

6.4 Level 1

Level 1 comprises the residential accommodation suites for the facility. In the eastern wings of the building, a total of 40 high care suites are proposed (40 beds), together with dedicated dining and lounge areas for residents located in a central position along each of the wings.

The eastern wings lead into the central core area accommodating the nursing stations, offices, treatment rooms, medical store area and other essential services. The central core area and eastern wings, together with the eastern wings and core in Level 2 above, comprise Stage 1 of the development.

The western wings of the proposed building at Level 1 accommodate 14 high care studio units (28 beds) in the north-western wing, with dining and lounge areas situated centrally along the length of this wing. The western wing positioned nearer to the rear boundary of the site accommodates 16 dementia suites (16 beds), with this wing also incorporating a central dining and lounge area mid-way along the length of the wing, and an additional lounge and sitting area positioned at the western end of the wing. The western wings at this level, together with the western wings in Level 2 above, comprise Stage 2 of the development.

6.5 Level 2

Level 2 also comprises residential accommodation suites for the facility. In the eastern wings of the building, a total of 40 high care suites are proposed (40 beds), together with dedicated dining and lounge areas for residents located in a central position along each of the wings.

The eastern wings again lead into the central core area accommodating the nursing stations, offices, treatment rooms, medical store area and other essential services for this level of the building.

The western wings of the proposed building at Level 2 accommodate 8 low care / independent living apartments (14 beds) in the north-western wing. As independent living units these apartments include self-contained kitchen and living / dining rooms. Additionally, a communal lounge area is positioned at the north-western end of this wing where residents may enjoy socialising with their neighbours or visitors.

The western wing positioned nearer to the rear boundary of the site accommodates 20 high care suites (20 beds), with this wing also incorporating a central dining and lounge area mid-way along the length of the wing.

7 Planning Act & Regulation

The following section reviews the proposed development in respect of key relevant provisions of the *Planning Act 2016* (the 'PA'), the *Planning Regulation 2017* (the 'PR') and other directly related statutory instruments.

7.1 Development Type

The term “**development**” is defined in Schedule 2 of the PA to mean:

development means—

- a) carrying out
 - i. building work;
 - ii. plumbing or drainage work;
 - iii. operational work; or
- b) reconfiguring a lot; or
- c) making a material change of use of premises.

This Development Application seeks approval for development in the form of “*making a material change of use of premises*”.

The term “**material change of use**” is defined in Schedule 2 of the PA to mean:

material change of use, of premises, means any of the following that a regulation made under section 284(2)(a) does not prescribe to be a minor change of use—

- a) the start of a new use of the premises;
- b) the re-establishment on the premises of a use that has been abandoned;
- c) a material increase in the intensity or scale of the use of the premises.

The proposal involves a Material Change of Use in the form of the start of a new use comprising land use activities defined by the local planning instrument and the PR as *Residential Care Facility*, *Retirement Facility* and *Educational Establishment* (Colleague Training Facility).

7.2 Assessable Development

Section 20 of the PR identifies assessable development by reference to section 44(5) of the PA, as follows:

“20 Assessable development—Act, ss44 and 45

1. For section 44(5) of the Act, development is assessable development if it-
 - a) is stated in schedule 9 or 10 to be assessable development; and
 - b) is not prohibited development under section 19.
2. For section 45(2) of the Act, schedules 9 and 10 state the category of assessment required for assessable development stated in the schedules.”

Section 44(1) to (5) of the PA relates to ‘categories of development’ and reads as follows.

1. *There are 3 categories of development, namely prohibited, assessable or acceptable development.*
2. ***Prohibited development** is development for which a development application may not be made.*
3. ***Assessable development** is development for which a development approval is required.*
4. ***Accepted development** is development for which a development approval is not required.*
5. *A categorising instrument may categorise development.*

Having regard to s.44(5), the Gold Coast City Plan (Version 5) is the local 'categorising instrument' of relevance to this Development Application. The proposed Material Change of Use the subject of this Development Application is identified as assessable development under the provisions of the City Plan, which pursuant to section 43(1) of the PA:

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

As outlined previously in this Report, the subject site is located in the Rural Residential Zone under the provisions of the Gold Coast City Plan (Version 5). The proposed land use activities contained within this Development Application are identified as assessable development, requiring Impact Assessment within the Zone.

Section 45(5) of the PA prescribes that Impact Assessment:

- a) *must be carried out-*
 - i. *against the relevant assessment benchmarks in a categorising instrument for the development; and*
 - ii. *having regard to any matters prescribed by regulation for this sub-paragraph; and*
- b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise*

Notation to section 45(5) of the PA provides examples of an 'other relevant matter', as follows:

- *a planning need;*
- *the current relevance of the assessment benchmarks in the light of changed circumstances;*
- *whether assessment benchmarks or other prescribed matters were based on material errors.*

Accordingly, this Development Application provides consideration of the proposed development against the relevant assessment benchmarks, and having regard to matters prescribed by regulation, and other relevant matters including planning need and the current relevance of the assessment benchmarks in light of changed circumstances.

7.3 Assessment Manager

Section 48(2) of the PA states that generally, a regulation prescribes who is the assessment manager for each type of a development application.

Schedule 8 of the PR identifies under Table 2, Item 1, that the local government is the assessment manager for development in a single local government area for any aspect of development that is assessable under a local categorising instrument.

Given that the only aspect of 'assessable development' proposed is that which is made assessable under the provisions of the Gold Coast City Plan, the Council of the City of Gold Coast ('CCGC' or the 'Council') will act as the assessment manager for the determination of the application.

7.4 Referral Agencies

Schedule 10 of the *Planning Regulation 2017* (the 'PR') sets out detail to identify referral agencies and their jurisdiction.

An on-line mapping search of the Queensland Government Development Assessment Mapping System has been carried out and an extract is presented in **Figure 8** below. The search results identify the following parameters applying to the subject site.

- The site is located within the 'Urban Footprint' land use category under the SEQ Regional Plan;
- The site is located within water resource planning area boundaries;
- The site incorporates mapped Queensland waterways for waterway barrier works (Low and Medium); and
- The site incorporates mapped Regulated Vegetation (Category B).

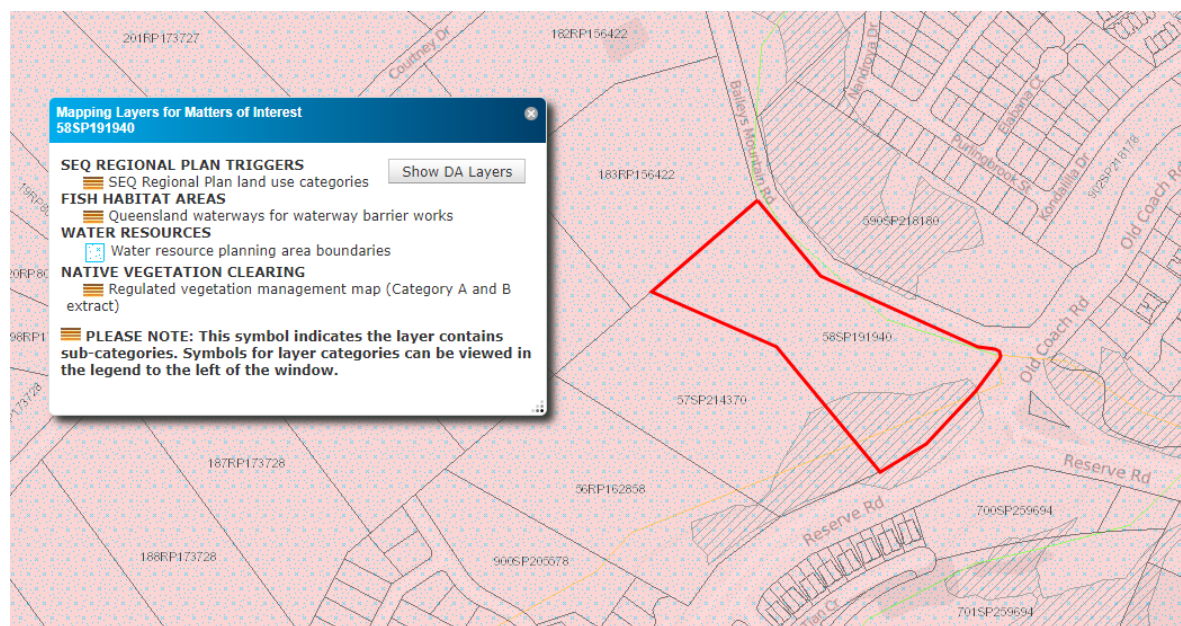


Figure 8: State Interest – Development Assessment Mapping Search Extract

A review of Schedule 10 of the PR indicates that no referral agencies are triggered for the assessment of this Development Application.

Having regard to the mapping results identifying Queensland waterways for waterway barrier works it is noted that Schedule 10, Part 6 (Fisheries), Division 4 (Waterway Barrier Works), of the PR, identifies at Subdivision 1, that “Operational work that is the constructing or raising waterway barrier works is assessable development, unless the work is accepted development under schedule 7, part 3, section 6.”

Given that his Development Application does not seek approval for Operational Work involving the constructing or raising of waterway barrier works, no referral requirements are triggered in respect of this matter. It is noted that for any subsequent Operational Works application required in relation to the construction of the vehicular access to the site from Baileys Mountain Road, if incorporating waterway barrier works, the Chief Executive would be the assessment manager. In this respect, however, reference is also made to the Ecological Assessment Report prepared by Saunders Havill Group, located at **Section 3, Attachment 10**, which describes the mapped waterway (categorised as low) continuing along the Baileys Mountain Road frontage of the site as follows.

“The waterway mapped as low is mapped as continuing along Baileys Mountain Road. The on site features have a drainage channel piped underneath the road and an overland flow path that flows upstream adjacent to the property boundary. No waterway features were observed within this portion of the site, which appears to be slashed in the drier parts of the year and is dominated Ageratum houstonianum (Blue Billy Goat Weed). Downstream

contains a constructed dam and landscaped species along the edges, including a number of Pinus elliotii (Slash Pine)."

Having regard to the mapping results above identifying mapped Regulated Vegetation (Category B) it is noted that Schedule 10, Part 3 (Clearing Native Vegetation), Division 1 (Prohibited Development), of the PR, prescribes as follows.

"Prohibited development – clearing native vegetation other than for a relevant purpose

- (1) Operational work that is the clearing of native vegetation on prescribed land is prohibited development to the extent the work-*
 - a. is not for a relevant purpose under the Vegetation Management Act, section 22; and*
 - b. is not exempt clearing work; and*
 - c. is not accepted development under schedule 7, part 3, section 12.*
- (2) A material change of use that is assessable development under a local categorising instrument is prohibited development if and to the extent-*
 - a. the material change of use involves operational work that is prohibited development under subsection (1), other than operational work approved under a development approval; and*
 - b. the chief executive would, because of the clearing, be a referral agency for the material change of use under division 4, table 3 if a development application were made for the material change of use."*

In respect of the mapped Vegetation Category B (Least Concern and Of Concern Remnant Regional Ecosystems) the Ecological Assessment Report prepared by Saunders Havill Group, located at **Section 3, Attachment 10**, concludes that these 'remnant' patches have been ground-truthed and found to be incorrectly mapped, and are therefore not considered remnant. Notwithstanding, the proposed development is sited and designed to avoid requirement for vegetation clearing within the mapped area. Accordingly, the proposed development does not comprise 'prohibited development' as defined under Schedule 10, Part 3, Division 1 of the PR.

Schedule 10, Part 3, Division 4 (Referral Agency's Assessment) identifies under Table 3 that referral to the Chief Executive is triggered where a *"Development application for material change of use that is assessable development under a local categorising instrument and relates to a lot that is 5ha or larger"* and where additional criteria under this table apply. Given that the subject site is less than 5ha in area, the referral provisions of Schedule 10, Part 3, Division 4, Table 3 are not triggered by this Development Application.

8 State Planning Instruments

This development application is made pursuant to the *Planning Act 2016* (the 'PA') and seeks approval for development made assessable by the Gold Coast City Plan (Version 5). An outline of State Planning Instrument considerations of relevance to the proposed development is provided in this section.

8.1 State Planning Instruments

State Planning Instruments under the PA include:

- Regional Plans;
- State Planning Policy;
- State Development Assessment Provisions; and
- Development Assessment Rules.

The State Planning Instruments of key relevance to the proposed development are discussed below.

8.2 South East Queensland Regional Plan 2017

The SEQ Regional Plan 2017 (SEQRP) provides the policy framework to address regional growth management issues within South East Queensland, with a 50-year vision aimed at ensuring that *'SEQ will grow sustainably, compete globally and offer high-quality living'*. The vision of the SEQRP is underpinned by five key themes, being Grow, Prosper, Connect, Sustain and Live.

The theme of *'grow'* seeks to ensure that the growing regional population, which could more than double from 3.5 million people at the date of publication, is sustainably and responsibly accommodated. This theme seeks that the majority of all growth is to be accommodated within existing urban areas.

Elements and strategies identified by the SEQRP for accommodating growth within SEQ include:

- *Accommodating the region's urban growth needs in the Urban Footprint in an efficient manner;*
- *Providing housing choice by delivering a mix of dwelling types and sizes in consolidation and expansion areas;*
- *Plan for and support innovative solutions in housing to cater for a diverse range of community needs, including an ageing population, multi-generational families, group housing, people with special needs and those from different cultural backgrounds; and*
- *Maximise the variety of available land in suitable locations to support a range of housing choices under a range of market and economic circumstances.*

Sub-regional growth considerations relating to the Southern Sub-Region (City of Gold Coast) are set out within Chapter 3 of the SEQRP identifying a target for delivery of 158,900 additional dwellings between 2016 and 2041, of which 80% (127,900 dwellings) are targeted for delivery within 'consolidation' areas. Within the Urban Footprint, the Coomera area is identified in Figure 26 of the SEQRP as a major expansion area, with the sub-regional outcomes identifying an intent to deliver new and more complete communities that are well-planned and serviced within locations including Upper Coomera.

The proposed development supports the aims of the SEQRP through the delivery of vital new living opportunities in the form of much needed aged care and retirement living, at this site that is located within the Urban Footprint, and within an area which the SEQRP specifically envisions

development encompassing more ‘complete communities’. Moreover, the proposed development supports the overall intent for accommodating urban growth in a more efficient manner within the Urban Footprint and will contribute positively to the delivery of housing that caters to a diverse range of community needs, including an ageing population, within a rapidly growing area of the City.

8.3 State Planning Policy

The State Planning Policy 2017 (the ‘SPP’) commenced on 3 July 2017, coinciding with the commencement of the Planning Act 2016. Part B of the SPP explains that ‘The SPP applies as a ‘matter to have regard to’ under the Planning Regulation 2017 only if the relevant state interests in the SPP are identified as having not been appropriately integrated in a local planning instrument, and only to the extent of any inconsistency’. It further explains that Part E of the SPP also contains assessment benchmarks for certain development, which apply when a local government is assessing a development application, only if the relevant state interests in the SPP are identified as having not been appropriately integrated in a local planning instrument, and only to the extent of any inconsistency with the provisions of that instrument.

Figure 9 below reproduces the results of a SPP Interactive Mapping System search.

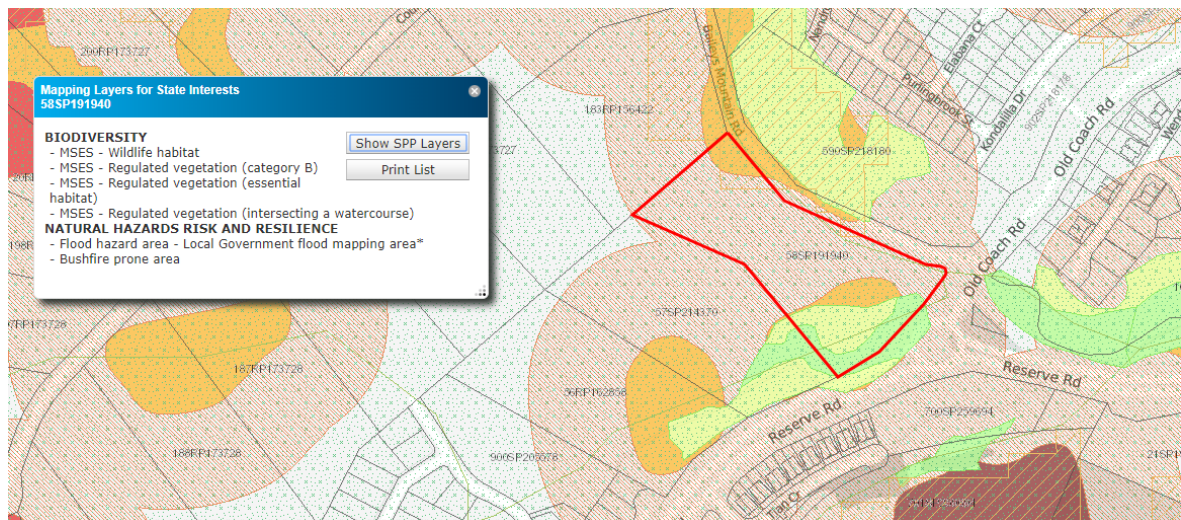


Figure 9: SPP Interactive Mapping System Search Results

State Interests identified by the interactive mapping system, as shown above, relate to:

1. Biodiversity – MSES Wildlife Habitat, Regulated Vegetation (Category B), Regulated Vegetation (Essential Habitat), Regulated Vegetation (Intersecting a Watercourse);
2. Natural Hazards Risk and Resilience – Flood Hazard Area – Local Government Flood Mapping Area; and
3. Natural Hazards Risk and Resilience – Bushfire Prone Area.

This Development Application is made under the provisions of the Gold Coast City Plan (Version 5). Part 2.1 of the City Plan confirms that aspects of the SPP relating to: Biodiversity; and Natural Hazards, Risk and Resilience (Flooding, Bushfire and Landslide); have been integrated in the City Plan. Accordingly, assessment of these matters mentioned in Part E of the SPP is incorporated within the assessment of the application against the City Plan included within this Report.

Further, the biodiversity considerations relating to the subject site and the proposed development are addressed at length within the Ecological Assessment Report prepared by Saunders Havill Group, located at **Section 3, Attachment 10**.

8.4 State Development Assessment Provisions

The State Development Assessment Provisions ('SDAP') set out the State interests in development assessment, and the matters to be considered by the State Assessment Referral Agency, when assessing a development application on behalf of the chief executive. As identified within this Report above, the assessment manager for this Development Application will be the Council of the City of Gold Coast. Furthermore, review of Schedule 10 of the Planning Regulation 2017, and advice provided by Saunders Havill Group in respect of the Ecological Assessment of the site, identifies that no referral agencies are triggered in relation to this Development Application nor requirement for completion of State Codes applying under the SDAP.

8.5 Development Assessment Rules

The Development Assessment Rules (the 'DAR') provides a further level of detail and guidance for development assessment procedures to support the provisions of the Planning Act 2016 and the Planning Regulation 2017.

This Development Application seeks the approval of the Council of the City of Gold Coast (the 'Council' or 'CCGC') for a Development Permit for a Material Change of Use (Impact Assessment) for a Residential Care Facility, Retirement Facility and Educational Establishment (Colleague Training Facility) at 202 Baileys Mountain Road, Upper Coomera, being properly described as Lot 58 on SP191940. This Development Application is made pursuant to the provisions of the Planning Act and will be subject to the procedures set out within the DAR relevant to an Impact Assessment Development Application where no referral agency is identified.

9 Gold Coast City Plan

The local planning instrument is the Gold Coast City Plan, Version 5, (the 'City Plan'). As identified previously, this is an Impact Assessment Development Application, and part 5.3.3(5) of the City Plan advises that Impact Assessable development:

- a) *is to be assessed against the identified assessment benchmarks in the assessment benchmarks column;*
- b) *is to be assessed against any assessment benchmarks for the development identified in Part 4, Division 4, Subdivision 1 & 2 of the Regulation.*

Accordingly, the applicable assessment benchmarks set out within the City Plan are reviewed within this Report and the accompanying documentation to this Development Application.

In this respect, it is also relevant to note that part 1.4 of the City Plan sets out the hierarchy of assessment benchmarks for clarity in instances where inconsistency between provisions within the City Plan emerge, as follows.

- “(1) *Where there is inconsistency between provisions within the City Plan, the following rules apply:*
- a) *relevant assessment benchmarks specified in the Regulation prevail over the City Plan to the extent of any inconsistency;*
 - b) *the strategic framework prevails over all other components to the extent of the inconsistency for impact assessment;*
 - c) *overlays prevail over all other components (other than the matters mentioned in (a) and (b)) to the extent of the inconsistency;*
 - d) *zone codes prevail over use codes and other development codes to the extent of the inconsistency; and*
 - e) *provisions of Part 10 may override any of the above.”*

9.1 Strategic Framework

Table 5.5.21 of the City Plan (Table of Assessment for Material Change of Use: Rural Residential Zone) confirms that the Strategic Framework represents an assessment benchmark in relation to a Development Application requiring Impact Assessment.

The Strategic Framework is quite broad in nature, however, parameters of relevance to the subject site include those considered below.

The subject site is identified within an Investigation Area adjoining the designated Urban Areas of Upper Coomera pursuant to Strategic Framework Map ('SFM') 1 – Designated Urban Area, as shown in an extract copy of SFM1 identifying the location of the subject site, within **Figure 10** below.

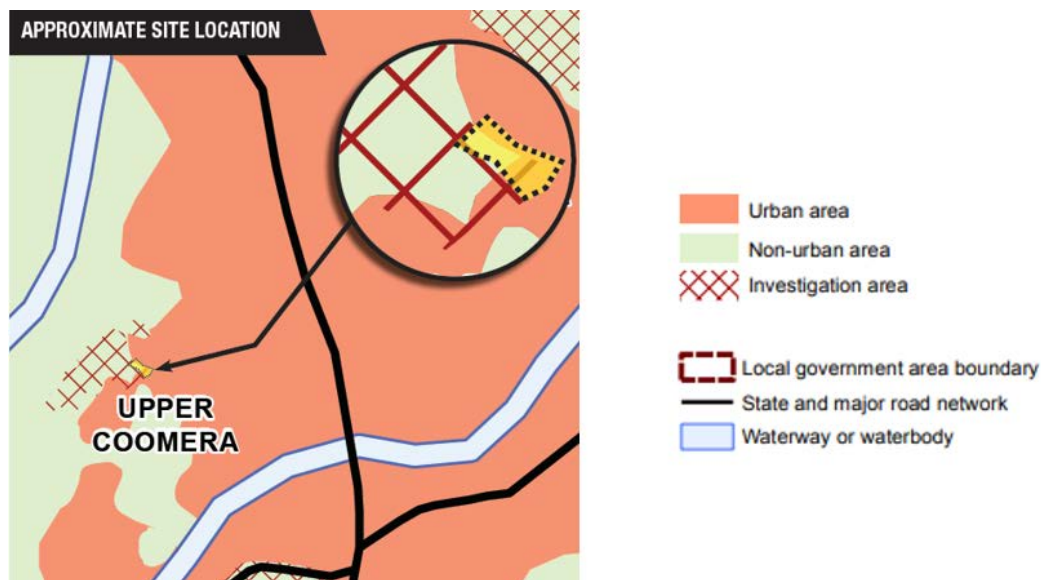


Figure 10: Extract of Strategic Framework Map 1 – Designated Urban Area

The subject site falls within a Rural Residential Area, adjoining Urban Neighbourhoods and Suburban Neighbourhoods of Upper Coomera, pursuant to the mapping presented in SFM2 – Settlement Pattern. **Figure 11** below presents an extract of Strategic Framework Map 2 ‘SFM2’ indicating the location of the subject site.

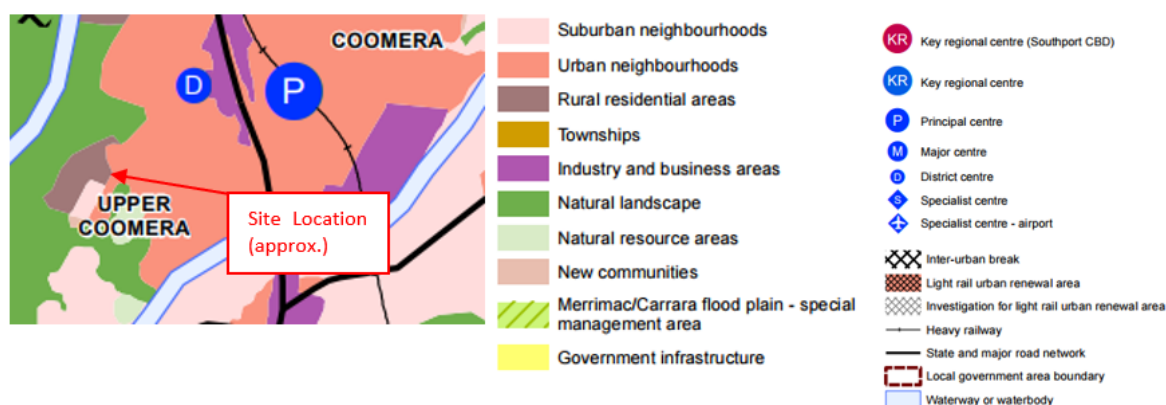


Figure 11: Extract of Strategic Framework Map 2 – Settlement Pattern

A concise consideration of key relevant elements of the Strategic Framework is outlined below in the context of these characteristics of the site and its locality, and the form of the development proposed.

• **City Shape and Urban Transformation (Part 3.2.2)**

Part 3.2.2 refers to the City Shape (Settlement Pattern) noting that the urban area of the City comprises:

- i. Mixed use centres;
- ii. Specialist centres;
- iii. Neighbourhood centres;
- iv. Industry and business areas;
- v. Urban neighbourhoods, including the light rail urban renewal area;
- vi. Suburban neighbourhoods;
- vii. New communities;
- viii. Merrimac/Carrara flood plain special management area;

ix. Townships

Further to this, Part 3.2.2 of the City Plan advises that:

“The Gold Coast needs around 130,000 new dwellings and 150,000 new jobs to support population growth over the next 20 years. Because the Gold Coast’s urban areas (as shown on strategic framework map 1) will not significantly expand, the majority of these dwellings (around two-thirds) will occur in the consolidation area, particularly in renewed and transformed centres and key inner-city urban neighbourhoods. The remaining one-third of new dwellings will occur in the expansion area, particularly in the urban areas (as shown in strategic framework map 1) of Coomera, Pimpama and Upper Coomera.”

As noted previously, the subject site is located within an Investigation Area adjoining the designated Urban Area of Upper Coomera under Strategic Framework Map 1. This particular Investigation Area represents a long-held aspiration for accommodating residential growth, with initial consultation with property owners within the Courtney Drive, Upper Coomera, Investigation Area, having first been initiated following the commencement of the Gold Coast Planning Scheme 2003.

Council has more recently progressed through analysis of this Investigation Area, culminating in the preparation of a Draft Concept Plan, which has informed forthcoming amendment to the City Plan by way of an anticipated Major Update (Major Update 2), which has progressed through initial consultation with land holders and we understand has now also progressed to consultation with the State Government. Accordingly, the Council’s planning for the transition of this area is at an advanced stage and represents a relevant consideration in the assessment of this Development Application pursuant to s.45(5) of the PA as an ‘other relevant matter’.

The Draft Concept Plan for the Courtney Drive, Upper Coomera, Investigation Area, identifies the subject site within a residential area indicated for conventional density / medium density opportunities. Further consideration of the planned intent for this area under the provisions of the Draft Concept Plan is provided in the following sections of this Report.

• **Creating Liveable Places – Strategic Outcomes (Part 3.3.1)**

Part 3.3.1 of the City Plan sets out a number of strategic outcomes supporting the theme of creating liveable places.

These strategic outcomes relate to containing urban activity within the city’s urban area. Of relevance to the subject site, the strategic outcomes expressed at Part 3.3.1 include:

- o *The Gold Coast’s settlement pattern provides housing choice and diverse lifestyle opportunities in mixed use centres and specialist centres, neighbourhood centres, urban neighbourhoods, suburban neighbourhoods, new communities, and rural residential and township areas.*
- o *Housing is provided at a form, height and scale consistent with the function, amenity and desired future character of local areas and centres, and promotes a sense of community cohesion and wellbeing. Housing is attractive and well designed.*
- o *Affordable housing or entry level priced housing meets the needs of low to moderate income households, and purpose-built adaptable housing and accommodation meets the needs of seniors, people with disabilities, students and people in need of emergency accommodation. These forms of housing are located close to facilities, services, public transport, employment and essential services.*
- o *Varied building height and form throughout the city reinforces local identity, creates a sense of place and supports housing choice and affordability and the function and desired future appearance of each local area.*
- o *Neighbourhood design maximises walking and cycling and improves access by providing local community facilities and services, public transport and jobs close to homes. Socially diverse and inclusive communities accommodate all ages, income groups and cultural backgrounds.*
- o *New communities are located in the urban area to achieve an orderly and efficient use of land and deliver a mix of housing forms. They are supported by social and essential infrastructure,*

an appropriate range of goods and services and employment opportunities, and active and public transport.

- o *Rural residential areas are very low intensity and low-rise environments with a semi-rural landscape character and protected natural features. They are not expanded.*

Whilst the subject site is located within a Rural residential area at present, as identified on Strategic Framework Map 2, it is also located within an Investigation Area on Strategic Framework Map 1, and Council's planning for the transition of this Investigation Area to facilitate residential development of varying densities is now at an advanced stage, as set out previously in this Report. Accordingly, it is appropriate to consider the proposed development and its relationship with the local setting, in the context of the Council's planned transformation of the local area and its 'desired future character'.

The Draft Concept Plan that has underpinned the Council's proposed amendment to the City Plan under planned Major Update 2 in relation to this Investigation Area identifies the subject site within a residential area, identified as 'Residential Area B2' nominated for accommodating 'medium density opportunities'.

In brief, having regard to the above referenced strategic outcomes, it is relevant to note, that the proposed development:

- supports the City Plan aims for a settlement pattern that provides housing choice and diverse lifestyle opportunities, delivering accommodation that meets the needs of seniors and offering various levels of care to suit their needs, whilst also offering high-quality employment opportunities within the rapidly growing residential area of Upper Coomera;
- the built form of the proposed development adopts a scale and palette of external materials that are responsive to the intent for medium density opportunities at this site located at the point of arrival to the Investigation Area, providing a positive outcome that is reflective of the desired future character of the site and its locality;
- the selection of natural finishes in the façade treatment of the development, together with the spatial arrangement of the wings of the building and glazed central core situated amidst extensively landscaped grounds, also support the creation of a built form outcome that blends successfully with the existing landform and rural residential character of the site and adjacent locality to its west and south; and
- the subject site and the proposed residential care and retirement facility is situated in a location that benefits from good proximity to existing public transport services operating along Reserve Road and Old Coach Road and is well located in respect of proximity to a broad range of existing shopping and commercial opportunities and community services within the surrounding neighbourhood of Upper Coomera.

Accordingly, it is appropriate to conclude that the proposed development represents an responsible and positive response to the Strategic Outcomes expressed at Part 3.3.1 of the City Plan.

• **Element – Rural Residential Areas (Part 3.3.7.1)**

Specific Outcomes relating to Rural Residential Areas are expressed at Part 3.3.7.1 of the City Plan, including the outcomes identified below.

- *Rural residential areas continue to support the lifestyle and amenity aspirations of residents in a semi-rural or bushland environment on very low intensity lots. They are not part of the urban area.*
- *Rural residential areas protect and enhance bushland, waterways and wetlands, habitat trees and wildlife corridors. They help maintain the city's green frame, particularly on the Hinterland ranges and foothills. These areas may be subject to private conservation agreements.*
- *Rural residential areas maintain their amenity and very low intensity and low-rise living environment. Subdivision is limited to existing rural residential areas. Development does not disrupt local amenity and character. Sustainable eco-villages may be appropriate where landscape character and ecological values are maintained.*

In response to these Specific Outcomes, the proposed development:

- adopts a built form, scale and appearance that respects the existing and transitional character of the subject site, with the proposed building adopting a design approach which responds to the existing landform of the site and comprises only 20% site cover on this 3.087ha site;
- whilst the ecological assessment has found no evidence of significant ecological values to warrant such outcomes as private conservation agreements, the design approach to the site seeks to ensure high quality landscape and visual amenity outcomes as an integral component of the proposed development, ensuring a desirable living environment and positive outlook to promote quality of life for residents; and
- preserves the vast majority of the site as landscaped areas, including walking paths and attractive garden spaces, with buffer planting to all site boundaries, and the mapped vegetation communities and existing watercourse traversing the eastern edge of the subject site is preserved and revered as an important landscape element in the visual amenity qualities of the site.

It is also relevant to note that notations to Part 3.3.7.1 of the City Plan include reference to Rural residential areas that are shown conceptually on Strategic Framework Map 1, to be investigated for land use opportunities and constraints. As outlined previously in this Report, the subject site is located in such an Investigation Area, and the Council's investigations and proposals for the transition of the subject site are at an advanced stage. The investigations have progressed through the preparation of a Draft Concept Plan and proposed amendments to the City Plan that are presently undergoing consultation with the State Government to enable progression toward adoption and implementation. Accordingly, the advanced stage of proposed amendment to the City Plan represents an 'other relevant matter' for consideration in respect of this Development Application pursuant to s.45(5) of the PA.

The subject site is identified within an area nominated for residential development, classified as a 'B2' area intended to accommodate 'medium density opportunities' with nominal residential densities of one dwelling per 250-399sqm, as shown in **Figure 12** below.

The eastern area of the site encapsulating the Yaun Creek corridor, which is preserved within the landscape design of the proposed development, is identified as 'green space' within the Draft Concept Plan, and a realignment of Baileys Mountain Road is suggested, which aligns through the north-eastern corner of the subject site. The site design and layout of the proposed development positions the development footprint clear of this potential future corridor.

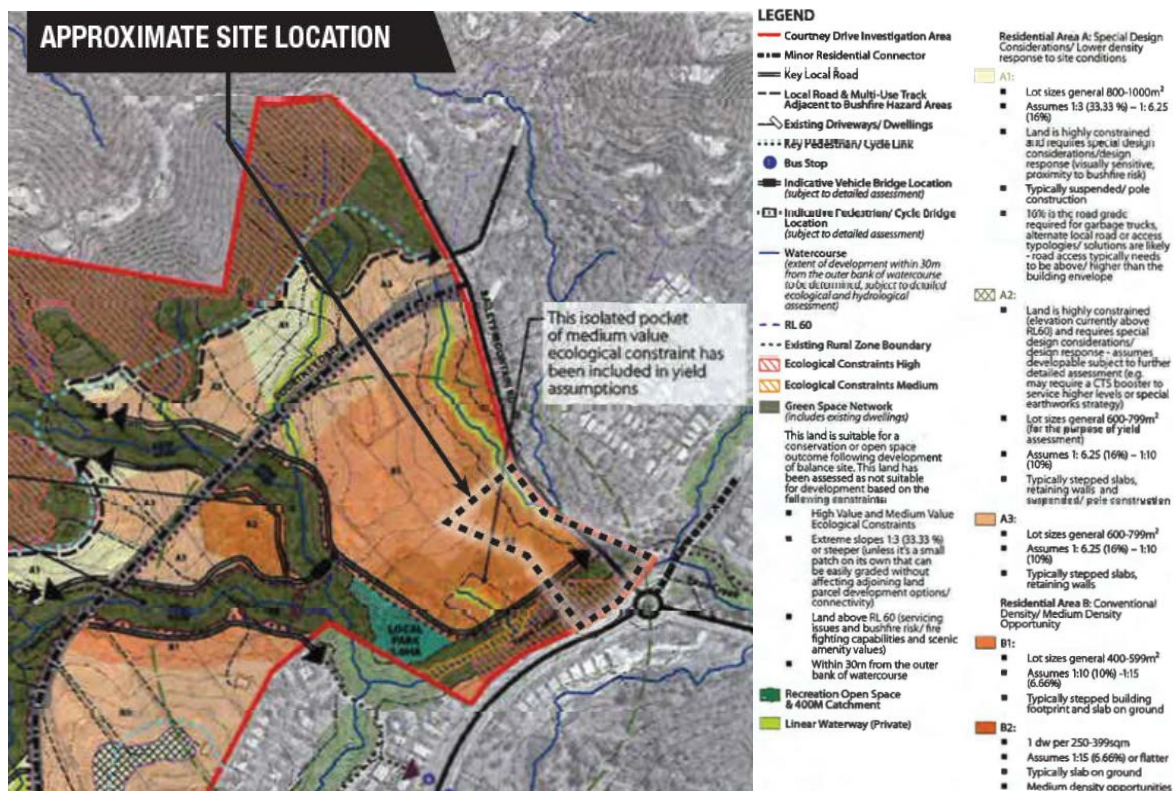


Figure 12: Extract of Draft Concept Plan (Yield) Drawing

Having regard to the identification of the subject site for the purpose of 'medium density opportunities' it is relevant to consider the guidance of Part 3.3 of the City Plan more generally in respect of the outcomes aligned with 'medium density'. In this respect, it is noted that the annotations to Part 3.3.2 of the City Plan (Urban Neighbourhoods) advise that "*Urban Neighbourhoods are locations in the Medium density residential and High density residential zone*".

With this clarification in mind, and having regard to the context of the subject site, being located at the south-east corner of the Investigation Area where it interfaces directly with land to the north and east that is contained within the Medium Density Residential Zone and represents an 'arrival point' to the Investigation Area at the intersection of Reserve Road and Old Coach Road, it is appropriate to give some consideration to the strategic intent relating to Urban Neighbourhoods set out under Part 3.3.2 of the City Plan.

• **Element – Urban Neighbourhoods (Part 3.3.2.1)**

Specific Outcomes relating to Urban Neighbourhoods are expressed at Part 3.3.2.1 of the City Plan and include the following.

- o *Urban neighbourhoods are compact, pedestrian friendly, offer housing choice and high amenity and provide access to facilities, services, public transport, employment and essential infrastructure;*
- o *Urban neighbourhoods vary from pockets of detached housing on smaller lots to medium or higher intensity places containing medium or high-rise buildings;*
- o *Housing includes a mix of tenure, size and type to assist with affordability and location options, and to support occupants from various social and cultural backgrounds including key workers;*
- o *The Building height overlay map shows the building height pattern and desired future appearance for local areas within urban neighbourhoods. This map also shows areas where building heights change abruptly to achieve a deliberate and distinct contrast in built form within and between low, medium or high-rise areas;*
- o *Increases in building height up to a maximum of 50% above the Building height overlay map may occur in limited circumstances in urban neighbourhoods where all the following outcomes are satisfied:*
 - a) *a reinforced local identity and sense of place;*
 - b) *a well managed interface with, relationship to and impact on nearby development, including the reasonable amenity expectations of nearby residents;*
 - c) *a varied, ordered and interesting local skyline;*
 - d) *an excellent standard of appearance of the built form and street edge;*
 - e) *housing choice and affordability;*
 - f) *protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city's significant natural features;*
 - g) *deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and*
 - h) *the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.*
- o *Urban neighbourhoods are diverse and distinguished by a distinct appearance, identity and built form in each neighbourhood.*

In response to the specific outcomes relating to urban neighbourhoods, being locations accommodating medium density areas, the proposed development represents a form of residential living accommodation that will contribute positively to the planned neighbourhood character and the mix of housing choice and care available for the seniors in this growth area of Upper Coomera, where residents will benefit from a desirable landscape setting and outlook, whilst being located in good proximity to a broad range of nearby services and facilities.

Existing public transport services are accessible within 400m of the subject site, and the proposed Residential care facility and Retirement facility operations include the provision of a shuttle service for residents.

Having regard to building height considerations, the subject site is not currently identified within the Building height overlay mapping of the City Plan, and the Rural Residential Zone Code anticipated building heights of 2 storeys (9 metres) with provision for a partial third storey within the 9 metre parameter. It is noted that this is also consistent with the Building height overlay mapping applying to the neighbouring land within the Medium Density Residential Zone.

The Draft Concept Plan for the Investigation Area contemplates building heights that are broadly consistent with this, with diagrammatic examples within section 4 of the Draft Concept plan providing for buildings of two storeys with provision for an additional level, potentially accommodating car parking, to protrude more than 1m above ground level in sloping sites.

Noting the 'medium density opportunity' intent for the subject site, and the Draft Concept Plan provisions relating to the Courtney North East precinct in which the site is located, the notes for this precinct envisage housing types ranging from suburban scale on steeper land to multiple dwellings. Further, subject to environmental and hydrological considerations, provision is given for '*increased development opportunities and a high quality entry to the area*' in the precinct adjacent to Baileys Mountain Road.

Accordingly, it is reasonable to consider the provision set out above for building heights to be increased up to 50% in such locations. Applied to the building height category relevant to the subject site, being 2 storeys (9 metres), an increase of 50% would provide for a building height of 3 storeys (13.5 metres).

With regard to the determination of the total number of storeys, the proposed development comprises of three storeys, with two residential floor levels positioned above basement / ground level car parking, services and activity spaces for residents. As the basement / ground level protrudes more than 1m above ground level, particularly in the eastern area of the building, it comprises a 'storey', having regard to the relevant definitions set out previously within this Report.

As also set out previously in this Report, due to the sloping nature of the subject site, the proposed built form varies in overall height measured above the existing ground level. Sections through the north-western wings of the proposed development identify building heights varying between 7.413m and 13.008m, whereas sections through the south-eastern wings of the building identify building heights varying between 10m and 13.5m where the existing ground level is at its lowest point. **Figure 13** below presents an extract of these section drawings, prepared by BDA Architects, for ease of reference. The green dashed line indicates the maximum 13.5m above ground level.

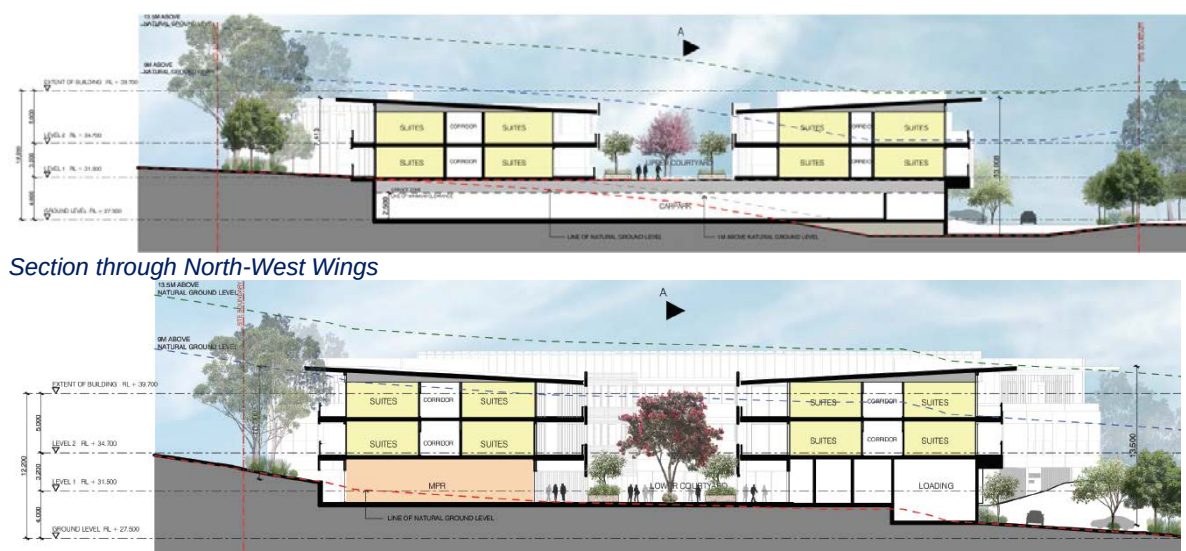


Figure 13: Section Drawings prepared by BDA Architects

Accordingly, the proposed building height, measured in both storeys and metres, sits within the 50% increase provided for by the provisions of the City Plan in relation to Urban Neighbourhoods, being medium density residential locations.

The relevant considerations applying to the provision for an increase in building height of 50%, expressed at items (a) to (h) of Part 3.3.2.1(9) of the City Plan, therefore, are addressed as follows.

a. a reinforced local identity and sense of place;

Considerations of local identity and character, and reinforcing a sense of place in this context, have guided the architectural philosophy for the proposed development, taking into account both the existing Rural residential setting at the edge of an urban neighbourhood, and the planned transition of this Investigation Area to accommodate mixed residential densities, including provision for 'medium density opportunities' and for 'increased development opportunities and a high quality entry to the area' at this Baileys Mountain Road address.

This approach has informed the selection of a sensitive earthy palette of external façade treatments, embracing stone cladding elements with vertical blades and soffit features in timber toned finishes, adding a sense of depth and warmth to the visual perception of the building.

Together with glazed elements in facades to create a sense of openness and welcoming in natural light and ventilation to the high-quality internal living environment, the architectural design and finishes result in a built form that respects the natural landscape and form of the land, whilst also enabling the building to integrate positively to the desired future character of this Courtney Drive, Upper Coomera, Investigation Area.

The proposed building height sits comfortably within the undulating landscape and is complemented and enhanced by extensive landscaped borders and gardens created throughout the subject site, including buffers to all site boundaries to enrich the sense of privacy and lush tropical outlook for the enjoyment of residents. Landscaped gardens and buffers comprise approximately 80% of this 3.087ha site.

The combination of sensitive built form and extensive landscaping design ensure that the proposed development contributes a desirable outcome to the setting of the subject site, both in the existing rural residential context, and in the transition of the Investigation Area on its journey to reflect the intended transformation for delivering a new residential neighbourhood.

b. a well managed interface with, relationship to and impact on nearby development, including the reasonable amenity expectations of nearby residents;

The subject site is bound by Baileys Mountain Road at its north-eastern boundary, and by Reserve Road and Old Coach Road at the south-east boundary of the site. The southern and western site boundaries adjoin existing rural residential properties.

As noted previously in this Report, the proposed building is positioned generally centrally within the site and adopts minimum setback distances of 6.0m from the southern site boundary to the south-eastern wing of the building, whilst the western wing of the building incorporates setbacks varying between 9.5m and 13.5m from the southern boundary. The building setbacks from the western site boundary vary between 39m and 42m. In brief, the proposed setbacks from all site boundaries exceed the minimum requirements specified by the Rural Residential Zone Code.

Within the setback areas from neighbouring properties, the proposed development incorporates landscape buffer planting to the site boundaries, and extensively landscaped gardens throughout the balance area of the subject site. **Figure 14** below presents the overall setback dimensions of the proposed development.

The nature of use of the proposed development is a quiet residential activity, well suited to preserving the reasonable amenity expectations, both in this existing rural residential setting, and in the context of the planned transition of the Investigation Area to deliver a new residential neighbourhood.

Overall, the built form and landscape design of the proposed development ensures the creation of a well-managed interface and relationship with neighbouring properties.



Figure 15: *Perspective View from South Corner of the Proposed Development*

d. an excellent standard of appearance of the built form and street edge;

As outlined previously, the architectural language of the proposed development is of exceptional quality, with the form and composition skilfully arranged to create a subtle and attractive interface with Baileys Mountain Road. The arrangement of landscape design integrates successfully to create an overall desirable visual outcome, blending the warm earthy tones of the built form with the enhanced landscape of the site to ensure a well-balanced and excellent standard of appearance is presented to the street edge of the site.

e. housing choice and affordability;

The Economic Needs Assessment prepared by Macro Plan Dimasi, located at **Section 3, Attachment 14**, demonstrates that the proposed development will contribute effectively to meeting the housing needs for aged care and retirement living for residents in this rapidly growing area of the City. The assessment of need represents an important consideration of 'other relevant matters' pursuant to s.45(5) of the PA.

The proposed development delivers a much-needed facility to provide housing choice and care in the form of a residential care facility and retirement facility, offering a range of levels of care to meet the needs of residents in advancing stages of life. Moreover, the proposed development creates an exceptional lifestyle quality and well-being for residents, where they will benefit from direct access to care and a range of supporting services and recreational activities, amidst a lush landscape setting. The arrangement of landscaped spaces, including deep courtyard areas, wide verandahs and meandering pathways through garden zones, envelope the residential building in a deliberate form to instil peace and tranquillity, a sense of safety and security, and to enhance the overall quality of life for residents.

f. protection for important elements of local character or scenic amenity, including views from popular public outlooks to the city's significant natural features;

The Draft Concept Plan for the Courtney Drive, Upper Coomera, Investigation Area, identifies the Yaun Creek corridor as a preference feature in the community scenic preference studies forming part of the Council's investigations of the area. The overall site design and architecture of the proposed development ensure the preservation and enhancement of local character and scenic amenity, particularly though the preservation of the Yaun Creek corridor, and the extensive landscape design proposals throughout the subject site.

g. deliberate and distinct built form contrast in locations where building heights change abruptly on the Building height overlay map; and

The subject site is not located in an area where building heights change abruptly on the Building height overlay map. As noted previously in this Report, the proposed building height and overall design of the proposed development is responsive to the landform setting. The building form and appearance of the proposed development, comprising of three storeys,

represents a subtle variation in building height that will sit comfortably within the generally low-set building height character of the surrounding residential landscape.

h. the safe, secure and efficient functioning of the Gold Coast Airport or other aeronautical facilities.

The subject site is located within an area where the Airport Environs – Procedures for Air Navigation Services – Aircraft Operational (PANS-OPS) surfaces overlay map identifies a height plane of HP614.4m AHD. The proposed development comprises a building height that is significantly below this nominated height limitation.

Taking account of the above considerations, it is reasonable to conclude that the proposed development responds positively and responsibly to the Strategic Intent and Specific Outcomes of the Strategic Framework that are of key relevance to consideration of the proposals at the subject site.

9.2 Overlay Maps

A review of the values prescribed for the subject site by the Overlay Maps of the City Plan is summarised in **Table 3** below.

Table 3: Overlay Maps

Overlay Map	Designation	Applicable Code (shown Bold if triggered)
Acid sulfate soils	Land at or below 20m AHD	Acid sulfate soils overlay code
Airport environs - Airservices Australia aviation facilities	Not Applicable	Airport environs overlay code
Airport environs - Australian Noise Exposure Forecast (ANEF) contour	Not Applicable	
Airport environs - lighting area buffer zone	Not Applicable	
Airport environs - Obstacle Limitation Surface (OLS)	Not Applicable	
Airport environs - Procedures for Air Navigation Surfaces, Aircraft Operational Surfaces (PANS-OPS)	HP 6.4.4m AHD	
Airport environs - public safety area	Not Applicable	
Airport environs - wildlife hazard buffer zones	Not Applicable	No overlay code
Building height	Not Applicable	
Bushfire hazard	Not Applicable	
Coastal erosion hazard	Not Applicable	
Dwelling house	Applicable	
Environmental significance - biodiversity areas	Not Applicable	Environmental significance overlay code
Environmental significance - priority species	State significant species Koala habitat areas Local significant species	
Environmental significance - vegetation management	Regulated vegetation Vegetation management	
Environmental significance - wetlands and watercourse	Waterway 30m buffer area	
Extractive resources	Not Applicable	
Flood	Not Applicable	
Heritage	Not Applicable	Heritage overlay code
Industry, community infrastructure and agriculture land interface area	Not Applicable	Industry, community infrastructure and agriculture land interface area overlay code
Landslide hazard	Moderate (partial)	Landslide hazard overlay code
Light rail urban renewal area	Not Applicable	Light rail urban renewal area overlay code
Minimum lot size	Not Applicable	No overlay code
Mudgeeraba village character	Not Applicable	Mudgeeraba Village character overlay code
Pacific motorway service road types	Not Applicable	No overlay code
Regional infrastructure	Not Applicable	Regional infrastructure overlay code
Residential density overlay map	Not Applicable	No overlay code
Ridges and significant hills protection	Not Applicable	Ridges and significant hills protection overlay code
State controlled roads, rail corridor and transport noise corridors	Not Applicable	Regional infrastructure overlay code
Water catchments and dual reticulation	Not Applicable	Dual reticulation overlay code Water resource catchment overlay code

Table 3 identifies that Overlay Codes relating to: Airport Environs; Bushfire Hazard; Environmental Significance; and Landslide Hazard; apply to the subject site. Pursuant to Table 5.5.2 of the City Plan, any overlay code triggered by an overlay map provides assessment benchmarks relevant to the assessment of a development application.

Accordingly, the applicable assessment benchmarks triggered by the above overlay codes are addressed within this Report and the accompanying documentation to this Development Application.

Applicable provisions of each of the Bushfire Hazard and Environmental Significance Codes have been addressed within this application, as set out within the completed codes located at **Section 2, Attachment 6**, and within the Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd, located at **Section 3, Attachment 15**, and within the Ecological Assessment Report prepared by Saunders Havill Group, located at **Section 3, Attachment 10**.

In respect to the Airport Environs Overlay the only applicable assessment benchmarks relating to the subject site and the proposed development, are those seeking to ensure that development proposals do not exceed the maximum allowable height provisions applying under the PANS-OPS overlay mapping. Given that the subject site is located within an area identified with a height plane of HP614.4m AHD, and the proposed development comprises a maximum height of approximately RL39.7m AHD, it is clear that the proposals are compatible with the assessment benchmarks of the Code. Accordingly, the Code has not been completed in full as other benchmarks contained therein are not applicable to the proposed development.

With regard to the Landslide Overlay Mapping relating to the subject site, it is noted that the mapping identifies only a small pocket of 'moderate' landslide hazard positioned within the Yaun Creek corridor at the southern edge of the subject site, and outside of the proposed building footprint, as shown in **Figure 16** below. Accordingly, the Landslide Hazard Overlay Code has not been completed in full with this Development Application. Notwithstanding, detailed geotechnical assessment will be carried out prior to commencement of building works to identify relevant construction requirements for the proposed development.

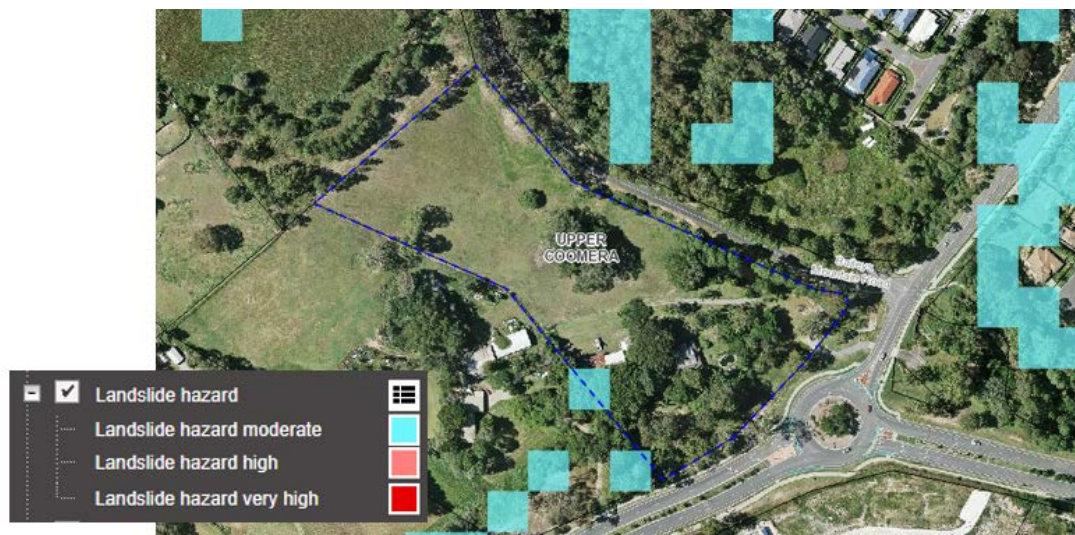


Figure 16: City Plan (v.5) Interactive Mapping - Landslide Hazard Overlay Mapping Extract

Taking account of the above review of the overlay mapping, and the Assessment Benchmarks identified for Impact Assessment development proposals under the provisions of Table 5.5.21 of the City Plan, the Assessment Benchmarks set out in **Table 4** below are addressed within the Code Assessment provided at **Section 2, Attachment 6**, and elsewhere within this Report.

Table 4: Assessment Benchmarks

CITY PLAN INCLUDING:	Strategic Framework
ZONE CODE:	Rural Residential Zone
DEVELOPMENT CODE:	Multiple Accommodation Code

Table 4: Assessment Benchmarks

OTHER DEVELOPMENT CODES:	Driveways and Vehicular Crossings Code
	General Development Provisions Code
	Healthy Waters Code
	Transport Code
OVERLAY CODES:	Airport Environs Overlay Code
	Bushfire Hazard Overlay Code
	Environmental Significance Overlay Code
	Landslide Hazard Overlay Code

10 Assessment

10.1 Rural Residential Zone

The subject site is located within the Rural Residential Zone. The 'purpose' of the Rural Residential Zone Code is:

'to provide for residential development on large lots where local government infrastructure and services may not be provided on the basis that the intensity of residential development is generally dispersed.'

The Rural Residential Zone Code explains that this purpose will be achieved through the Overall Outcomes of the Code, including that:

- *Land uses:*
 - o *support the rural lifestyle and amenity aspirations of residents residing in the semi-rural or bushland environment;*
 - o *preserve the matters of environmental significance and topographical features of the land by integrating uses of appropriate scale amongst the landscape; and*
 - o *do not detract from the residential amenity of the area.*

Character and Built Form Overall Outcomes of the Rural Residential Zone Code also include the following provisions.

- *Character consists of-*
 - o *very low intensity and low rise environments; and*
 - o *private acreage or bushland living, typically situated along natural landscape settings like ridgelines or valleys with the intention of being separated from urban services and providing a high amenity lifestyle choice.*
- *Built form-*
 - o *is very low intensity, low rise and well setback from property boundaries to ensure privacy for adjacent residences and to preserve the very low intensity character of the zone;*
 - o *maintains a low site cover to promote the semi-rural or bushland setting; and*
 - o *respects natural landscape values of semi-rural and bushland environments.*

Having regard for Rural Residential character and amenity considerations, it is important to reflect on the planned future residential character of the land, as set out within the Draft Concept Plan for the Courtney Drive, Upper Coomera, Investigation Area, and the associated proposed amendment to the City Plan, which is addressed in the previous sections of this Report and represents an 'other relevant matter' for consideration in respect of the proposed development pursuant to s.45(5) of the Planning Act.

Whilst the proposed land use activities of Residential Care Facility and Retirement Facility are not expressly listed as land uses anticipated within the Table of Assessment (Table 5.5.21) for the Rural Residential Zone, it is noted that these are land uses identified within the Table of Assessment for the Emerging Communities Zone to which the subject site is planned to transition under the proposed Major Update 2 to the City Plan, being uses requiring Impact Assessment. Accordingly, the level of assessment for the proposed development remains the same under the current provisions of the City Plan and those of the proposed amendment to the City Plan.

Notwithstanding, the proposed Residential Care Facility and Retirement Facility use at the subject site adopts a modest scale and form of building, comprising site cover of only 20% on this 3.087ha

site. The architectural design utilises warm earthy tones and external finishes which blend successfully with the natural landscape of the subject site and surrounds. The proposed building is positioned centrally within the site providing for generous landscaped setbacks to neighbouring properties and street frontages. The proposed site cover and setbacks are compliant with Acceptable Outcomes nominated within the Rural Residential Zone Code.

The proposed land use is a peaceful residential use affording a much-needed residential care opportunity within the rapidly growing residential neighbourhood of Upper Coomera, with the identified need for this form of housing also representing a relevant consideration having regard to s.45(5) of the PA.

Further, the site design and layout of the development has taken particular care with the preservation of mapped environmental areas, and the preservation and enhancement of the visual amenity of the subject site and its setting.

Overall, the proposed development represents a form of land use, and a design and scale, that is compatible with both the existing rural residential character of the land, and with the desired future residential character of the locality within this Investigation Area.

Taking account of these relevant factors, it is reasonable to conclude that the proposed development is compatible with the Purpose and Overall Outcomes of the Rural Residential Zone Code.

Specific Benchmarks for Assessment

Following on from the Purpose and Overall Outcomes, the Rural Residential Zone Code sets out specific benchmarks for assessment of development, through the provisions of Performance Outcomes and related Acceptable Outcomes.

Our assessment against the Performance and Acceptable Outcomes of the Rural Residential Zone Code reveals that the proposal complies with the majority of applicable Performance and/or Acceptable Outcomes of the Code. Our assessment against the Specific Benchmarks for Assessment is provided in the Code Assessment located at **Section 2, Attachment 6**. Where it is identified in the Code that further discussion is relevant in respect of the specific Assessment Benchmarks, this is provided as follows.

PO4 – Building Height

Performance Outcome PO4 relates to Building Height and states:

“Building height is low rise.”

The related Acceptable Outcome AO4.1 and AO4.2 provide examples of how development may meet the intent of Performance Outcome PO4 and read as follows.

AO4.1

Building height does not exceed:

- a) 2 storeys with a maximum height of 9m; or
- b) a partial third storey if within 9m.

AO4.2

Structures do not exceed a height of 9m.

As noted previously in this Report, the proposed development comprises varying building heights due to variations in the ground level of the subject site. Proposed building heights vary between two storeys and 7.413m and up to three storeys and 13.5m in height.

Accordingly, it is appropriate to consider the proposed building height in the context of Performance Outcome PO4, and in respect of the Overall Outcomes of the Zone Code, and the overarching Strategic Framework of the City Plan. With respect to the provisions of Performance Outcome PO4 it is noted that ‘low rise building height’ as described at Schedule 1 (SC1.2) of the City Plan is defined as comprising ‘up to 9m above ground level (intent for up to 2 storeys, with option for

partial 3rd if within 9 metres)'. Whilst the proposed development partially falls within the 2 storeys and 9 metre height parameters, as noted above, the height of the proposed building measured from existing ground level varies across the length of the built form due to variations in the existing ground levels encountered at the site.

The hierarchy of assessment benchmarks referred to previously in this Report clarifies that the Strategic Framework prevails over all other components of the City Plan. Accordingly, the proposed increase in building height is considered against the provisions of the Strategic Framework, which prevails over the provisions of this Zone Code. Key matters for consideration arising from our review of the Strategic Framework are set out in the previous section of this Report, and in summary include:

- o the subject site is located within the Rural Residential Areas identified under Strategic Framework Map 2, and within an Investigation Area identified under Strategic Framework Map 1;
- o the particular Investigation Area within which the site is located, being described as the Courtney Drive, Upper Coomera, Investigation Area, represents a long-held aspiration for accommodating residential growth in the Upper Coomera area, with initial consultation with property owners within the Investigation area having first taken place following the commencement of the Gold Coast Planning Scheme 2003;
- o more recently, the Council has progressed through the investigations to define more clearly the planned transformation of this Investigation Area, culminating in the preparation of a Draft Concept Plan to inform the forthcoming amendment to the City Plan (Major Update 2), to facilitate the final realisation of the long-held intent for this Investigation Area;
- o the Draft Concept Plan was the subject of consultation with affected property owners during mid 2017 and we understand the proposals for this Investigation Area have now moved forward to formal consultation with the State Government, and as such the investigations and associated proposed amendment to the City Plan are at an advanced stage;
- o the subject site is identified within an area intended for residential development, and classified as B2 intended for 'Conventional Density / Medium Density Opportunity';
- o the Strategic Framework provides clarification as to the intent for medium density residential areas being interpreted as 'urban neighbourhoods' where the Strategic Framework provides for building height increases of up to 50% subject to the considerations set out under Part 3.3.2.1(9) of the City Plan, with these considerations having been considered and addressed at length in the previous section of this Report; and
- o our review of the proposed development against these relevant considerations, has concluded that the provisions of Part 3.3.2.1(9) of the City Plan are satisfied by proper consideration of the building height and form of the proposed development at the subject site.

Overall, our assessment of the proposed building height in the context of the relevant considerations of the overarching Strategic Framework and the advanced stage of the proposed amendment to the City Plan relating to the subject site, being a relevant matter for consideration pursuant to s.45(5) of the PA, concludes that the proposed building development delivers an appropriate outcome in respect of the relevant building height considerations.

PO5 – Density

Performance Outcome PO5 relates to residential density and states:

"Residential density is limited to a dwelling house."

The Rural Residential Zone Code does not include any Acceptable Outcome in respect of PO5, and the proposed development is for a residential use that exceeds a residential density of one dwelling house on the subject site. Accordingly, it is again relevant to apply further consideration of the proposed residential density in the context of the overarching Strategic Framework of the City Plan. In this respect, the planned transformation of the Courtney Drive, Upper Coomera, Investigation Area, within which the subject site is located, as interpreted through the Draft Concept Plan that underpins the forthcoming proposed amendment to the City Plan (via Major Update 2) is again of relevance to consideration of the proposed residential density.

Having regard to the planned transformation of the Investigation Area, and the parameters applying to the subject site under the provisions of the Draft Concept Plan, the following considerations are

relevant to the consideration of the proposed residential density of the Residential Care Facility and Retirement Facility:

- the proposed development supports the City Plan aims expressed through the Strategic Framework (part 3.3.1) for a settlement pattern that provides housing choice and diverse lifestyle opportunities, delivering accommodation that meets the needs of seniors and offering varying levels of care to suit the needs of residents, whilst also offering high-quality employment opportunities within the rapidly growing residential area of Upper Coomera;
- the subject site and the proposed residential care and retirement facility is situated in a location that benefits from good proximity to existing public transport services operating along Reserve Road and Old Coach Road and is well located in respect of proximity to a broad range of existing shopping and commercial opportunities and community services within the Upper Coomera neighbourhood;
- the built form of the proposed development adopts a scale and palette of external materials that are responsive to the intent for medium density opportunities at this site located at the point of arrival to the Investigation Area, providing a positive outcome that is reflective of the desired future character of the site and its locality;
- the selection of natural finishes in the façade treatment of the development, together with the spatial arrangement of the wings of the building and glazed central core, also support the creation of a built form outcome that blends successfully with the existing landform and rural residential character of the site and adjacent locality to its west and south; and
- the built form is of a scale and appearance that respects the existing and transitional character of the subject site, with the proposed building adopting a design approach which responds to the existing landform of the site and comprises only 20% site cover on this 3.087ha site, being well below the 25% site cover provided for by the provisions of AO2 of the Zone Code;
- urban infrastructure services are readily available to the subject site and the consideration of the capacity of existing infrastructure to support the proposed development is addressed within the Sewer Network Capacity Assessment and Water Network Capacity Assessment, prepared by Arcadis and located at **Section 3, Attachments 12 and 13** (respectively);
- the form of the proposed residential use and the associated density is closely aligned with the intended residential density of one dwelling per 250-399sqm identified for the Residential area B2 applying to the subject site under the provisions of the Draft Concept Plan;
- the nature of the proposed land use, although exceeding the residential density provisions nominated by PO5 of the Rural Residential Zone Code, represents a peaceful form of residential use, where residents are cared for within a high-quality living environment and the quality of life is enhanced by the tranquil setting within an extensively landscaped environment that is an integral element of the proposed development; and
- the residential building is physically well separated from neighbouring properties by generous landscaped boundary setbacks with the specific intent of preserving and enhancing the quiet enjoyment of the site and that of neighbouring properties.

Taking account of the above considerations, it is reasonable to conclude that the proposed residential density of the subject site is well aligned with the desired future character of the subject site and its setting arising through proper consideration of the overarching Strategic Framework of the City Plan, whilst also being compatible with the character and amenity considerations expressed through the Overall Outcomes of the Rural Residential Zone Code.

10.2 Multiple Accommodation Code

A review of the Multiple Accommodation Code has been completed and shows that the proposed development satisfies all applicable Performance and Acceptable Outcomes.

A copy of the completed Code is provided at **Section 2, Attachment 6**. Where the Code Assessment identifies that further discussion is relevant in respect of particular Performance Outcomes, this is addressed as follows.

PO3 – Design and Appearance

Performance Outcome PO3 sets out building design and appearance considerations and reads as follows.

“PO3

All buildings and ancillary structures are designed to:

- (a) contribute to the envisaged urban character of the local area;*
- (b) promote casual surveillance of public streets, public open space and public areas;*
- (c) add visual interest to the streetscape;*
- (d) enable differentiation between buildings; and*
- (e) avoid stark or austere appearance.”*

AO3.2 provides an example of how the intent of Performance Outcome PO3 might be achieved, and reads as follows:

“AO3.2

Buildings located on a street corner are to address both street frontages.”

The subject site is positioned at the junction of Baileys Mountain Road, Old Coach Road and Reserve Road, and is therefore described as a ‘corner’ site. However, as identified within previous sections of this Report, this 3.087ha site comprises areas in the eastern edge of the site, addressing Old Coach Road and Reserve Road, which are affected by regulated vegetation mapping and incorporating a mapped waterway. Additionally, Council’s Draft Concept Plan relating to the Courtney Drive, Upper Coomera, Investigation Area, within which the subject site is located identifies potential future realignment of Baileys Mountain Road that would transect this area.

Accordingly, the proposed development incorporates site design and building orientation to preserve the eastern area of the subject site, with the building consequently addressing the Baileys Mountain Road frontage of the site, and the eastern site frontages preserving the landscaped character of the site. In this respect, it is noted that the Draft Concept Plan identifies that development within the ‘Courtney North East’ precinct, in which the site is located, should address Baileys Mountain Road. The proposed orientation of the development is, therefore, in keeping with the intended future character of this locality.

Further, the following considerations are provided in response to the Performance Outcomes of PO3.

- a) The architectural design adopts a sympathetic building form and thoughtful selection of external materials and finishes to ensure the outcomes of the development contribute positively to both the existing and the envisaged character of the local area.
- b) The arrangement of proposed apartments and private open space balconies and verandahs promote casual surveillance of communal outdoor spaces within the subject site and afford views toward the site frontage to Baileys Mountain Road and the main vehicular and pedestrian entranceway to the site.
- c) The architectural form and the selection of warm earthy tones in the external finishes, arranged to achieve subtle and attractive articulation in the facades, ensure a built form outcome that successfully creates visual interest in the streetscape;
- d) The design of the building, and the composition of individual wings within the built form, translates well in views of the building and will facilitate ease of identity of differentiation between buildings in the setting of the site; and
- e) The high-quality architectural design and appearance of the building ensures the avoidance of a stark or austere appearance.

Taking account of the above, it is logical to conclude that the proposed development satisfies the intent of Performance Outcome PO3.

PO8 – Private Open Space

Performance Outcome PO8 sets out the performance outcome intent for provision of private open space within multiple accommodation development and reads as follows.

“PO8

Above ground private open spaces are directly accessible and functional area for users.”

A series of Acceptable Outcomes are provided under AO8 within the Code as examples of ways in which the Performance Outcomes of PO8 might be achieved. In the case of Residential Care Facilities, however, the Code identifies that *no acceptable outcome is provided*.

As the proposed development comprises of a Residential Care Facility, it is appropriate to have direct regard for the intent of Performance Outcome PO8. In this respect it is noted that the proposed apartments benefit from a combination of private open space balconies, and communal verandah spaces, which are directly accessible to the main living areas of the secure residential apartments.

Given the nature of the proposed residential use, the arrangement of private and communal facilities affords residents a choice of spaces to facilitate private outdoor enjoyment and to encourage positive social interaction, aligned with their individual needs and care requirements.

The proposed private open space balconies and communal verandah spaces are designed to incorporate shading and protection from negative wind effects and to promote peaceful enjoyment of the space.

Overall, therefore, it is reasonable to conclude that the proposed private open space provision meets the intent of PO8 in relation to the proposed Residential Care and Retirement Facility.

10.3 General Development Provisions Code

A review of the General Development Provisions Code has been completed and shows that the proposed development satisfies all applicable Performance and/or Acceptable Outcomes. A copy of the completed Code is provided at **Section 2, Attachment 6**.

Where the Code Assessment identifies that further discussion is required in respect of particular Performance Outcomes, this is provided as follows.

PO8 – Shadow Impacts

Performance Outcome PO8 relates to the consideration of shadow impacts of development, and reads as follows.

“The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to:

- a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox;*
- b) the cumulative impact of the shadow and existing shadows;*
- c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space;*
- d) the location of the shadow on non-residential areas external to the site; and*
- e) the effect of the shadow on any other site or other building.”*

Acceptable Outcomes AO8.1 to AO8.5, provide a number of examples of how development may satisfy the above Performance Outcome, and it is noted that parameters applicable to the proposed development are limited to AO8.1 (shadow width ratio) and AO8.2 (true south shadow). The proposed development satisfies the provisions of AO8.2, however, minor variation is proposed in respect of the shadow width ratio identified by AO8.1, which nominates a maximum width ratio of 2:1. The proposed development incorporates a width ratio of 2.15:1, thereby marginally exceeding the ratio nominated by the Acceptable Outcome.

Accordingly, further consideration is given to the provisions of Performance Outcome PO8 in respect of the shadows cast by the proposed development, as follows.

The shadow analysis prepared by BDA Architects, provided within the Proposed Architectural Drawings located at **Section 4, Attachment 19**, demonstrates that the proposed building, being centrally located within the subject site, is designed to ensure that the shadows cast by the building do not detract from a comfortable living and ground level environment, facilitating access to adequate levels of sunlight to private and public spaces. This clear conclusion is evidenced by consideration of:

- a) the degree of containment of shadows within the subject site, with the shadow analysis diagrams demonstrating that shadows cast by the building are predominantly contained within the subject site throughout the year, with the exception of the morning shadow at the winter solstice, which falls partially within the boundary of the neighbouring 3.112ha property to the south where a shed is currently located, and quickly passes back toward the boundary of the subject site by midday;
- b) given the existing form of the land and built environment on surrounding sites, consideration of cumulative impacts of shadows with the proposed development is not applicable;
- c) the shadows cast by the proposed development do not have an effect on the ocean beach, Broadwater foreshore or riverside or beachside public open space reserves;
- d) the shadows cast by the proposed development do not impact non-residential areas external to the site; and
- e) the design of the proposed development and arrangement of living spaces facilitates limited effect of shadows cast by the building upon the individual wings of the building within the subject site, and as noted above, the shadow analysis demonstrates that the shadows cast by the proposed development have very limited impact on any other site, with shadows falling partially within the boundary of the neighbouring site to the south-west where a shed is currently located, in the morning period at the winter solstice only, and passing quickly away from the neighbouring property by midday.

Taking account of the above considerations it is logical to conclude that the proposed development satisfies the intent of the Performance Outcomes of PO8.

10.4 Airport Environs Overlay Code

Review of the Airport Environs Overlay Code reveals that the only applicable assessment benchmarks relating to the subject site and the proposed development, are those seeking to ensure that development proposals do not exceed the maximum allowable height provisions applying under the PANS-OPS overlay mapping. Given that the subject site is located within an area identified with a height plane of HP614.4m AHD, and the proposed development comprises maximum height of approximately RL39.7m AHD, it is clear that the proposals are compatible with all applicable Assessment Benchmarks of the Code. Accordingly, the Code has not been completed in full as other benchmarks of the Code are not applicable to the proposed development.

10.5 Bushfire Hazard Overlay Code

Review of the Bushfire Hazard Overlay Code has been carried out and is provided at **Section 2, Attachment 6**. The review of the Code shows that the proposed development satisfies all applicable Performance Outcomes and/or Acceptable Outcomes of the Code. Consideration of the relevant provisions of the Code are also addressed through the Bushfire Management Plan prepared by Eldon Bottcher Architect, located at **Section 3, Attachment 15**.

10.6 Driveways and Vehicular Crossings Code

Review of the Driveways and Vehicular Crossings Code has been carried out by Bitzios Consulting and is provided at **Section 2, Attachment 6**. The review of the Code shows that the proposed development satisfies all applicable Performance Outcomes and/or Acceptable Outcomes of the Code.

10.7 Environmental Significance Overlay Code

Review of the Environmental Significance Overlay Code has been carried out by Saunders Havill Group and is provided at **Section 2, Attachment 6**. The review of the Code shows that the proposed development satisfies all applicable Performance Outcomes and/or Acceptable Outcomes of the Code.

10.8 Healthy Waters Code

Review of the Healthy Waters Code has been carried out by Arcadis and is provided at **Section 2, Attachment 6**. The review of the Code shows that the proposed development satisfies all applicable Performance and/or Acceptable Outcomes of the Code.

10.9 Landslide Hazard Overlay Code

As noted previously in this Report, the City Plan Landslide Hazard Overlay Mapping relating to the subject site identifies only a small pocket of 'moderate' landslide hazard positioned within the Yaun Creek corridor at the southern edge of the subject site, and outside of the proposed building footprint. Accordingly, the Landslide Hazard Overlay Code has not been completed in full with this Development Application. Notwithstanding, detailed geotechnical assessment will be carried out prior to commencement of building works to identify relevant construction requirements for the proposed development.

10.10 Transport Code

Review of the Transport Code has been carried out by Bitzios Consulting and is provided at **Section 2, Attachment 6**. The review of the Code shows that the proposed development satisfies all applicable Performance Outcomes and/or Acceptable Outcomes of the Code. Where Alternative Outcomes are proposed through the assessment against the Code these are addressed in further detail within the Traffic Impact Assessment prepared by Bitzios Consulting and located at **Section 3, Attachment 8**.

11 Conclusion

This Report relates to the Development Application seeking the approval of the Council of the City of Gold Coast for a Development Permit for a Material Change of Use (Impact Assessment) for a Residential Care Facility, Retirement Facility and Educational Establishment (Colleague Training Facility) at 202 Baileys Mountain Road, Upper Coomera, being properly described as Lot 58 on SP191940.

Under the provisions of the Gold Coast City Plan, Version 5, which commenced on 27 June 2018 (the 'City Plan'), the subject site is located in the Rural Residential Zone. The proposed development comprises forms of land use requiring Impact Assessment within the Zone. For the purposes of this Development Application, it is also relevant to have regard for the overarching Strategic Framework of the City Plan, through which the subject site is identified within an Investigation Area, forming part of the Courtney Drive, Upper Coomera, Investigation Area, for which the Council's proposed amendment to the City Plan is at an advanced stage. Proposed amendments to the City Plan, under proposed Major Update 2, include amendments relating to the subject site and the Courtney Drive, Upper Coomera, Investigation Area, guided by the detailed investigations undertaken by Council which have culminated in the preparation of the Draft Concept Plan dated May 2017.

The proposed development is aligned with the desired future character for the subject site, located within the Courtney North East precinct of the Investigation Area, as outlined within the Draft Concept Plan. Moreover, the proposed development is designed to deliver a sympathetic response to the existing landform and rural residential context of the subject site, and its location at the interface of the current Rural Residential Zone and the adjacent Medium Density Residential Zone areas which border the site to the north and east, across Baileys Mountain Road, Old Coach Road and Reserve Road.

The location of the subject site and the high quality architectural and landscape design philosophy adopted in the proposed development result in a desirable outcome for the subject site and its context. In particular, the proposed development:

- responds positively to the strategic intent for creating liveable places pursuant to Part 3.3.1 of the City Plan:
 - o delivering much needed residential living and care accommodation for seniors in the rapidly growing neighbourhood of Upper Coomera, in a location that benefits from good proximity to a wide range of local services and facilities within the nearby centres and community facilities, in addition to nearby existing bus service routes and existing bus stops located within 400m of the subject site; and
 - o contributing positively to high quality employment opportunities within the rapidly growing residential neighbourhoods of Upper Coomera and surrounds;
- is compatible with the specific outcomes of the City Plan in the context of its existing rural residential location, having regard to:
 - o the exemplary architectural design with the built form that responds sympathetically to the existing landscape character of the subject site and its context, adopting natural earthy tones and finishes in the external facades of the building which is arranged in individual wings to enhance the sense of openness and permeability of landscape elements throughout the subject site and built form;
 - o the low site coverage of 20% on this 3.087ha site affording extensive landscaped grounds to occupy the vast majority of the subject site, preserving and enhancing the amenity of the

site and enhancing the successful integration of the proposed development with its local setting; and

- o the site and landscape design outcomes which ensure an exceptional quality of life is afforded to residents who will benefit from a sense of well-being that is enhanced by the high standard of care, accommodation and social and recreational opportunities provided within the facility and the desirable outlook that is ensured by the meandering gardens and luxurious landscaped grounds;
- advances the strategies of the SEQRP to deliver more complete communities in the major expansion area of Upper Coomera, and within the urban footprint of the City.

The proposed development has been considered in respect of applicable Codes of the Gold Coast City Plan, including the Purpose and relevant Overall Outcomes. The proposal has also taken account of the broader purpose of the City Plan expressed through the Strategic Framework, and the forthcoming City Plan amendment in relation to this Investigation Area, pursuant to part 3.3.7.1 (Specific Outcomes – Rural Residential Areas) of the City Plan.

Our assessment finds that the proposal is broadly in keeping with the intent of the City Plan and responds positively to the aims of the SEQ Regional Plan and relevant considerations of the State Planning Policy. Our assessment, set out within this report, also finds that this Development Application for Material Change of Use is consistent with the statutory requirements of the Planning Act 2016 and the associated Planning Regulation 2017, and Development Assessment Rules.

Where our assessment identifies potential conflict with the provisions of the City Plan in respect of building height considerations, having regard to other relevant matters pursuant to s.45(5) of the Planning Act, as identified within this Report, we have found that the degree of conflict is minor and sufficient grounds are evident to override the minor conflict and to warrant approval of the proposed development, subject to reasonable and relevant conditions.

Overall, it is concluded that the proposed development represents a logical and desirable form of land use, and a built form which is respectful of, and complementary to, the established and planned character of this locality to support the planned transition from a rural residential locality to a new residential neighbourhood pursuant to the Draft Concept Plan for the Courtney Drive, Upper Coomera, Investigation Area.

The design and appearance of the proposed development also responds thoughtfully to the prevailing character of the locality through the siting and design of the development, including the integration of built form with landscape design and the thoughtful approach to the selection and composition of external materials adopting a selection of natural tones and finishes, exuding a warm and earthy built form appearance that integrates successfully with its existing setting, whilst also creating an enticing sense of arrival in its location at this north-eastern corner of the Investigation Area.

Should you have any further questions during the assessment of this development application please contact our Michael Falk or Leanne Croft on telephone number (07) 5570 4994.

ATTACHMENT 6

Code Assessment

- Rural Residential Zone Code
- Multiple Accommodation Code
- Driveways and Vehicular Crossings Code
- General Development Provisions Code
- Healthy Waters Code
- Transport Code
- Bushfire Hazard Overlay Code
- Environmental Significance Overlay Code



City Plan code template

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

Please note:

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

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

6.2.21 Rural residential zone code

6.2.21.1 Application

This code applies to assessing all development in the Rural residential zone.

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

Where development is identified in the **Rural residential landscape and environment precinct**, additional outcomes will apply.

Note: To the extent there is any inconsistency with the outcomes applying to the whole of the zone, the precinct outcomes will prevail.

6.2.21.2 Purpose

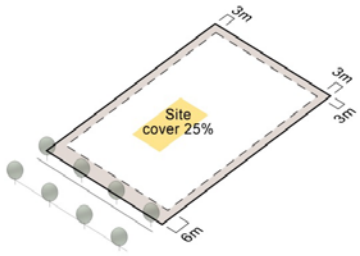
- (1) The purpose of the Rural residential zone code is to provide for residential development on large lots where local government infrastructure and services may not be provided on the basis that the intensity of residential development is generally dispersed.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land uses –
 - (i) support the rural lifestyle and amenity aspirations of residents residing in the semi-rural or bushland environment;
 - (ii) provide low rise, very low intensity residential accommodation such as Dwelling houses, and Short-term accommodation (farm stays);
 - (iii) preserve the matters of environmental significance and topographical features of the land by integrating uses of appropriate scale amongst the landscape;

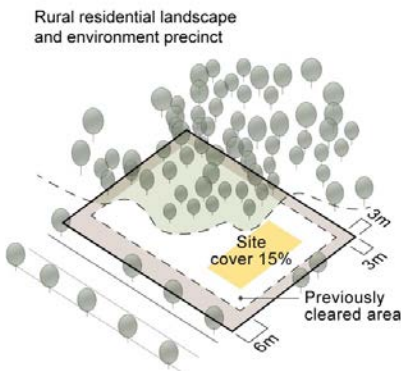
- (iv) non-residential uses such as Child care centres, Shops and Clubs may be appropriate where they meet the day-to-day needs of the residential catchments and do not compromise the amenity and character of the zone and local area;
 - (v) that have potential for higher impacts on amenity but contribute to the semi-rural use of the zone may be considered where they are appropriately designed and located, such as Animal keeping, Animal husbandry and Intensive horticulture;
 - (vi) that do not directly relate to the semi-rural operation of the zone may be considered such as Garden centres, Veterinary services, Community care centres, Community uses, Education establishments, Places of worship, Environmental facilities and Tourist attractions, Emergency services and Transport depot where they do not compromise the amenity and character of the zone; and
 - (vii) do not detract from the residential amenity of the area.
- (b) Character consists of –
- (i) very low intensity and low rise environments; and
 - (ii) private acreage or bushland living, typically situated along natural landscape settings like ridgelines or valleys with the intention of being separated from urban services and providing a high amenity lifestyle choice.
- (c) Built form –
- (i) is very low intensity, low rise and well setback from property boundaries to ensure privacy for adjacent residences and to preserve the very low intensity character of the zone;
 - (ii) maintains a low site cover to promote the semi-rural or bushland setting; and
 - (iii) respects natural landscape values of semi-rural and bushland environments.
- (d) Lot design –
- (i) results in lot sizes and dimensions appropriate for the large lot residential locality that recognise the site's inherent values, constraints and character and supports very low density;
 - (i) provides an average lot size of no less than 8,000m² to protect local amenity and character. To respond to the various constraints found in the zone the lot sizes may vary provided that no lot has an area less than 4,000m²; and
 - (ii) additional outcomes where identified on the Minimum lot size overlay map:
 - facilitates the subdivision pattern and desired character of the locality by meeting the minimum lot size identified on the **Minimum lot size overlay map**; and
 - provides connection to reticulated sewerage in accordance with **SC6.11 City Plan Policy – Land development guidelines**, where the lot size on the **Minimum lot size overlay map** is equal to or less than 2,500m².
- (e) Variations in the zone are –
- (i) **Rural residential landscape and environment precinct.**
- (3) The purpose of the Rural residential landscape and environment precinct will be achieved through the following additional overall outcomes:

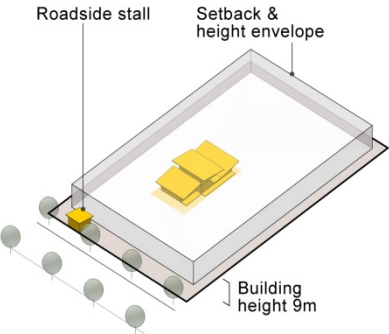
- (a) Subdivision avoids fragmentation of identified matters of environmental significance and natural landscape values.
- (b) Low key nature based activities such as cafés, camping grounds, and eco-tourism may be supported where they support the identified landscape and environment values.
- (c) Inappropriate activities that may erode the matters of environmental significance, recreational, landscape and scenic amenity values of natural landscape and environment areas are not supported.
- (d) Development supports the protection and regeneration of identified matters of environmental significance.

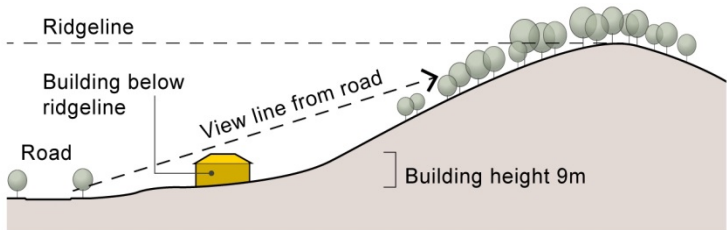
6.2.21.3 Specific benchmarks for assessment

Table 6.2.21-2: Rural residential zone code – for assessable development

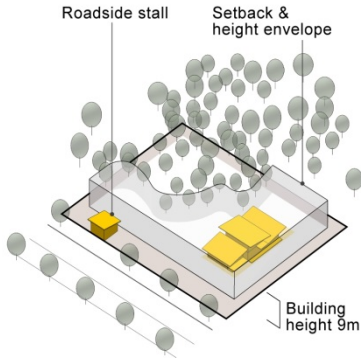
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use	
Setbacks				
PO1 Setbacks: (a) provide privacy to adjacent dwellings; (b) allow for access around the building; (c) contribute to the semi-rural streetscape character; and (d) allow for on-site car parking.	AO1 Setbacks are as follows:	COMPLIES Minimum setbacks of the proposed development are as follows. Front Setback (Baileys Mountain Road): 15.0m Front Setback (Reserve Road): 48.5m (existing) Side Setback (Southern Boundary): 6.0m Rear Setback (Western Boundary): 39.0m		
	Setback			Minimum distances measured in metres (m)
	Front			- if roadside stall: 0m - otherwise: 6m
	Side and rear			3m
				
Figure 6.2.21-1 Illustration showing Rural residential zone setbacks and site cover outcomes				

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Site cover			
PO2 Site cover: (a) is low to protect the rural residential character; and (b) provides areas for on-site sewerage facilities.	AO2 Site cover does not exceed 25%.	COMPLIES The maximum site cover of the proposed development is 20%	
PO3 Rural residential landscape and environment precinct Site cover is very low to protect the identified matters of environmental significance and natural landscape values.	AO3 Rural residential landscape and environment precinct Development is confined only to previously cleared areas and site cover does not exceed 15%.	NOT APPLICABLE The subject site is not located within the rural residential landscape and environment precinct.	
			
Figure 6.2.21-2 Illustration showing Rural residential landscape and environment precinct site cover outcomes			
Height			
PO4 Building height is low rise.	AO4.1 Building height does not exceed: (a) 2 storeys with a maximum height of 9m; or	ALTERNATIVE OUTCOME PROPOSED The proposed development incorporates a building height of 3 storeys and a maximum height in metres of 13.5m.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(b) a partial third storey if within 9m. AO4.2 Structures do not exceed a height of 9m.	Further consideration of the proposed building height in the context of the Overall Outcomes and the overarching Strategic Framework is provided within the Town Planning Report.	
			
Figure 6.2.21-3 Illustration showing Rural residential zone height outcomes			
Density			
PO5 Residential density is limited to a dwelling house.	AO5 No acceptable outcome provided.	ALTERNATIVE OUTCOME PROPOSED The proposed development exceeds a residential density of one dwelling house. Further consideration of the proposed residential density in the context of the Overall Outcomes and the overarching Strategic Framework is provided within the Town Planning Report.	
Design and appearance			
PO6 Buildings are integrated within the landscape and do not appear as a prominent feature.	AO6 Buildings and structures do not protrude above ridgelines when viewed from any street.	COMPLIES The proposed development does not protrude above ridgelines.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 6.2.21-4 Illustration showing Rural residential zone amenity where buildings are integrated within the landscape and do not appear as a prominent feature			
Lot design (for subdivision only)			
PO7 Where not on the Minimum lot size overlay map or Rural residential landscape and environment precinct Average lot size is no less than 8,000m ² and no lots have an area less than 4,000m ² . Note: this provision does not apply to land that is to be dedicated to Council or State for open space or infrastructure purposes.	A07 No acceptable outcome provided.	NOT APPLICABLE Subdivision is not proposed	
PO8 Where not on the Minimum lot size overlay map or Rural residential landscape and environment precinct Lot configuration creates a very low intensity semi-rural or bushland residential environment.	A08 Minimum road frontage is 50m. OR For rear lots the average lot width is 50m.	NOT APPLICABLE Subdivision is not proposed	
PO9 Minimum lot size overlay map Lot size is not less than that shown on the Minimum lot size overlay map .	A09 Minimum lot size overlay map No acceptable outcome provided.	NOT APPLICABLE Subdivision is not proposed	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use										
PO10 Minimum lot size overlay map Lot configuration is as follows: <table><tr><th>Minimum lot size</th><th>Minimum frontage width</th></tr><tr><td>2000m²</td><td>15m</td></tr><tr><td>2500m²</td><td>15m</td></tr><tr><td>3500m²</td><td>15m</td></tr><tr><td>4000m²</td><td>50m</td></tr></table>	Minimum lot size	Minimum frontage width	2000m ²	15m	2500m ²	15m	3500m ²	15m	4000m ²	50m	AO10 Minimum lot size overlay map No acceptable outcome provided.	NOT APLICABLE Subdivision is not proposed	
Minimum lot size	Minimum frontage width												
2000m ²	15m												
2500m ²	15m												
3500m ²	15m												
4000m ²	50m												
PO11 Minimum lot size overlay map Average lot width for a rear lot is as follows: <table><tr><th>Minimum lot size designation</th><th>Average lot width</th></tr><tr><td>2000m² - 3500m²</td><td>15m</td></tr><tr><td>4000m²</td><td>50m</td></tr></table>	Minimum lot size designation	Average lot width	2000m ² - 3500m ²	15m	4000m ²	50m	AO11 Minimum lot size overlay map No acceptable outcome provided.	NOT APLICABLE Subdivision is not proposed					
Minimum lot size designation	Average lot width												
2000m ² - 3500m ²	15m												
4000m ²	50m												
PO12 Minimum lot size overlay map Any proposed lots with a designated minimum lot size of 2500m ² or less on the Minimum lot size overlay map are connected to reticulated sewerage in accordance with SC6.11 City Plan policy – Land development guidelelines .	AO12 Minimum lot size overlay map No acceptable outcome provided.	NOT APLICABLE Subdivision is not proposed											

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO13 Rural residential landscape and environment precinct Lots are of a size that: (a) promote the intent of the precinct; and (b) prevent fragmentation of identified matters of environmental significance and natural landscape values. Note: this provision does not apply to land that is to be dedicated to Council or State for open space or infrastructure purposes.	AO13.1 Rural residential landscape and environment precinct Minimum lot size is 16,000m ² .	NOT APPLICABLE The subject site is not located within the rural residential landscape and environment precinct.	
	AO13.2 Rural residential landscape and environment precinct Minimum road frontage is 50m.	NOT APPLICABLE The subject site is not located within the rural residential landscape and environment precinct.	
 Figure 6.2.21-5 Illustration showing Rural residential landscape and environment precinct where identified natural landscape values are not impacted on as a result of land fragmentation			

City Plan code template

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

Please note:

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

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

9.3.14 Multiple accommodation code

9.3.14.1 Application

This code applies to assessing material change of use for development for Multiple dwellings, Short-term accommodation, Resort complexes, Residential care, Retirement facilities and Rooming accommodation uses up to 32 metres in height where indicated within **Part 5 Tables of assessment**.

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

9.3.14.2 Purpose

- (1) The purpose of the Multiple accommodation code is to encourage high quality, attractive, well designed developments that promote a high standard of living for residents and make a positive contribution to the character of the city.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development is designed to create attractive, high-quality visually appealing buildings and protect the privacy and amenity of the occupants of the dwelling and neighbouring residential premises.
 - (b) Development is designed and orientated to promote a safe environment within the site, adjoining streets and public realm.
 - (c) Development is complemented by high-quality landscaping that contributes to the desired character of the area.
 - (d) Development is designed to promote safe and convenient pedestrian and vehicle access to and from the site.
 - (e) Development supports the provision of diversity of housing for various types of households within the city to meet the needs of existing and future residents.

- (f) Development is designed to add visual interest to the streetscape, to contribute positively to the local and wider city character and image, and to achieve a high quality urban design, with highly functional, accessible, attractive, memorable and sustainable buildings and spaces.
- (g) Multiple dwellings, Short-term accommodation, Resort complexes, Residential care, Retirement facilities and Rooming accommodation uses up to 32 metres in height, promote a high standard of living and care for residents through their design, recreation facilities and location.
- (h) Residential care facilities and retirement facilities are provided with self contained services and recreational facilities to meet the needs of residents.

9.3.14.3 Specific benchmarks for assessment

Table 9.3.14-1: Multiple accommodation code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Road frontage			
PO1 The site has sufficient frontage to ensure that: (a) safe and convenient vehicular and pedestrian access can be provided; and (b) adequate landscaping is provided adjacent to the road frontage.	AO1 The minimum road frontage is 20m.	COMPLIES The subject site incorporates road frontages as follows: • Baileys Mountain Road: 274.6m • Reserve Road: 118.8m • Old Coach Road: 44.2m	
PO2 The use is not established on a rear lot.	AO2 No acceptable outcome is provided.	COMPLIES The subject site is not a rear lot.	
Design and appearance			
PO3 All buildings and ancillary structures are designed to: (a) contribute to the envisaged urban character of the local area; (b) promote casual surveillance of public streets, public open space and public areas; (c) add visual interest to the streetscape; (d) enable differentiation between	AO3.1 All development is oriented so as to address public streets, public open space and public areas.	COMPLIES The proposed development is oriented to address the main street frontage and site access location along Baileys Mountain Road.	
	AO3.2 Buildings located on a street corner are to address both street frontages.	ALTERNATIVE OUTCOME PROPOSED Whilst the subject site is positioned in a corner location, environmental mapping constraints and potential future road infrastructure indicated by Council have informed the position of the proposed building to be separated from the corner of the subject site. Further discussion is provided within the Town Planning Report in respect of PO3.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
buildings; and (e) avoid stark or austere appearance.	AO3.3 All visible walls are articulated, or otherwise architecturally treated, to create visual interest and to avoid a broad expanse of featureless wall.	COMPLIES The architectural design adopts a design approach that ensures that all visible walls of the proposed development incorporate high-quality articulation, and that no broad expanse of featureless wall occurs.	
	AO3.4 The building design and materials visually integrate with the prevailing or intended character of the area.	COMPLIES The palette of external materials and finishes have been thoughtfully selected for the clear purpose of encapsulating warm and earthy tones in the facades of the building, with the outcome delivering a built form that integrates successfully with both the existing landscape form and character of the locality, and with intended future character of the area.	
	AO3.5 The degree of reflection (both heat and light) of any reflective glass does not exceed 20%. Note: this provision does not apply to class 1A and class 10A buildings.	CAN COMPLY It is expected that glazing used within the facades of the building will satisfy the degree of reflection required by AO3.5. Conditions are anticipated in this respect.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 9.3.14-1 Illustration showing Multiple accommodation outcomes where all development is oriented so as to address public streets, public open space and public areas			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 Figure 9.3.14-2 Illustration showing Multiple accommodation outcomes where all visible walls are articulated to create visual interest and the building design and materials visually integrate with the prevailing or intended character of the area			
PO4 Building form, orientation and articulation promotes sub-tropical design excellence and innovation, through: (a) optimising orientation to the north; (b) incorporation of generous outdoor living spaces; (c) privacy and utility of open space; (d) building articulation and ventilation; and (e) shading and climate protection.	AO4 No acceptable outcome is provided.	COMPLIES The architectural design of the proposed development embraces sub-tropical design excellence, creating built form in an arrangement of individual wings, all of which are arranged to benefit from: • optimisation of northern orientation; • provision of generous outdoor living spaces; • desirable outlook to high quality landscaped outdoor spaces with appropriate levels of privacy and utility of the open space; • optimisation of articulation and natural ventilation opportunities; and • well-shaded spaces affording climate protection.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Roof form for buildings with 3 or more storeys			
PO5 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building and effectively screens service structures, plant and equipment. Note: building height incorporates allowance for plant and equipment, attractive building caps and rooftop features.	AO5.1 Building caps and rooftops are provided to contribute an attractive roofscape that enhances the architectural distinction of the building	COMPLIES The roof top of the building integrates successfully with the architectural character and qualities of the proposed development.	
	AO5.2 Service structures, lift motor rooms and mechanical plant are: (a) designed as an architectural feature of the building; (b) incorporated into the roof form; or (c) screened effectively.	COMPLIES All plant and equipment is contained within screened enclosures within the building form, with air conditioning plant contained within visually screened space within the roof form.	
	AO5.3 The rooftop and roof form is designed to enable future inclusion of plant and equipment such as satellite dishes/telecommunications facilities in an unobtrusive manner.	COMPLIES The proposed roof form is designed to incorporate and visually screen plant and equipment.	
	AO5.4 Where rooftops are used for open space, plant and equipment is visually and acoustically screened from the communal open space and the open space area is integrated into an attractive roofscape to enhance the architectural distinction of the building.	NOT APPLICABLE Rooftop open space is not proposed.	

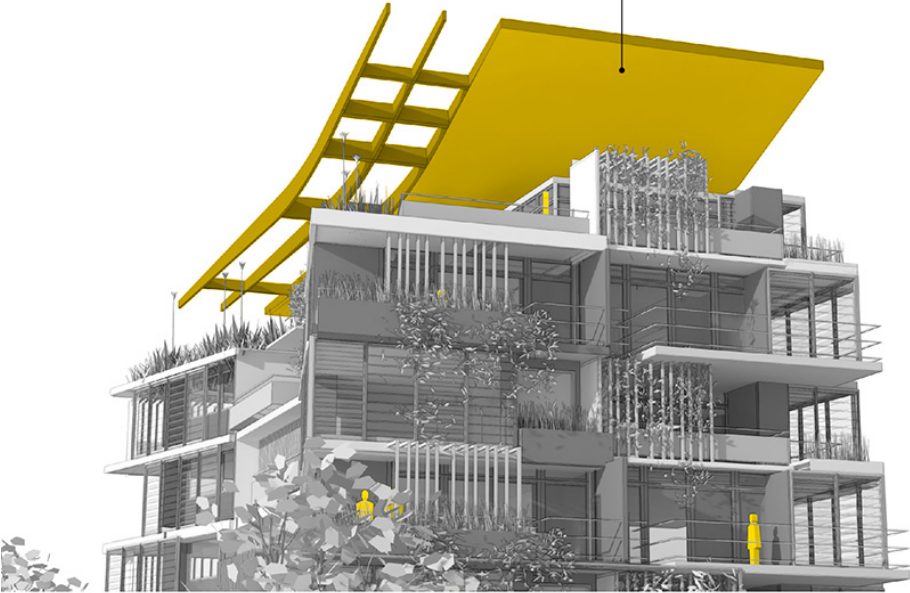
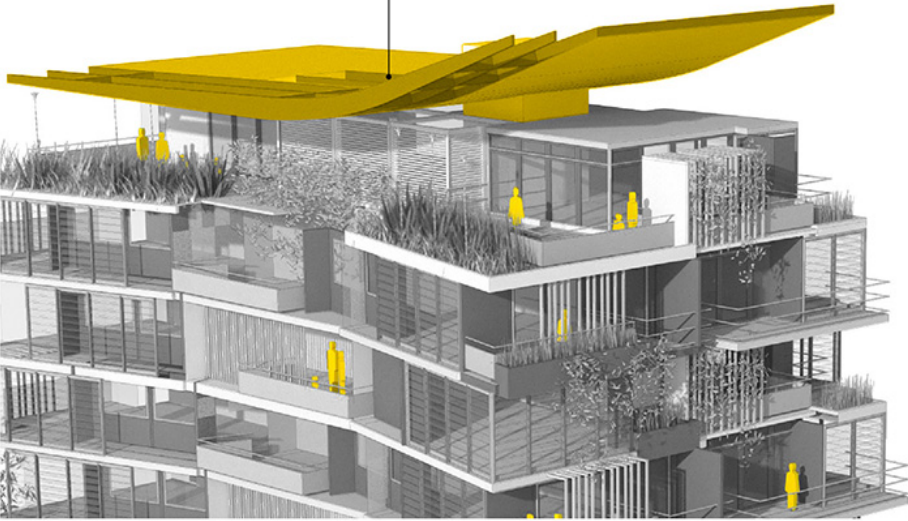
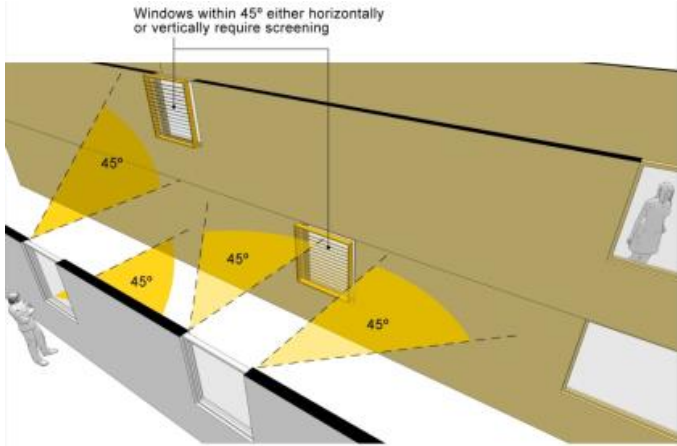
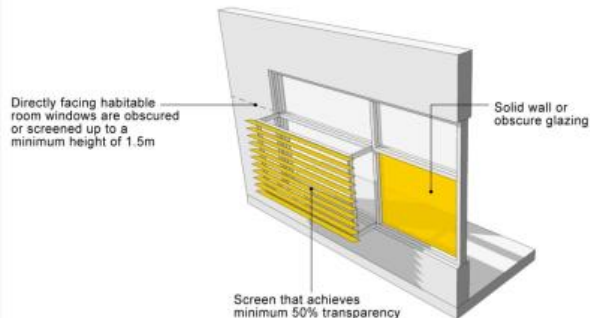
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Building caps and rooftops provide an attractive roofscape 		

Figure 9.3.14-3
Illustration showing Multiple accommodation outcomes for building caps and rooftops

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Rooftop and roof form are designed for unobtrusive future inclusion of plant and equipment  Figure 9.3.14-4 Illustration showing Multiple accommodation outcomes for rooftop and roof form			
Ground floor and entry requirements for buildings with 3 or more storeys			
PO6 The ground floor entrance area is easily identifiable and built to a human scale.	AO6 No acceptable outcome provided	COMPLIES The ground floor entrance lobby is easily interpreted and identifiable in the façade of the building, and oriented toward the frontage of the site to Baileys Mountain Road. The legibility of the entrance is enhanced through provision of a porte-cochere and adopts a human scale of built form.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Privacy			
PO7 The building is designed to achieve an acceptable level of privacy for the occupants of the dwelling and neighbouring dwellings.	A07.1 Habitable room windows do not directly face: (a) a habitable room window of another building within 10m; and (b) an access way, footpath or communal open space area within 3m. OR Habitable room windows: (a) Have a fixed obscure glazing in any part of the window below 1.5m above floor level; (b) Have privacy screens that cover a minimum of 50% window view. Note: 'directly face' means an angle within 45° either horizontally or vertically.	COMPLIES Habitable room windows of the building do not directly face the habitable room of another building within 10m, and the proposed development is designed to create minimum separation distances of approximately 17m between the external walls of apartments within adjacent wings of the building.	
	A07.2 Where a direct view exists into the private open space of an adjoining dwelling, the outlook from windows, stairwells, terraces, decks and other private, communal or public areas, is obscured or screened by privacy screens.	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Figure 9.3.14-5 Illustration showing Multiple accommodation design privacy outcomes where windows and doors are appropriately obscured by screening.		
	Figure 9.3.14-6 Illustration showing Multiple accommodation outcomes for privacy		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
			
			

Figure 9.3.14-7
Illustration showing Multiple accommodation outcomes

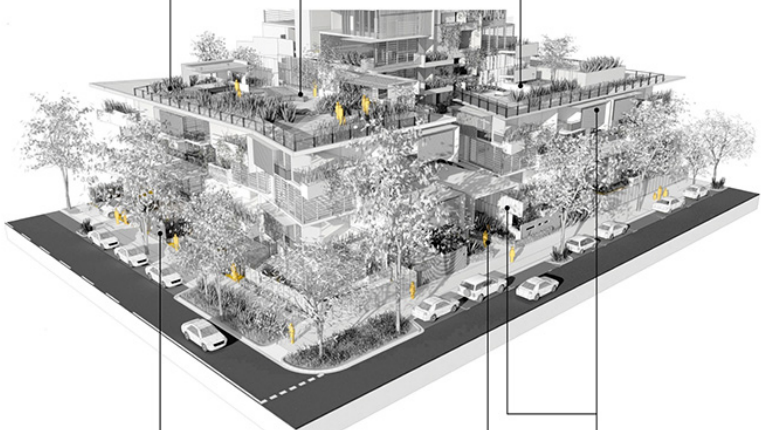
Figure 9.3.14-8
Illustration showing Multiple accommodation outcomes for privacy

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use								
Private open space											
PO8 Above ground private open spaces are directly accessible and functional area for users.	AO8 Above ground private open space for each dwelling shall: (a) mitigate negative wind effects on intended users; (b) be accessible from the living room; and (c) be supplied at the following rates:	NOT APPLICABLE The proposed development is for a Residential Care Facility. Refer to AO below.									
	<table><tr><th>No. of bedrooms</th><th>Minimum balcony area</th></tr><tr><td>1 bedroom and studio</td><td>8m² with a minimum dimension of 2m</td></tr><tr><td>2 bedrooms</td><td>12m² with a minimum dimension of 2.5m</td></tr><tr><td>3 or more bedrooms</td><td>16m² with a minimum dimension of 3m</td></tr></table>		No. of bedrooms	Minimum balcony area	1 bedroom and studio	8m ² with a minimum dimension of 2m	2 bedrooms	12m ² with a minimum dimension of 2.5m	3 or more bedrooms	16m ² with a minimum dimension of 3m	
	No. of bedrooms		Minimum balcony area								
	1 bedroom and studio		8m ² with a minimum dimension of 2m								
	2 bedrooms		12m ² with a minimum dimension of 2.5m								
	3 or more bedrooms	16m ² with a minimum dimension of 3m									
	OR Bermuda Point precinct										
	<table><tr><th>No. of bedrooms</th><th>Minimum balcony areas</th></tr><tr><td>1, 2, 3 or more bedroom/studio</td><td>8m² with a minimum dimension of 2m</td></tr></table>	No. of bedrooms	Minimum balcony areas	1, 2, 3 or more bedroom/studio	8m ² with a minimum dimension of 2m						
	No. of bedrooms	Minimum balcony areas									
	1, 2, 3 or more bedroom/studio	8m ² with a minimum dimension of 2m									
OR For residential care facilities, no acceptable outcome provided.		COMPLIES The proposed development is for a Residential Care Facility, and the open space provision within the proposed development satisfies the intent of PO8. Further discussion is provided within the Town Planning Report.									

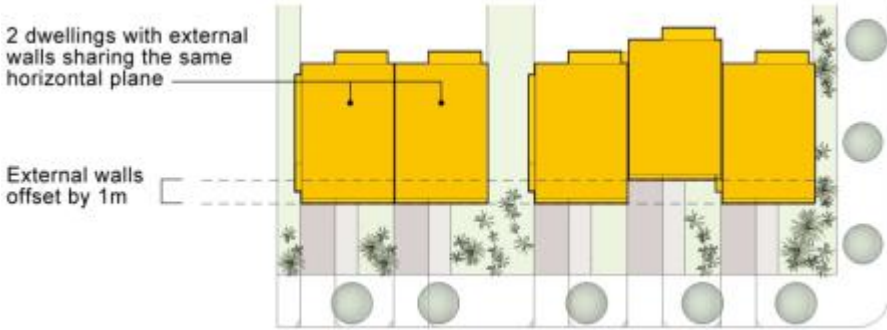
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO9 Ground floor private open space areas are sufficiently sized to create useable areas and assist in activating the street and/or ground floor.	AO9 The ground floor private open space for each dwelling: (a) has a minimum area of 16m ² ; (b) has a minimum width of 3m; (c) is located adjacent to each dwelling unit; (d) is accessible from the living room; (e) has a maximum gradient not exceeding one in ten; and (f) is sufficiently screened or elevated for privacy without total seclusion. OR For residential care facilities, no acceptable outcome provided.	NOT APPLICABLE Ground floor private open space / dwellings are not proposed.	
 Private open space is adjacent to its dwelling and accessible from the living room 16m² and 3m wide private open space for each dwelling at ground level			
Figure 9.3.14-9 Illustration showing Multiple accommodation outcomes for private open space			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Communal open space			
PO10 Where the development includes five or more dwellings, communal open space is provided on site that: (a) is accessible, useable and safe; (b) is available for the recreational use of all occupants of the development; (c) provides outdoor recreational areas required to service the open space needs of residents or guests of the development; (d) aesthetically complements buildings on the site; (e) enhances the attractiveness of the development; (f) provides opportunities for social interaction; (g) is designed and located to reduce internal and external impacts on the amenity of residents and neighbouring premises; and (h) creates a pleasant streetscape by establishing landscaped (incorporating shade trees where practicable) areas adjoining the frontages of the development.	AO10.1 Principal open space areas are oriented to the north and receive at least three hours of sun between 9am and 5pm on 21 June over a portion of their surface. OR Bermuda Point precinct Principle open space areas are orientated to the north.	COMPLIES Communal open space is provided throughout the subject site in an arrangement of courtyard spaces and landscaped gardens with meandering pathways for the enjoyment of residents. The extensive landscaped open space provided throughout the site ensures that the variety of spaces will receive at least 3 hours of sunlight between 9am and 5pm on 21 June over at least a portion of the surface.	
	AO10.2 Communal open space including any landscaped area is provided at the following rates:	COMPLIES The proposed Residential Care Facility accommodates a total of 158 bedrooms. The nominal rate of 11sqm per bedroom equates to a requirement for 1,738sqm of communal open space including any landscaped area, according to AO10.2.	
	11m ²	for every bedroom, or 10m ² (or part thereof) of the area provided for sleeping within a short-term accommodation, hostel, or residential care facility	
	22m ²	for each one bedroom dwelling	
	35m ²	for each two bedroom dwelling	
	45m ²	for each dwelling of three or more bedrooms	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO10.3 The communal open space required in AO10.2: (a) includes a communal open space area of at least 50% of the total open space requirement in one parcel and, this parcel is outdoors and has a maximum length to breadth ratio of 2.5:1; (b) has a gradient not exceeding one in ten; (c) is clear of all non-recreational structures, including clothes hoists, driveways, water tanks, car parking and garbage receptacles; (d) is readily safe, accessible and convenient to residents; (e) includes an area being at least 10% for deep planting; (f) is designed and located so that it is subject to casual surveillance; (g) utilises hard and soft landscape treatment; (h) is clearly separated from any private areas of the site; and (i) can include indoor recreation facilities such as gymnasiums.	COMPLIES The extensive arrangement of communal open space facilitates at least 50% of the required area to be provided in a single outdoor parcel (e.g. the proposed courtyard spaces) that is provided at a level gradient, clear of non-recreational structures, readily safe and accessible to residents, benefits from casual surveillance and management by colleagues of the facility, is clearly separated from private areas, includes at least 10% deep planting and includes a combination of hard and soft landscape treatment.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Communal open space includes average 3m wide landscaping Communal open space is safe, accessible and convenient Communal open space has 50% of the required area located in one parcel outdoors  Building design and materials integrate with the intended Development oriented to address public streets, public open space Visible walls are articulated or treated to Figure 9.3.14-10 Illustration showing Multiple accommodation outcomes for communal open space, landscaping and design			
	AO10.4 The communal open space requirement determined by AO10.2 incorporates a landscaped area which has an average width of 3m, a minimum width of 1.5m and adjoins any frontage to the site. This area: (a) is landscaped so as to be the same level as the footpath; (b) comprises 50% deep planting; (c) allows a view of the street and pedestrian entry areas; and (d) emphasises a clear pedestrian entry point to the development from the street.	COMPLIES The landscape design of the subject site incorporates landscape buffers to all site boundaries, all of which are landscaped at a level to directly interface with the adjacent levels within the road reserve and comprise entirely of deep planting. The landscape design is arranged to permit views toward the road frontage to Baileys Mountain Road, and the site design ensures that the pedestrian and vehicular access routes are clearly visible from the road frontage.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO10.5 Where the development: (a) includes a basement podium which protrudes above ground level; or (b) where non-residential elements are provided below the residential component as part of a mixed-use development, the communal open space is provided consistent with the requirements of AO10.2 on top of the podium, roof, or on top of the non-residential elements of the development.	COMPLIES Whilst the proposed development does not represent a typical basement podium design, it is noted that part of the basement car parking area protrudes above ground level in the western portion of the building, and the extensive communal open space grounds of the proposed development include landscape design and courtyard open space provided at the roof of the basement level.	
	AO10.6 Where the communal open space is for a residential care facility or retirement facility, the open space is provided with outdoor facilities for the health and wellbeing of residents such as sheltered gardens, circuit walkways, gardening beds and a space of sufficient size for a resident to take a visiting family with young children.	COMPLIES The proposed development is for a Residential Care Facility and Retirement Facility and incorporates extensive outdoor facilities, including landscaped courtyard spaces affording a sheltered space. Additionally, the proposed landscaped outdoor space incorporates sprawling gardens and meandering pathways with outdoor seating and attractively landscaped garden spaces throughout the 3.087ha site area, being well suited to the accommodating the enjoyment of a visiting family with young children.	
Additional design and appearance requirements for multiple dwellings comprising townhouses			
PO11 Multiple dwellings comprising townhouses are designed to visually integrate with the desired built form of the area as expressed by the zone and provide differentiation between buildings by means of articulation.	AO11.1 No more than two adjacent dwellings have external walls in the same horizontal plane, unless they are offset by at least 1m.	NOT APPLICABLE Townhouses are not proposed.	
	AO11.2 The number of dwellings in the one continuous building does not exceed four.	NOT APPLICABLE Townhouses are not proposed.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
 2 dwellings with external walls sharing the same horizontal plane External walls offset by 1m Figure 9.3.14-11 Illustration showing Multiple accommodation outcomes for additional design and appearance requirements for multiple dwellings comprising townhouses			

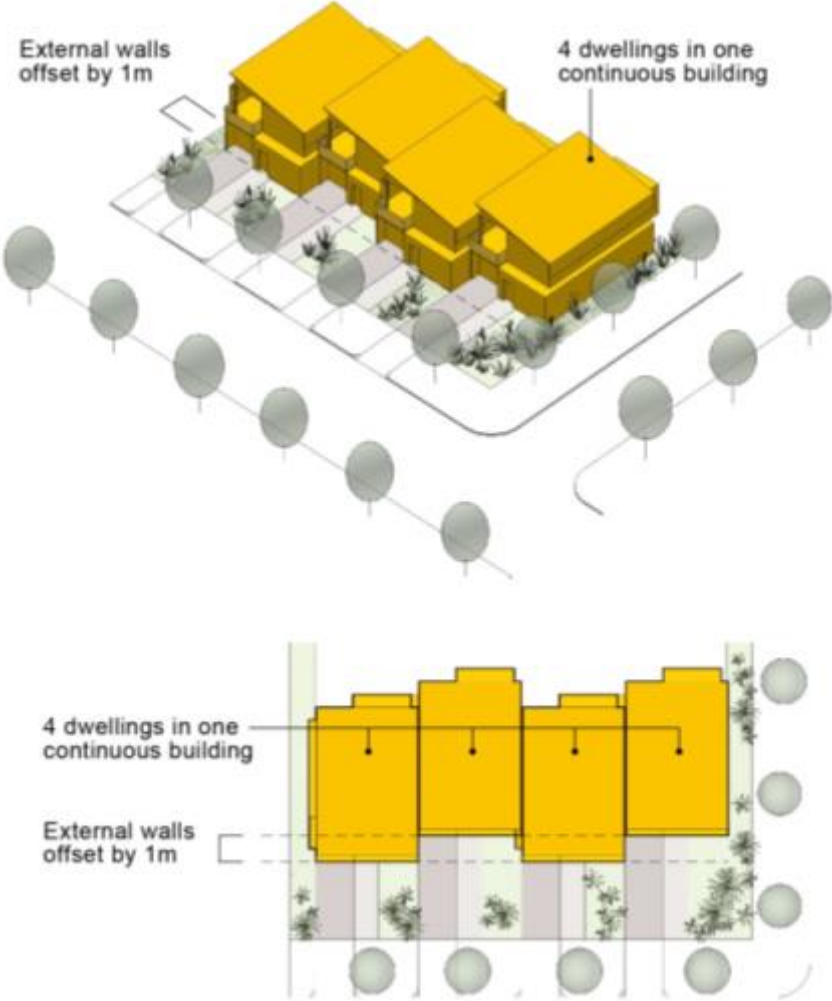
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
			

Figure 9.3.14-12
Illustration showing Multiple accommodation outcomes for additional design and appearance requirements for multiple dwellings comprising townhouses

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Pedestrian access			
PO12 Safe and convenient access is provided for pedestrians.	AO12.1 Pedestrian access is provided to all road frontages and is easily identified.	COMPLIES The main vehicular and pedestrian access to the site is clearly identifiable along the road frontage to Baileys Mountain Road.	
	AO12.2 Footpaths are provided to connect dwellings with communal open-space areas, external roads and public open space. OR In low-speed traffic environments, driveways are designed to be a shared space.	COMPLIES The proposed development incorporates meandering pedestrian walkways throughout the communal outdoor spaces within the subject site, including toward the road frontage adjacent to the main vehicular access way.	
 Pedestrian access provided to all road frontages and easily identified			

Figure 9.3.14-13
Illustration showing Multiple accommodation outcomes for pedestrian access

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Car park areas			
PO13 The car parking area and associated structures do not dominate the street frontage of the development.	AO13 No acceptable outcome provided.	COMPLIES The proposed on-site car parking areas are provided within a screened basement parking area, and within an open surface level car parking area that benefits from dense landscape buffer screening from the frontage of the site.	
Provision of access for multiple dwellings comprising townhouses			
PO14 Multiple dwellings, in the form of townhouse development, integrate within the overall street network.	AO14 Pedestrian and cycle connections are provided to adjoining streets.	NOT APPLICABLE Townhouse development is not proposed.	
Safety and security			
PO15 Building design enhances safety and security on and off the site.	AO15.1 Above ground floor dwellings have windows or balconies that provide clear lines of sight towards private access ways, the street, and all adjacent public space.	COMPLIES The proposed apartments situated above ground floor in the northern wings of the proposed development are provided with windows and balcony spaces that provide a clear line of sight across the entrance way to the development and the adjacent road frontage.	
	AO15.2 Lighting is provided to driveways, property entrances, pathways, communal service areas, car-parking areas, lobbies stairwells, steps and ramps.	CAN COMPLY It is anticipated that lighting will be provided to meet the intent of AO15.2 at the construction phase. Conditions are anticipated in this respect.	
	AO15.3 Entrances and exits to the street are directly accessible, illuminated and highly visible from public areas.	COMPLIES The main entrance to the subject site and proposed building are clearly distinguishable and it is anticipated that they will be appropriately illuminated at the construction phase.	
	AO15.4 Dead-end corridors, alleyways, pathways and refuse areas are secured to prevent unauthorised access.	COMPLIES Dead-end corridors, alleyways and pathways are avoided and internal accessways are secured as appropriate to the proposed use as a Residential Care Facility.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Housing need and choice			
PO16 Development provides a mix of housing sizes and affordability outcomes to meet housing needs.	AO16 No acceptable outcome provided.	COMPLIES The proposed development provides a range of Residential Care and Retirement housing opportunities, delivering a much needed facility in this rapidly growing area of the City to meet the housing and care needs of seniors, and contributing positively to the mix and diversity of housing choice within the locality generally. The housing need specific to this proposed development is addressed in detail within the Economic Needs Assessment prepared by Macro Plan Dimasi, located at Section 3, Attachment 14 .	
 Figure 9.3.14-14 Illustration showing Multiple accommodation outcomes where above ground floor dwellings have windows and balconies that provide clear lines of sight towards private access ways, the street, and all adjacent public space			
Services and recreational facilities for residential care facilities and retirement facilities			
PO17 A range of self-contained services and recreational facilities are provided.	AO17 Developments that have between 11 and 25 units include a community meeting room. OR Developments that have 26 units or more include a community meeting room and	COMPLIES The proposed development comprises a total of 138 apartments (158 beds) and incorporates: - communal dining and lounge areas within each wing of the building; - a shuttle service for residents; - on-site personal care, including an on-site pharmacy,	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	one or more of the following: (a) community vehicle; (b) on-site personal care; (c) on-site meal service; and (d) recreational facilities, in addition to the open space requirements in PO10 .	physio treatment room and hair dresser; • on-site meal service; and • extensive recreational facilities and open space provision as set out in response to PO10 and AO10.2 above.	

City Plan code template

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

Please note:

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

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

9.4.2 Driveways and vehicular crossings code

9.4.2.1 Application

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

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

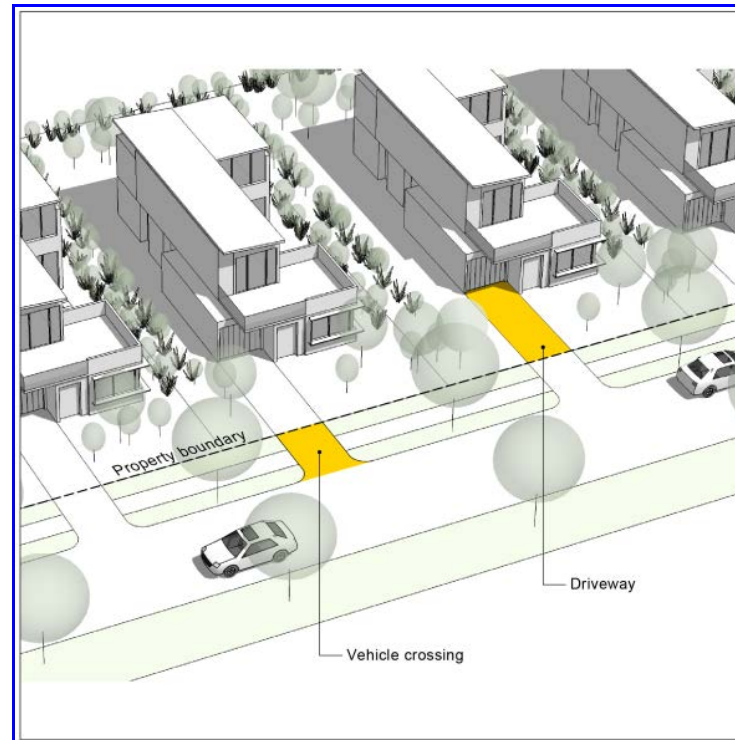


Figure 9.4.2-1

Illustration showing driveway and vehicle crossing for access to parking spaces

9.4.2.2 Purpose

- (1) The purpose of the Driveways and vehicular crossings code is to provide design standards for the construction, repair or modification to a driveway and/or a vehicular crossing and to ensure that the decisions are compatible.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Vehicular crossings provide safe access from the edge of the road carriageway to the property boundary.
 - (b) Vehicular crossings are located and constructed to avoid adverse impacts on City or utility infrastructure.
 - (c) Vehicular crossings are constructed to a standard that is consistent with a standard vehicle.
 - (d) Vehicular crossings are designed to ensure that there is minimal loss of on-street car parking spaces.
 - (e) Driveways provide safe access from the property boundary to the on-site vehicle accommodation or standing area.
 - (f) Driveways are located to ensure damage to existing street trees located within the verge is avoided.
 - (g) Driveways are located to retain space for the future planting of street trees.
 - (h) The construction, location and design of vehicular crossings and driveways prevent interference with the safe movement of vehicles or the safe use of the footpath to maintain the amenity of the area.
 - (i) The design and construction of the driveway and vehicular crossing are such that vertical and horizontal alignments provide a continuous, smooth access of good rideability and clearance for vehicles and driveway and vehicular crossing do not cause adverse stormwater drainage impacts.

9.4.2.3 Specific benchmarks for assessment**Table 9.4.2-3: Driveways and vehicular crossings code – assessable development for driveways**

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Location			
PO1 The location of the driveway is considered at the design stage of the development to ensure it does not unnecessarily damage street trees and allows space for the planting of street trees within the verge.	AO1 The design of the driveway: (a) does not cause damage to street trees in the verge; and (b) retains space for the planting of street trees within the verge.	<u>COMPLIES</u>	
Design			

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

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

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use	
Maximum number of vehicular crossings per site				
PO3 The number of vehicular crossings per site are minimised to avoid the loss of on-street car parking spaces and to prevent adverse interference with: (a) the safety, capacity and operations of the existing or planned road network; (b) the proposed driveway; and (c) cycleways or pedestrian footpaths.	AO3 The maximum number of vehicular crossings per site, for the following land uses, is as follows:	<u>COMPLIES</u>		
	Land use			Maximum number of vehicular crossings per site
	Dwelling house			1 OR 2 - when the road frontage at the kerb is at least 40m
	Dual occupancy Multiple dwelling			1 OR 2 - where the road frontage at the kerb is greater than 20m
	Non-residential use			2
Separation distances				
PO4 Vehicular crossings are appropriately separated from other vehicular crossings and side property boundaries to prevent interference with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	AO4 Vehicular crossings are separated from:	<u>COMPLIES</u>		
	Instance			Minimum distance (m)
	Any other vehicular crossing			3m
	Any side property boundary: for residential development of 2 dwellings or less			1.5m
	All other development			2m

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Location			
PO5 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	AO5.1 The location of the vehicular crossing to a public roadway is consistent with <i>AS/NZS2890.1:2004 Parking facilities Part 1: Off-street car parking</i> and <i>AS2890.2 – 2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i> .	<u>COMPLIES</u>	
	AO5.2 No new vehicular crossings are created on roads identified on the Functional Road Hierarchy as shown on the Zone maps or the Pacific motorway service road types overlap map .	<u>COMPLIES</u>	
PO6 Vehicular crossings are located to: (a) avoid damage to existing street trees located within the verge; and (b) retain space for the future planting of street trees within the verge.	AO6 No acceptable outcome provided.	<u>COMPLIES</u>	
Sight distances and lines			
PO7 Vehicular crossings are designed to prevent conflict between vehicles with cyclists and pedestrians.	AO7.1 Safe sight distances are provided, based on the vehicle speed at the vehicular crossing. Note: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).	<u>COMPLIES</u>	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO7.2 Vehicular crossings are designed to provide safe sight lines for vehicles exiting the vehicular crossing in accordance with <i>AS2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i>. Where no service vehicle is required to access the site, including waste collection, the requirements for sight lines at the vehicular crossing are in accordance with <i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i>. Note: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).	<u>COMPLIES</u>	

City Plan code template

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

Please note:

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

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

9.4.4 General development provisions code

9.4.4.1 Application

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

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

9.4.4.2 Purpose

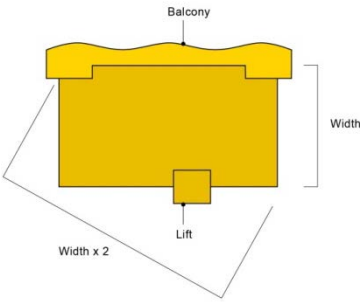
- (1) The purpose of the General development provisions code is to provide a consistent approach to city wide issues and avoid duplication of regulation throughout the City Plan.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development is designed to maintain the expected level of amenity for the area.
 - (b) Development promotes a safe environment and reduces the potential for crime.
 - (c) Development is designed to respect the natural values of the land, including vegetation, natural topography and development on steep slopes to minimise impacts on the landscape character of the city's rural, urban and hinterland areas.
 - (d) Development does not result in unsightly retaining walls.
 - (e) Building services and storage areas are designed and located to avoid nuisance to adjoining premises and avoid an unattractive appearance when viewed from the street.
 - (f) Development does not cause adverse stormwater drainage impacts on or off the site.
 - (g) Development is connected to essential services and public utilities in accordance with infrastructure provider requirements.

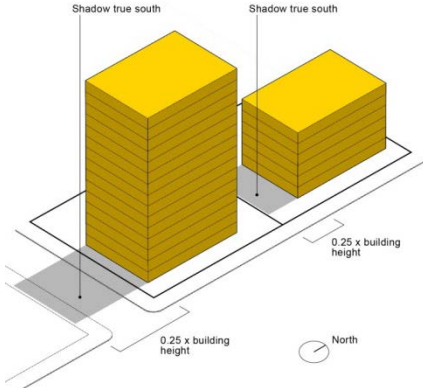
9.4.4.3 Specific benchmarks for assessment**Table 9.4.4-2: General development provisions code – for assessable development**

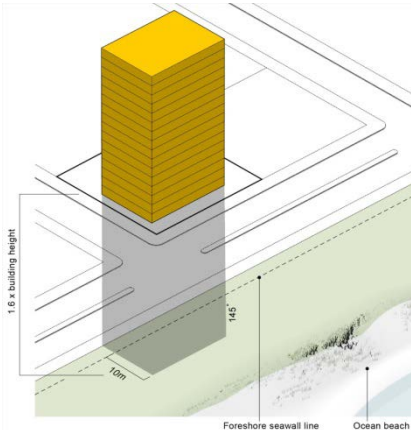
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Amenity protection			
PO1 Development mitigates any negative effects to amenity, health and safety from existing surrounding activities having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects; (g) privacy; (h) vibration; (i) contaminated substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.	AO1 No acceptable outcome provided.	COMPLIES The proposed development is designed to mitigate any negative effects from existing surrounding activities having regard to the matters identified in PO1. In the context of the proposed development and the locality of the subject site, the main considerations for the proposed use relate to noise impacts and the provision of residential amenity within the proposed development. This is addressed by the Acoustic Report prepared by Acoustic Works, located at Section 3, Attachment 17 , which sets out recommendations for material selection for the glazing and external walls of the proposed development.	
PO2 The proposed development prevents loss of amenity and threats to health and safety, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) signage; (e) visual amenity; (f) wind effects;	AO2 No acceptable outcome provided.	COMPLIES Potential impacts of the proposed development are considered at length within this Development Application and the supporting technical reports. No adverse effects on the health and safety or amenity of the locality have been identified in respect of the proposed development.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
(g) privacy; (h) vibration; (i) contaminating substances; (j) hazardous chemicals; (k) odour and emissions; and (l) safety.			
Development along the Pacific Motorway and heavy railway line			
PO3 Development adjacent to the Pacific Motorway and heavy railway line minimises views of the storage of outdoor plant and equipment, including service areas to provide an attractive outlook for persons using the transport network.	AO3 Where the site is adjacent to the Pacific Motorway or a heavy rail line, areas used for outdoor storage, including service areas are screened from view from users of the motorway or heavy rail line by buildings, solid fencing or vegetation.	NOT APPLICABLE The subject site is not located adjacent to the Pacific Motorway or a heavy rail line.	
Landscaping			
PO4 The proposal provides landscape work that protects and enhances the character of the local area.	AO4.1 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences a Statement of Landscape Intent prepared in accordance with SC6.12 City Plan policy – Landscape work demonstrating that the landscaping will provide amenity for site users and will protect and enhance the character of the local area. AO4.2 An Open Space Management Statement is prepared in accordance with SC6.12 City Plan policy – Landscape work where landscape works are proposed to be undertaken on land that is or is intended to be, public open space.	COMPLIES This Development Application is accompanied by a Landscape Intent proposal prepared by Saunders Havill Group, in accordance with SC6.12. The Landscape Intent proposals are presented at Section 4, Attachment 20 .	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Building services			
PO5 All mechanical equipment is located and housed so as not to cause disturbance to residents within or adjoining the development.	AO5 For all development except dwelling houses, dual occupancies, caretaker's accommodation and community residences: The mechanical equipment, including air-conditioning plant and swimming pool pumps, is incorporated within the building. OR The mechanical equipment, including air-conditioning plant and swimming pool pumps, is housed external to the principal building and: (a) is contained within a solid structure; and (b) located no closer than 1.5m to any site boundary.	COMPLIES The architectural design ensures that planted and equipment is housed within screened enclosures and spaces within the built form of the proposed development.	
Casual surveillance and lighting			
PO6 Development facilitates casual surveillance of public areas and incorporates lighting to reduce opportunities for crime.	AO6 No acceptable outcome provided.	COMPLIES The arrangement of proposed apartments and balcony spaces facilitates casual surveillance of the public and communal spaces within the subject site. It is anticipated that appropriate lighting will be incorporated at the construction phase and conditions are anticipated in this respect.	
Lighting			
PO7 Lighting associated with any development does not cause a nuisance.	AO7 Direct or reflected light emissions from the premises must be positioned and shielded to prevent light spillage outside the boundaries of the site.	CAN COMPLY It is anticipated that appropriate lighting incorporated at the construction phase will be positioned and shielded to mitigate light spillage. Conditions are anticipated in this respect.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Shadow impacts – for all development 3 or more storeys			
PO8 The building is designed and located to ensure that the shadow cast by the building does not detract from a comfortable living and ground level environment and the access of adequate sunlight to private and public spaces having regard to: (a) the degree of containment of the shadow on the subject site at different times of the day on the summer and winter solstice and spring and autumn equinox; (b) the cumulative impact of the shadow and existing shadows; (c) the effect of the shadow on the ocean beach, Broadwater foreshore, or riverside or beachside public open space; (d) the location of the shadow on non-residential areas external to the site; and (e) the effect of the shadow on any other site or other building.	AO8.1 The width of the shadow cast in any direction by each level of the building, excluding balconies and lift wells, does not exceed twice the width of the shadow cast in any other direction.  Figure 9.4.4-1 Illustration showing width ratio shadow outcome AO8.2 The shadow cast by the building in a true south direction has a length 0.25 times the height of the building, as measured from ground level adjacent to the southern side of the subject building to the top of the topmost storey, and does not intrude onto any other site, or does not cast shadow onto any other building on the same site.	ALTERNATIVE OUTCOME PROPOSED The width ratio of the proposed development is illustrated within the Proposed Architectural Drawings prepared by BDA Architects, located at Section 4, Attachment 19. Drawing 4.8 identifies that the width ratio of the proposed development equates to 2.15:1, thereby, marginally exceeding the 2:1 ratio nominated by AO8.1. Accordingly, further consideration is warranted in the context of PO8 and this is addressed within the Town Planning Report.	
		COMPLIES The true south shadow of the proposed development is illustrated within the Proposed Architectural Drawings prepared by BDA Architects, located at Section 4, Attachment 19. Drawing 4.9 identifies that the true south shadow prescribed under the parameters of AO8.2, and demonstrates that the proposed development complies with the requirements of AO8.2.	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	measured from the ground level to the top of the topmost storey. Note: For the purpose of this acceptable outcome, the ocean beach is defined as that area east of a line 10m east of and parallel to the foreshore seawall line and the Broadwater foreshore is defined as that area east of the leading edge of the revetment wall.  Figure 9.4.4-3 Illustration showing ocean beach and Broadwater foreshore shadow outcome		
	AO8.5 The shadow cast by the building in the direction of true south does not intrude more than 10m into a riverside public open space reserve.	NOT APPLICABLE The proposed development does not adjoin a riverside public open space reserve.	
Earthworks and treatment of retaining walls			
PO9 Earthworks and retaining walls associated with the development do not	AO9 Retaining walls and batters comply with the requirements of SC6.11 City Plan	CAN COMPLY It is anticipated that the proposed development will satisfy the relevant provisions of the Land Development	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
create a negative visual impact upon neighbouring properties or the streetscape.	policy – Land development guidelines, Section 3 – Change to ground level standards.	Guidelines through details to be provided for assessment at Operational Works stage.	
Stormwater drainage			
PO10 Development does not cause adverse stormwater drainage impacts on or off the site.	AO10 All development incorporates stormwater drainage works to comply with the requirements of SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.	COMPLIES The proposed stormwater management measures are detailed within the Site Based Stormwater Management Plan prepared by Arcadis and located at	
Infrastructure			
PO11 All development ensures connection to public utilities to meet the needs of the development, including sewer, water, electricity and communications services.	AO11 All development is provided with services, as follows: (a) electricity supply and communication services (b) reticulated water supply, when within the mapped 'water supply service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space or Rural zones (c) reticulated sewer network, when within the mapped 'wastewater service area' identified in the Local government infrastructure plan, and not located in the Conservation, Extractive industry, Major tourism (Island resorts precinct), Open space, Rural or Rural residential zones.	COMPLIES The Engineering Services Report prepared by Arcadis and located at Section 3, Attachment 9 , demonstrates that the proposed development can achieve connections to all essential infrastructure identified under AO11.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Site analysis			
PO12 Development is designed to: (a) complement the character and address any impacts on the amenity and environment of the local area; (b) avoid any risk to life or property arising from natural hazards; and (c) protect significant natural habitat areas, wildlife corridors, wetlands and waterway corridors.	AO12 A site analysis plan is prepared in accordance with SC6.13 City Plan policy – Site analysis .	COMPLIES Detailed site analysis is set out within the Proposed Architectural Drawing package prepared by BDA Architects.	

City Plan code template

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

Please note:

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

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

9.4.5 Healthy waters code

9.4.5.1 Application

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

- (1) No increase in impervious area is required onsite for the development.
- (2) A stormwater quality and quantity management plan previously approved by the Council has been fully implemented within the existing development layout.

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

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

9.4.5.2 Purpose

- (1) The purpose of the Healthy waters code is to protect the quality of the city's waters from the impacts of development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Urban stormwater quality management, wastewater management, and management of waters are based on the following principles:
 - (i) Development and construction activities are conducted to achieve the water quality objectives, as specified in the *Environmental Protection (Water) Policy 2009*.
 - (ii) The ongoing management of urban stormwater quality reflect the regional climate and the site's landscape characteristics.
 - (iii) Development is undertaken in accordance with best practice environmental management.

- (iv) Development avoids adverse impacts on the City of Gold Coast's waters or, where this is not feasible, adverse impacts are minimised.
- (b) Water resource catchments are protected from contamination by chemicals.
- (c) The drainage capacity of the Woongoolba Flood Mitigation Scheme Area for rainfall events up to 1 in 10 year 72 hours is maintained (contained within the Scheme drains within a 4 day period) and this capacity is not be eroded due to cumulative impact of development.

9.4.5.3 Specific benchmarks for assessment

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

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards.		
	AO1.3 Where development is not listed in AO1 a Stormwater Quality Management Plan is prepared by a suitably-qualified person in accordance with the Stormwater quality management guidelines in SC6.11 City Plan policy – Land development guidelines, Section 8 – Engineering drawings, documents and reports.	AO1.3 – COMPLIES Refer to Arcadis' Site Based Stormwater Management Plan 'F0002-10022603-AAR SBSMP'. The plan has been prepared and approved by a Registered Professional Engineer of Queensland and is in accordance with Council's Land Development Guidelines.	
Stormwater quantity			
PO2 Stormwater quantity management outcomes demonstrate no adverse impact on stormwater flooding or the drainage of properties external to the subject site.	AO2 A stormwater quantity management plan is prepared by a suitably qualified person and demonstrates: (a) achievable stormwater quantity control measures for discharge during both the construction and operational phases of development designed in accordance with the <i>Queensland Urban Drainage Manual (QUDM)</i> unless subject to specific requirements of SC6.11 City Plan policy – Land development guidelines, Section 4 – Stormwater drainage and water sensitive urban design standards ; (b) on-site detention systems that are designed to restrict peak outflows for Q2, Q5, Q10, Q20 Q50 and	AO2– COMPLIES The above-mentioned SBSMP demonstrates that the proposed development has been prepared in accordance with QUDM. Furthermore an on-site detention system has been designed to restrict post-developed peak outflows to pre-developed peak outflow conditions for the Q1, Q2, Q5, Q10, Q20, Q50 and Q100 storm events.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Q100 to pre-development conditions.		
Woongoolba Flood Mitigation Scheme Catchment Area			
PO3 In the Woongoolba Flood Mitigation Scheme Catchment Area, shown on the Water catchments and dual reticulation overlay map , peak outflow and its timing for Q2, Q5 and Q10 for rainfall events up to 72 hours does not change as a result of development.	AO3 No acceptable outcome provided.	AO3 – NOT APPLICABLE	
Protection of natural flows (discharge)			
PO4 Construction and operational activities avoid or minimise adverse impacts of altered stormwater quality and quantity.	AO4 Development achieves the Frequent Flow Management and Waterway Stability Management design objectives as stated within <i>Chapter 2 – Section 2.4.2 of the Urban Stormwater Quality Planning Guidelines 2010</i> . Note: A site Stormwater Quality and Quantity Management Report prepared by a suitably qualified person is Council's preferred method required to be submitted to Council to address this Acceptable outcome. The intent in the above guidelines (<i>Urban Stormwater Quality Planning Guidelines 2010</i>) can be achieved by adopting Water Sensitive Urban Design (WSUD) concepts within the development.	AO4– COMPLIES The above-mentioned SBSMP demonstrates that the proposed development will achieve waterway stability design objectives by detaining developed peak 1year ARI flow to its existing runoff rate. Frequent Flow Management design objectives are not triggered for this site as it does not discharge into a freshwater waterway or wetland in very good condition or with high ecological value as the immediate downstream waterway is in a highly urbanised area.	
Wastewater management			
PO5 Development does not discharge wastewater to receiving waters or areas	AO5 Where the development involves the discharge of wastewater, a Wastewater	AO5– COMPLIES The site does not propose to discharge wastewater to a receiving water body or areas external to the site. The	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Erosion and sediment control (ESC)			
PO6 Development does not cause erosion or allow sediments to leave the site.	AO6 An Erosion hazard assessment completed in accordance with the criteria in Table 9.4.5-3 is undertaken to establish the level of risk for soil erosion and sediment pollution to the environment. Where the Erosion hazard assessment has a risk score less than or equal to 10: A deemed to comply report is prepared by a suitably qualified person for Council approval, including conceptual location and design drawings of each treatment measure in plan and section views, in accordance with the <i>Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008</i> . Where the Erosion hazard assessment has a risk score greater than 10: A conceptual erosion and sediment control plan (ESCP) is prepared by a suitably qualified person for Council approval in accordance with the <i>Best Practice Erosion and Sediment Control: International Erosion Control Association, (IECA) 2008, Australasia Chapter 2008</i> .	AO6– COMPLIES. A conceptual erosion and sediment control plan has been completed and is included in Arcadis Report 'F0002-10022603-AAR SBSMP'.	

City Plan code template

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

Please note:

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

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

9.4.13 Transport code

9.4.13.1 Application

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

- (a) establishing in an existing lawful non-residential premises; and
- (b) involving:
 - (i) no building work (other than an internal fit-out); or
 - (ii) only minor building work; and
- (c) the development results in no loss of car parking spaces.

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

9.4.13.2 Purpose

- (1) The purpose of the Transport code is to ensure transport needs associated with the development of land are met.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development –
 - (i) ensures that onsite access and parking, manoeuvring and servicing areas are designed to result in a safe, pedestrian focussed environment and promote a high quality public realm.

- (ii) ensures that onsite access and parking, manoeuvring and servicing areas are designed to result in a functional and efficient site layout that minimises impacts on surrounding areas and traffic movement.
- (b) An integrated transport system is provided that:
 - (i) is convenient, efficient and flexible, being able to accommodate major events and provide a high level of connectivity between all activity centres, urban neighbourhoods, mixed use and industrial areas, inclusive of all modes, including active transport networks;
 - (ii) supports well designed urban development, which is concentrated within activity centres and urban neighbourhoods, that is easy to access via frequent public transport, walking and cycling, thereby reducing the need to travel by car;
 - (iii) supports community and privately operated transport services as viable alternatives to the private car;
 - (iv) reduces congestion and car dependency and significantly increases levels of walking, cycling and public transport use; and
 - (v) ensures existing and future transport corridors are protected.
- (c) Active transport networks are provided that:
 - (i) are direct, safe, pleasant and comfortable to make walking and cycling an attractive alternative to the car;
 - (ii) ensure development within centres and urban neighbourhoods, including the light rail corridor have access to high quality active transport infrastructure including paths, bicycle parking and end of trip facilities;
 - (iii) are directly connected to local attractions and services;
 - (iv) are clear and easily accessed; and
 - (v) ensure the active transport infrastructure are completed in the early stages of development.
- (d) Public transport networks are provided that:
 - (i) are of a standard and quality to provide an attractive alternative to the car;
 - (ii) ensure district and regional level community uses are within walking distance of public transport facilities; and
 - (iii) are clear and easily accessed.
- (e) A road network is provided that:
 - (i) is developed and managed efficiently and meets the city's needs for the movement of people and goods, and can be safely shared by all users;
 - (ii) ensures development impacts on amenity caused by traffic and parking is consistent with the community's reasonable expectations for the intended use;
 - (iii) develops local road networks that are permeable and legible to facilitate a high level of connectivity, are safe and are shared with active and public transport;
 - (iv) ensures developments are designed for safe and efficient waste collection, carried out with minimal disruption or impact to the road network; and

- (v) within the Coomera Town Centre area, provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections that is guided by the indicative access and mobility outcomes in Figure 9.4.13-2 Coomera Town Centre Indicative Access and Mobility..
- (f) Major freight corridors and haulage routes:
 - (i) are protected from incompatible uses and ensure their safe and efficient operation.
- (g) Navigable waterways:
 - (i) support active and public transport facilities in waterfront locations for public water transport and enhance access to the city's waterways.

9.4.13.3 Specific benchmarks for assessment

Table 9.4.13-2: Transport code – for assessable development

Performance outcomes	Acceptable outcomes		Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Car parking				
PO1 Development provides off-street car parking to accommodate the parking demand. OR Where located in the Centre zone or the Southport Priority Development Area at rates that: (a) reduce congestion and car dependency; (b) maximise the efficiency of car parking provided; and (c) encourage alternative transport options such as walking, cycling and the use of public transport.	AO1 Off- street car parking spaces are provided in accordance with the identified relevant table as follows:			
	Location	Off-street car parking rate		
	All zones except: (a) Centre zone; (b) High density residential zone (where located in the Transport hub area in Figure 9.4.13-1); or (c) Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-3	Alternative Solution – Refer to Bitzios Consulting TIA report	
	Centre zone and High density residential zone where nominated	Table 9.4.13-4	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	in the Transport hub area in Figure 9.4.13-1		
	Centre zone not nominated in the Transport hub area in Figure 9.4.13-1	Table 9.4.13-5 N/A	
	Special purposes zone – Special development area precinct – Southport Priority Development Area	Table 9.4.13-6 N/A	
	Note: Where off-street car parking cannot be reasonably provided, Council may consider improvements to active and public transport to offset the shortfall in car parking spaces.		
PO2 Development ensures that access to car parking spaces is provided for employees and bona fide visitors.	AO2 Car parking spaces for employees and visitors do not have gateways, doors or similar devices which restrict vehicular access.	COMPLIES	
PO3 Extensions to development are provided with additional car parking spaces to meet the increased parking demand. Note: Additional car parking spaces are not required where it can be demonstrated that the existing parking on-site was in excess of the City Plan requirements at the time of approval or the applicable parking rates currently in effect or results in the loss of existing pedestrian and cycling facilities.	AO3 Extensions to development provide additional car parking spaces based on the increased TUA.	N/A	
Travel demand measures			
PO4 Development provides alternative modes of travel to reduce dependency on	AO4.1 Development that is identified in the Transport hub area in Figure 9.4.13-1: Transport hub area	N/A	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
private vehicle usage.	applies travel demand measures in accordance with Table 9.4.13-7: Travel demand measures.		
	AO4.2 Development applies the car sharing travel demand measure in accordance with Table 9.4.13-7: Travel demand measures , where: (a) located in the Centre zone and not identified in the Transport hub area in Figure 9.4.13-1: Transport hub area ; or (b) located in any other zone (except the Centre zone).	N/A	
Servicing			
PO5 Development accommodates for the required design service vehicle, including waste collection vehicles to service the development.	AO5 Development is designed to cater for the largest service vehicle in accordance with Table 9.4.13-9: Minimum class of service vehicle.	ALTERNATIVE SOLUTION – REFER TO BITZIOS CONSULTING TIA REPORT	
PO6 Development is designed to ensure: (a) that areas are provided for loading and unloading of service vehicles; (b) that loading operations are contained wholly within the site; and (c) that pathways from service areas to tenancies are an appropriate width to allow for pallets and trolleys to manoeuvre without conflicting with doors, gates or landscaping.	AO6.1 Development is designed to provide for the design service vehicle in accordance with Table 9.4.13-8: Service vehicle requirements.	ALTERNATIVE SOLUTION – REFER TO BITZIOS CONSULTING TIA REPORT	
	AO6.2 Service areas are designed in accordance with <i>AS2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities.</i>	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO7 Development ensures that service vehicle routes to and from the development minimise impacts on residential safety and amenity.	AO7 Development ensures that service vehicles use the shortest and most direct route to and from the major road network as identified on the Functional road hierarchy network as shown on the Zone map without impacting upon residential amenity and safety of surrounding local area.	SHALL COMPLY	
Public transport network			
PO8 Development that attracts a high proportion of people using high frequency public transport incorporates on-site provision for integration with the public transport network. This includes appropriate pedestrian and cyclist linkages which are safe, attractive and convenient to use and connected with adjoining uses, public areas and the functional road hierarchy.	AO8 Development provides for the integration of an off-road public passenger transport facility for the following land uses: (a) Air services; (b) Educational establishment (new and existing); (c) Hospital; (d) Major sport, recreation and entertainment facility; (e) Shop (2,000m ² or greater); and (f) Tourist attraction.	N/A	
PO9 Development that attracts a reasonable proportion of people utilising public transport and is located within 400m walking distance of an existing or future: (a) bus stop on a high frequency public transport route; (b) light rail station; and (c) heavy rail station; provides appropriate pedestrian and cyclist linkages, including crossing points, which are safe, attractive and convenient to use and connect with public transport infrastructure.	AO9 Development that is located within 400m walking distance of a public passenger transport facility provide footpaths and crossing points to access nearby transport facilities such as bus stops or rail stations safely.	N/A	

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

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

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

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	- Secondary dwelling; - Dual occupancy; or - Multiple dwelling (where there are 3 dwellings or less).		
	AO14.5 Footpaths and on-road cycle lanes are designed and constructed in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards.	SHALL COMPLY	
	AO14.6 Development does not remove or compromise existing on-road and off-road bicycle and pedestrian infrastructure and facilities.	COMPLIES	
Roads and freight			
PO15 Where new development creates public road, the road is to be constructed to an appropriate standard.	AO15.1 Development provides public roads that are designed and constructed in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards and <i>Austroroads</i> .	N/A	
	AO15.2 Development provides public roads which prevent the need for traffic calming devices to manage vehicle design speed, deter through traffic and create safe conditions for pedestrians and cyclists.	N/A	
PO16 Where development provides for an access easement, the easement: (a) is an adequate width; (b) is constructed to a standard appropriate to the situation; and (c) does not result in unreasonable detriment or nuisance to an adjacent	AO16 No acceptable outcome provided.	N/A	

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

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
traffic management.	bicycle and pedestrian pathways and public transport infrastructure.		
Ingress and egress			
PO19 Development ensures that all vehicles ingress and egress the site in a forward gear.	AO19 Development is designed so that all vehicle classes enter and exit the site in a forward gear, unless otherwise stated in Table 9.4.13-8: Service vehicle requirements . Note: This AO does not apply to the following uses: • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).	<u>COMPLIES</u>	
Integrated transport and land use			
PO20 Development is: (a) appropriately located to reduce the need to travel by car and is accessible by public transport, walking and cycling; and (b) designed to reduce impacts on the amenity, safety and operation of the road network through appropriate measures to ensure that the function and capacity of the road network is not compromised.	AO20 A Traffic Impact Assessment is prepared and submitted to Council in the following instances: (a) when the development is identified as “any other use not listed in this table” or “any other undefined use” in Part 5 – Tables of assessment; (b) when the development is freight dependent; (c) when vehicle access will be required to a road identified on the Function road hierarchy map; (d) when vehicle access will be required to a service road as identified on the Pacific motorway service road types overlay map; (e) when vehicle access will be required within 100m of a signalised intersection; (f) when vehicle access will be required within 50m of a roundabout; or	<u>COMPLIES – REFER TO THE BITZIOS CONSULTING TIA REPORT</u>	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	(g) when a new intersection is proposed.		
PO21 Development is not located in areas that compromise future transport corridors, including roads, public transport and active transport.	AO21 Land shown on the zone maps for the purposes of existing or future road network infrastructure, is to be dedicated to Council as public road.	SHALL COMPLY	
PO22 Staged development is planned, designed and constructed to ensure that: (a) the construction of active and public transport infrastructure occurs in initial stages of development; and (b) adequate car parking is provided for each stage to support the function of the development.	AO22 No acceptable outcome provided.	COMPLIES	
PO23 Development within the Coomera Town Centre area provides an integrated network of predominantly public streets to ensure efficient movement of pedestrians, cyclists, vehicles and strong public transport connections. Note: Indicative access and mobility outcomes for the Coomera Town Centre area are identified on Figure 9.4.13-2.	AO23 No acceptable outcome provided.	N/A	
General			
PO24 New development ensures continuous circulation aisles are provided linking all driveways and intersections to access car parking modules and service areas, and avoids the use of the road network	AO24.1 All car parking modules and service areas are accessed by circulation aisles.	COMPLIES	
	AO24.2 Circulation aisles are not disconnected by car	COMPLIES	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
when accessing areas within the development.	parking modules or service areas.		
	AO24.3 All access driveways are linked by circulation aisles free from parking manoeuvres.	COMPLIES	
	AO24.4 All vehicles can circulate throughout the new development in a forward gear without performing reverse manoeuvres.	COMPLIES	
PO25 Off street car parking areas are designed to: (a) provide a legible and efficient internal layout; (b) ensure the safety and security of users; (c) clearly distinguishable from pedestrian paths and entry points; (d) be easily negotiated by vehicles and pedestrians including persons with a disability; (e) ensure that there is no disruptions to or queues onto the public road network; (f) provide sight distances from driveways to ensure visibility between vehicles on the driveway and pedestrians on the verge; and (g) be marked and maintained to the current relevant standard.	AO25.1 Off street car parking is designed, constructed, line marked and maintained in accordance with <i>AS2890.1:2004 – Parking facilities – Part 1: Off-street car parking, AS2890.2–2002 Parking facilities – Part 2: Off-street commercial vehicle facilities, AS/NZS 2890.6:2009 Parking facilities Part 6: Off-street parking for people with disabilities and AS1428.1–2009: Design for access and mobility Part 1: General requirements for access – New building work.</i>	COMPLIES	
	AO25.2 The entry/exit to a driveway, internal to the property boundary of the development, is separated by a central island containing an intercom or similar electronic access device. The intercom (or similar device) is to be setback 4m from the property boundary. OR The intercom: (a) is positioned on the right hand side of the access driveway against a wall; and (b) setback 4m from the property boundary, internal to the development.	N/A – AUTOMATIC GATE IS PROVIDED TO THE ENTRANCE TO THE CAR PARKING AREA. IT IS FREELY ACCESSIBLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	Note: The intercom system is only required where visitor car parking is provided behind a security gate.		
	AO25.3 Development does not provide pavement humps or raised platforms in queuing areas.	COMPLIES	
	AO25.4 Development is designed so that vehicles do not reverse across marked pedestrian crossings.	COMPLIES	
PO26 Car parking spaces do not restrict any other space unless it is in a tandem arrangement where no inconvenience arises from its use.	AO26.1 Tandem car parking (2 car spaces parked nose to tail) are counted as 1 space, except in the following cases: (a) the spaces are designated and signed for residential purposes of the same dwelling; or (b) the spaces are designed and signed for the occupants of the site, in a single tenancy; or (c) the off-street car parking is to be operated as a privately operated public car park with on-site management whereby the off-street tandem car parking spaces may be counted as no greater than 1.5 spaces.	COMPLIES	
	AO26.2 The minimum length of a tandem car space is 10.4m.	COMPLIES	
	AO26.3 The minimum length of a tandem garage is 11m.	N/A	
PO27 Development ensures that where provision is made for a porte cochere, it is designed to enable vertical clearance, manoeuvring, access and queuing of	AO27 The porte cochere is to be a minimum of 4.5m in height.	ALTERNATIVE SOLUTION – PORTE-COCHERE IS PROVIDED AT 3.7M HEIGHT CLEARANCE TO ACCOMMODATE THE LARGEST EXPECTED VEHICLE TO TRAVEL UNDERNEATH THE OVERHEAD	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
vehicles. The capacity of the porte cochere must accommodate vehicles entirely within the site, including the queuing of vehicles.		<u>STRUCTURE. THE RCV AND MRV CAN INGRESS AND EGRESS THE SITE WITHOUT TRAVELLING UNDER THE PORTE-COCHERE</u>	

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

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

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

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

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

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

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

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

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

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

Zone	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Centre zone	Where the property boundary of a development directly abuts a Light rail station platform	Non-residential	0
Centre zone	Within 400m walking distance	Residential – permanent/long-term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 100m ² of TUA
Centre zone	Within 800m walking distance	Residential – permanent/long-term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwelling for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m ² of TUA
High density residential zone	Within mapped boundaries of the Transport hub area	Residential – permanent/long-term accommodation	1 per unit or dwelling and 1 per 10 units or dwelling for visitors
High density residential zone	Within 400m walking distance	Non-residential	1 per 100m ² of TUA
High density residential zone	Within 800m walking distance	Non-residential	1 per 75m ² of TUA

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

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

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

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

Centre zone	Land Use	Minimum number of off-street car parking spaces
Coolangatta	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Helensvale	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	1 per 100m ² of TUA
District centres		
Burleigh	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
Oxenford	All	Refer to Table 9.4.13-3: Car parking rates
Ormeau	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	5 per 100m ²
Pimpama Old Pacific Highway, Pimpama	All	Refer to Table 9.4.13-3: Car parking rates
Coomera City Centre Days Rd and City Centre Drive	All	Refer to Table 9.4.13-3: Car parking rates
Hope Island Marina Quays Dr	All	Refer to Table 9.4.13-3: Car parking rates
Runaway Bay Shopping Centre Cnr Morala and Lae Dr	All	Refer to Table 9.4.13-3: Car parking rates
Ashmore City Cnr Southport-Nerang Rd and Currumburra Rd	All	Refer to Table 9.4.13-3: Car parking rates
Ashmore Plaza Cotlew St	All	Refer to Table 9.4.13-3: Car parking rates
Southport Park Shopping Centre Cnr Drury Av, Ferry Rd and Benowa Rd	All	Refer to Table 9.4.13-3: Car parking rates

Centre zone	Land Use	Minimum number of off-street car parking spaces
Q-Superstore Cnr Bermuda and Markeri St	All	Refer to Table 9.4.13-3: Car parking rates
Mudgeeraba Village	All	Refer to Table 9.4.13-3: Car parking rates
Treetops (Urbia) Cnr Bermuda Street and Reedy Creek Rd	All	Refer to Table 9.4.13-3: Car parking rates
West Burleigh Shopping Centre Reedy Creek Rd, Burleigh Waters	All	Refer to Table 9.4.13-3: Car parking rates
Palm Beach	Residential	1 per unit or dwelling and 1 per 10 units or dwellings for visitors
	Non-residential	3.3 per 100m ² of TUA
The Pines Shopping Centre Cnr K P McGrath Dr and Guineas Creek	All	Refer to Table 9.4.13-3: Car parking rates
Tugun	Residential	1 per unit or dwelling plus 1 per 10 for visitors
	Non-residential	3.3 per 100m ² of TUA
All other centres	All	Refer to Table 9.4.13-3: Car parking rates

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

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

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

Precinct	Site proximity to a light rail station	Land use	Minimum number of off-street car parking spaces
Precinct 3	Within 400m walking distance	Residential – permanent/long term accommodation	0.75 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 100m ² TUA
	Outside 400m walking distance and within the boundaries of the precinct	Residential – permanent/long term accommodation	0.9 per unit or dwelling and 1 per 10 units or dwellings for visitors. A minimum of 17.5% residential parking, excluding visitor, is to be unbundled and provided in a pooled parking arrangement.
		Residential – serviced and short-term accommodation (and rooming accommodation for students)	1 per 4 units or dwellings
		Non-residential	1 per 75m ² TUA

Table 9.4.13-7: Travel demand measures

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

Table 9.4.13-8: Service vehicle requirements

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

Editorial note – Restricted manoeuvring is designed as a single point reverse manoeuvre from the public roadway into the site to access a servicing area. This manoeuvre may be performed from the kerbside lane where it is clearly demonstrated that the design vehicle can achieve the manoeuvre to access the service area.

Table 9.4.13-9: Minimum class of service vehicle

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

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

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

Land use	Minimum class of service vehicle
(a) for a football ground	
Permanent plantation	AV
Place of worship	SRV
Relocatable home park	VAN
Research and technology industry	AV
Resort complex	HRV
Retirement facility	HRV
Roadside stall	Not applicable
Rooming accommodation	SRV
Student accommodation	SRV
Hostel accommodation	SRV
Rural industry	AV
Sales office	Not applicable
Service industry	SRV
Service station	SRV and AV (fuel tanker)
Shop	SRV
Shop (GFA less than 400m ²)	SRV
Shop (GFA 400m ² - 1,500m ²)	HRV
Shop (GFA greater than 1,500m ²)	AV
Short-term accommodation	COACH
Showroom	AV
Tourist park	COACH
Tourist park if: (a) a caravan park	VAN
Transport depot	AV
Veterinary services	VAN

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

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

Table 9.4.13-10: Bicycle Parking Rates

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

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

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

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

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

Figure 9.4.13-1: Transport hub area

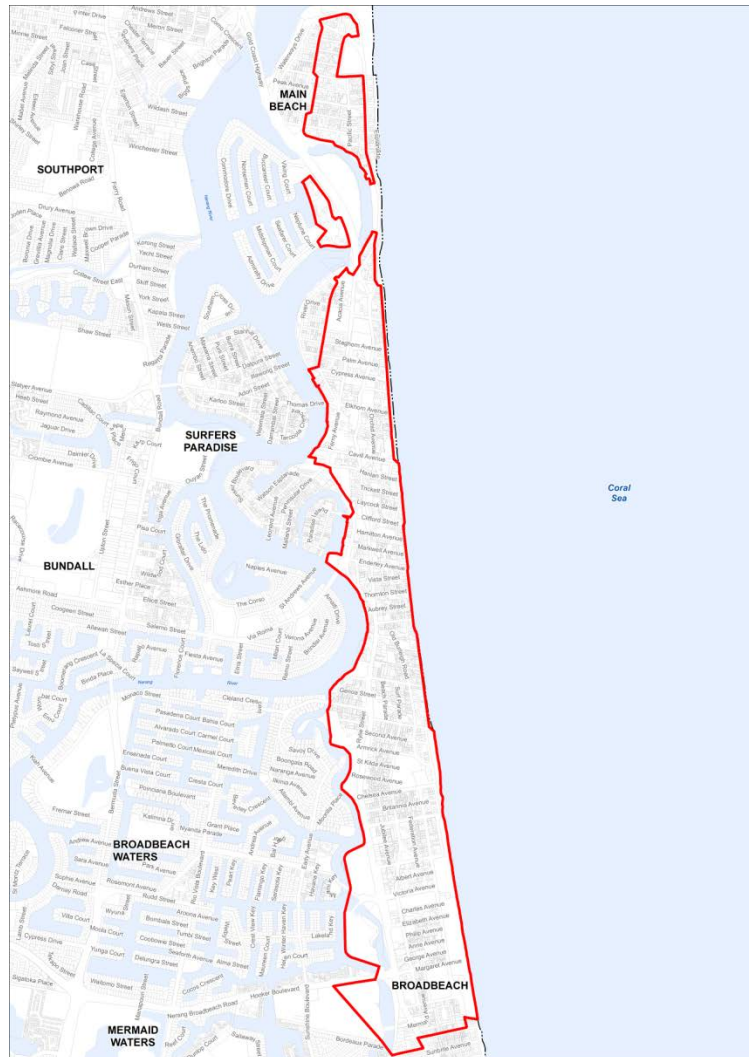
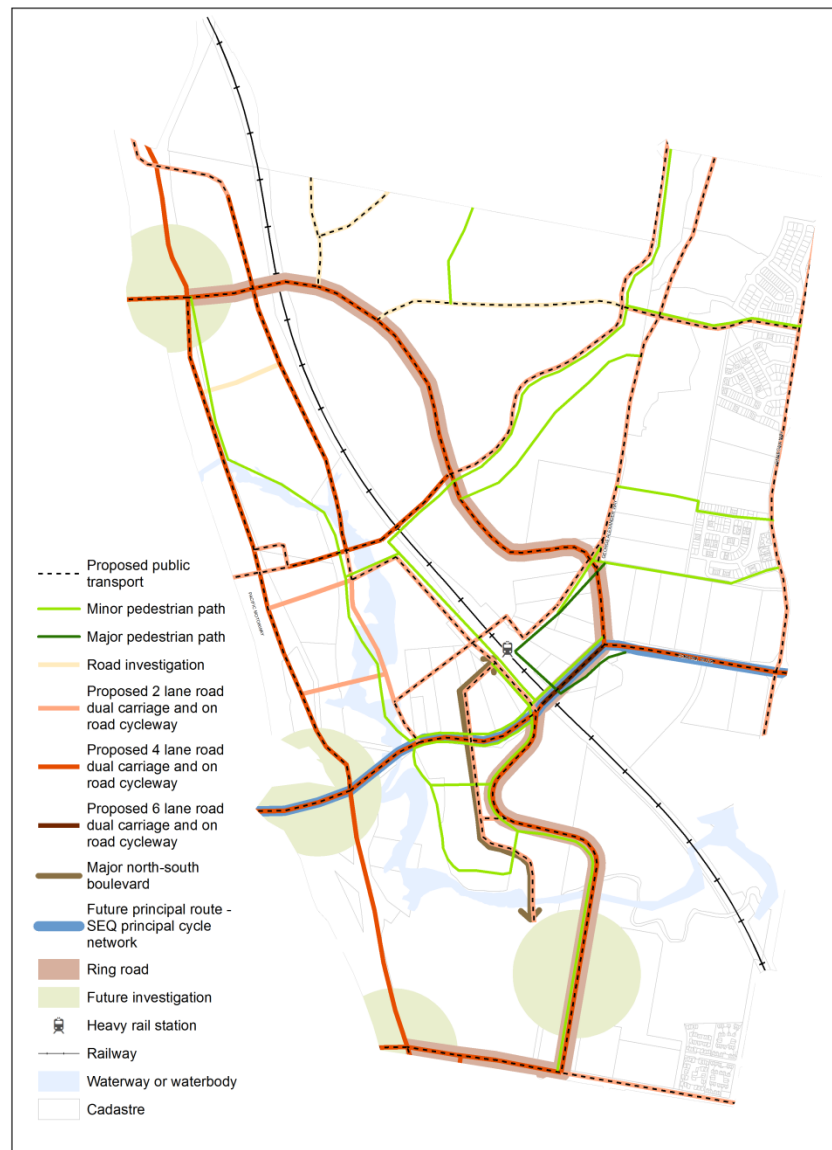


Figure 9.4.13-2: Coomera Town Centre indicative access and mobility



City Plan code template

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

Please note:

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

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

8.2.3 Bushfire hazard overlay code

8.2.3.1 Application

This code applies to assessing material change of use and reconfiguring a lot for development subject to the Bushfire hazard overlay and identified in **Part 5.10 Categories of development and assessment – Overlays**.

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

8.2.3.2 Purpose

- (1) The Bushfire hazard overlay constrains areas of land identified as very high, high or medium bushfire hazard and potential impact buffers. It applies, at a minimum, to development that:
 - (a) increases the number of people living and working in the bushfire hazard area, except where the premises are occupied on a short term or intermittent basis; or
 - (b) involves uses where evacuating people may be difficult; or
 - (c) involves the manufacture or storage of hazardous materials in bulk.

Note: Land shown on the bushfire hazard overlay map is designated as the bushfire hazard area (bushfire prone area) for the purposes of section 12 of the *Building Regulation 2006*. The *Building Act 1975* adopts the requirements of the Building Code of Australia and AS3959 and thus regulates construction standards of all premises identified in bushfire prone areas subsequent to development approval.
- (2) The purpose of the Bushfire hazard overlay is to ensure that risk to life, property and the environment as a result of bushfire is mitigated to an acceptable or tolerable level.

- (3) The purpose of the code will be achieved through the following overall outcomes:
- (a) Land use and development is located, designed and managed to mitigate the risk to life and property, but does not occur at the expense of other identified environmental values
 - (b) Development is designed to have adequate bushfire radiation zones and road layouts which do not restrict the operational requirements of fire fighters and provides safe entry and exit for residents during bushfire events.
 - (c) Development is provided with water-supply facilities, fire-fighting vehicle fittings and appropriate access arrangements for fire fighters and ongoing fire management.
 - (d) Development supports the ecological role of fire in the landscape and ensures that hazard reduction and conservation burns can be conducted in the city's natural areas.
 - (e) Development in bushfire hazard areas is avoided where conservation and landscape protection constraints preclude necessary risk-reduction measures, including clearing and provision of adequate access. Bushfire hazard and risk mitigation treatments associated with new development does not have a significant negative impact on the biodiversity and health of the city's ecosystems.

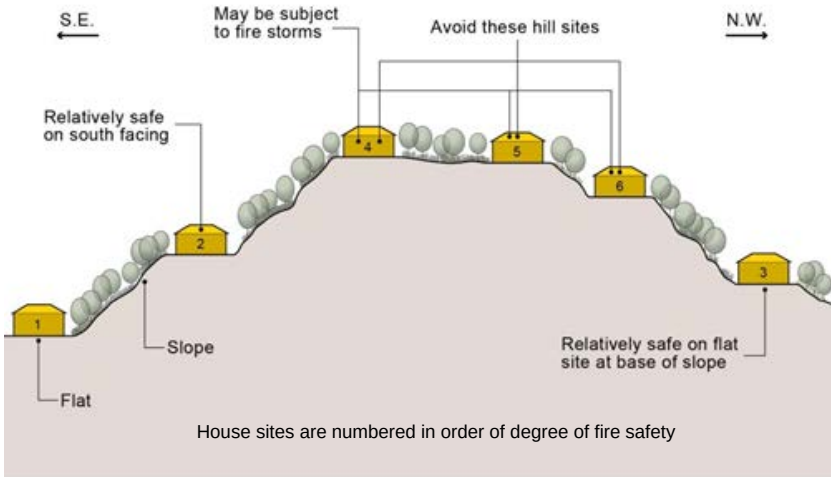
8.2.3.3 Specific benchmarks for assessment

Table 8.2.3-2: Bushfire hazard overlay code – for assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
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Bushfire hazard

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO1 In a bushfire hazard area, the fire mitigation methods used at the site are adequate for the bushfire hazard of the individual site, having regard to: (a) vegetation type; (b) slope; (c) aspect; (d) bushfire history; (e) conservation values of the site; (f) ecological restoration, including forest succession; (g) ongoing maintenance; (h) climate change; and (i) on site and off-site¹ fire hazard implications. ¹Note: This includes potential hazard from land up to 10kms away from the site. For example, how might large tracts of forest away from the site impact on the bushland that surrounds the site.	AO1 A written assessment by a suitably qualified and experienced bushfire management consultant confirms that the site is not in a bushfire hazard area. OR The development complies with an approved Bushfire management plan prepared in accordance with SC6.3 City Plan policy – Bushfire management plans. OR The development complies with an existing approved Bushfire management plan as referenced within the approved reconfiguration of a lot. Note: Prior to: (a) plan sealing for a Reconfiguration of a lot; or (b) the issue of a Building final or Certificate of classification for Building work; or (c) the commencement of use where building work is not proposed. Whichever comes first, the applicant must submit to Council, certification from an appropriately qualified and experienced person that the development has been completed in accordance with, and complies with the approved Bushfire management plan and that all risk treatments are functioning in accordance with the approved plan.	COMPLIES This Development Application is accompanied by a Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd, located at Section 3, Attachment 15, pursuant to the requirements of SC6.3 and other relevant assessment parameters.	

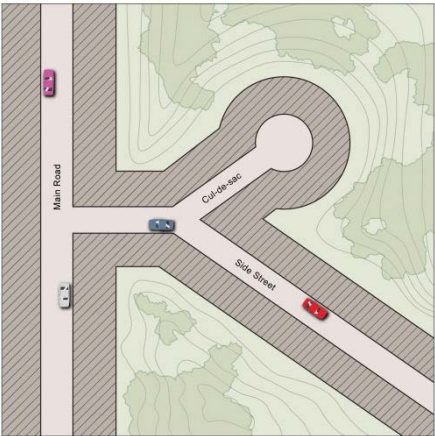
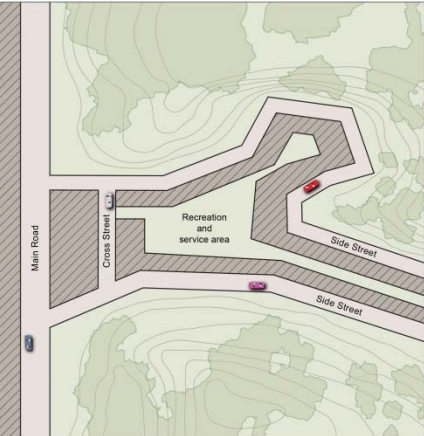
Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	 Figure 8.2.3-1 Bushfire hazard overlay – Preferred house site location in bushfire hazard areas. Image adapted from QDHLGP (1993) Bushfire Hazard Planning in Queensland.		

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Land use			
PO2 In a bushfire hazard area, development: (a) does not result in a high concentration of people living, working or congregating in a bushfire hazard area; (b) does not result in the bulk manufacture or storage of hazardous materials; and (c) 'essential' community infrastructure is able to function effectively during and immediately after a bushfire event.	AO2 The following land uses are not located in a bushfire hazard area: (a) Aged care facility (b) Child care centre; (c) Community care centre; (d) Community use; (e) Development involving the manufacture or storage of hazardous material in bulk; (f) Educational establishment; (g) Hospital; (h) Residential care facility; (i) Retirement facility; (j) Rooming accommodation; (k) Sport and recreation uses; (l) Tourist attraction; (m) Tourist park; and (n) Utility installation (waste management facilities). AND In a bushfire hazard area permitted essential community infrastructure is designed to function effectively during and immediately after bushfire events, as demonstrated in a Bushfire management plan. Note: A Bushfire management plan prepared by a suitably qualified person and in accordance with SC6.3 City Plan policy – Bushfire management plans is Council's preferred method for addressing this acceptable	COMPLIES The Bushfire Management Report identifies that the subject site is in a Buffer Area, and concludes that the proposed Residential Care and Retirement Facility development is an acceptable form of land use at the subject site.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	outcome.		
Development design and lot layout			
PO3 In a bushfire hazard area, developments, including lot layout are designed to avoid bushfire hazard and provide safe sites for people, property and buildings. Editor's note – The development should be located: (a) away from the most likely direction of a fire front (refer Figure 8.2.3-1: Preferred house site location in bushfire hazard areas); and (b) so that elements of the development least susceptible to fire are sited closest to the bushfire hazard.	AO3 Development, Lots and/or building envelopes are not located within bushfire hazard areas. OR The development is located in accordance with the approved Bushfire management plan as referenced within the approved reconfiguration of a lot. OR The development is designed to adequately demonstrate that the risk to life and property is minimised to achieve acceptable levels and ensure ongoing site management.	COMPLIES The proposed development is located as identified within the Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd.	
	AO3.2 The development design incorporates bushfire radiation zone/s that: (a) use existing or natural fire breaks & minimise the need to clear native vegetation; (b) do not impact matters of environmental significance; (c) are located entirely within the boundaries of the private property of the development site; and (d) incorporates landscaping species that are less likely to exacerbate a bushfire event.	NOT APPLICABLE No requirement for radiation zones has been identified within the Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd.	
PO4 In a bushfire hazard area, when designing for bushfire hazard	AO4 Development design, Lot size, and layout avoids impact on matters of	COMPLIES The Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd identifies at section 2.5 that	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
mitigation the lot layout must avoid impacts on matters of environmental significance.	environmental significance and minimises impacts such as fragmentation, habitat loss and edge effects for any matters of environmental significance.	there are no specific ecological requirements in relation to bushfire management. The Report recommends the use of 'less flammable' landscape planting within the subject site.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO5 Development uses fencing that: (a) does not contribute to the spread of bushfire; (b) facilitates the safe movement of fauna; and (c) provides access for fire-fighting purposes.	AO5 Fences are constructed: (a) using non-combustible or fire retardant materials within 20m of any building used for accommodation; (b) that do not impede the safe movement of fauna (where applicable); and (c) has gates that can be freely accessed for fire-fighting purposes (if applicable).	CAN COMPLY No specific requirements relating to fence construction are identified within the Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd, however, it is anticipated that any fences constructed as part of the development may be designed to comply with these parameters if required.	
Vehicular access			
PO6 In a bushfire hazard area, vehicular access (including internal roads) is designed to mitigate against bushfire hazard by ensuring adequate access for: (a) fire-fighting and other emergency vehicles, and (b) the evacuation of residents and emergency personnel, during a bushfire event.	AO6.1 The development design incorporates a perimeter road that: (a) is located between the boundary of the lots and/or buildings and the adjacent natural area and/or bushfire hazard area; (b) has a minimum cleared width of 20m; (c) has a constructed minimum road width of 6m; (d) has a maximum gradient of 12.5%; (e) is constructed to an all-weather standard; and (f) is constructed to ensure all culverts and bridges have a minimum load bearing of 15 tonnes (if applicable). (refer Figure 8.2.3-2b).	COMPLIES WITH PO6 The Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd identifies that managed vegetation and the road systems form effective fire breaks and that the sealed road system provides the required access tracks.	
	AO6.2 The road design is capable of providing access for fire-fighting and other emergency vehicles, in accordance with	COMPLIES WITH PO6 As above	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards.		
	AO6.3 The road design does not include dead end roads (refer Figure 8.2.3-2a).	COMPLIES	
Figures 8.2.3-2a and 8.2.3-2b: Examples of acceptable and unacceptable road layout designs in bushfire hazard areas			
 			
Figure 8.2.3-2a Unacceptable design – along a ridge top in a bushfire hazard area – the ridge top development has no fire control lines and obstructs fire fighters.			
Figure 8.2.3-2b Acceptable design – Ring road system provides a fire control line and access for fire fighters with all lots located on the inside of the ring-road.			

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Clearing			
PO7 In a bushfire hazard area, the development layout is designed to avoid the requirement to clear vegetation to achieve risk reduction.	AO7 The Bushfire management plan details the required extent of vegetation clearing and landscaping and where required modify development design and/or lot layout to minimise clearing of vegetation. Note: For guidance on how to prepare a Bushfire management plan refer to SC6.3 City Plan Policy – Bushfire management plans.	COMPLIES The Bushfire Management Report prepared by Eldon Bottcher Architect Pty Ltd identifies at section 2.5 that there are no specific ecological requirements in relation to bushfire management. The Report recommends the use of 'less flammable' landscape planting within the subject site.	
Open space management plan			
PO8 For areas to be dedicated to Council as open space, management strategies to mitigate bushfire risk must be identified.	AO8 The Bushfire management plan contains a separate section detailing management strategies for areas to be dedicated to Council that can be included within the Open space management plan. Note: For guidance on how to prepare a Bushfire management plan refer to SC6.3 City Plan Policy – Bushfire management plans.	NOT APPLICABLE	
Fire trails			
PO9 In a bushfire hazard area, fire trails must be provided to: (a) enable access for fire fighters, residents and equipment; (b) contribute to (where required) bushfire radiation zone(s); (c) mitigate against bushfire hazard;	AO9.1 Fire trails are located on public land (including public open space areas) to facilitate access for fire brigades. OR Fire trails located on private property are located as close as possible to the property boundaries and the adjoining bushfire hazard area, and an access	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
and (d) allow access for hazard reduction management programs. Note: fire trails should be located, constructed and maintained with due regard for landscape and ecological values and should not result in soil disturbance or erosion.	easement is granted in favour of City of Gold Coast and Queensland Fire and Emergency Services. Note: Design and construction of all fire trails located on land to be dedicated to the City as Conservation Estate are in accordance with SC6.3 City Plan policy – Bushfire management plans, Section 3.5(f). For other fire trails, AO9.2 – AO9.6 apply.		
	AO9.2 The fire trail has: (a) a minimum cleared width of 6m; (b) a minimum of 4.8m vertical clearance; (c) a cross fall of no greater than 10 degrees; (d) a minimum formed width of 4m; (e) a maximum gradient of 12.5%, with adequate drainage to prevent soil erosion and minimise ongoing trail maintenance; and (f) culverts and/or bridges with a minimum load bearing of 8 tonnes (if applicable).	NOT APPLICABLE	
	AO9.3 Vehicular links are provided along the fire trail either to existing fire trails or roads, and these links are designed having regard to the topography of the site, fire fighter safety and the need to regularly access water supplies. Note: where possible, these links should be at intervals of approximately 200m	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
	AO9.4 The fire trail has vehicular access at each end, and links either to existing fire trails or public roads.	NOT APPLICABLE	
	AO9.5 The fire trail provides turning areas for fire-fighting appliances. The turning bay can be either: (a) a turning circle; (b) a 'T' shaped turning bay; or (c) a 'Y' shaped turning bay.	NOT APPLICABLE	
	AO9.6 The fire trail provides areas for vehicles to pass or turn at intervals of not more than 200m and with a maximum grade of 5% (1 in 20).	NOT APPLICABLE	

Areas with water reticulation

PO10 In a bushfire hazard area, the development maintains the safety of people and property by ensuring that the water supply is reliable and has sufficient flow and pressure requirements for fire-fighting purposes at all times.	AO10.1 The development is proposed in a bushfire hazard area, and reticulated water is supplied in accordance with SC6.11 City Plan policy – Land development guidelines, Section 6 – Water supply and sewerage reticulation standards.	NOT APPLICABLE The subject site is identified as being within a Buffer Area. Notwithstanding, the site is served by reticulated water.	
	AO10.2 Development involving new or existing buildings with a gross floor area of greater than 50m ² , each lot has a reliable reticulated water supply that has sufficient flow and pressure characteristics for fire-fighting purposes at all times. It must have a minimum pressure and flow of 10 litres a second at 200 kPa.	COMPLIES The subject site is served by reticulated water.	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Areas with no water reticulation (private water supply)			
PO11 In a bushfire hazard area, the development maintains the safety of people and property by ensuring that an adequate water supply for fire-fighting purposes is provided.	AO11.1 For development with a combined GFA less than 500m ² where one or more buildings are proposed, dedicated fire-fighting water storage is provided to protect each individual building. Each dedicated fire-fighting water storage must have a volume of water not less than 10,000 litres for each building, be provided within 10m of each building and be: (a) a separate tank that is either below ground level or of non -flammable construction; or (b) a reserve section in the bottom part of the main water supply tank that is either below ground level or of non -flammable construction. Note: dedicated fire-fighting water storage is in addition to water supply for household use and does not include swimming pools, creeks and dams.	NOT APPLICABLE	
	AO11.2 For development that proposes one or more buildings with a combined GFA greater than 500m ² there is no acceptable outcome provided.	NOT APPLICABLE	
PO12 In a bushfire hazard area, all fire-fighting water storage tanks, including domestic water supply tanks, are fitted with the standard rural fire brigade fittings.	AO12 The outlet pipe is 50mm in diameter, fitted with a 50mm male camlock (standard rural fire brigade fitting) and an isolating valve.	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
PO13 In a bushfire hazard area, water storage provided for fire-fighting purposes is safely located and accessible at all times.	AO13.1 The water supply outlet is located at least 9m from any potential fire hazards, such as venting gas bottles and combustible structures.	NOT APPLICABLE	
	AO13.2 A safe and accessible hard stand area capable of accommodating a fire fighting vehicle is provided not more than 3m from the water supply outlet.	NOT APPLICABLE	
PO14 Development in a bushfire hazard area must provide adequate fire-fighting water storage. This infrastructure must be provided on public land so as to be readily accessible to fire brigades for hazard reduction and fire-fighting purposes.	AO14.1 Where public water supplies (e.g. fire hydrants or public water storage) do not exist, water supply tanks are provided for fire-fighting purposes on public land within the development. The water tanks must: (a) Be installed on land dedicated to Council; (b) hold a volume of at least 22,500 litres per every 20 dwellings; (c) be of concrete construction; and (d) have an outlet pipe of 50mm in diameter, fitted with a 50mm male camlock (standard rural fire brigade fitting) and an isolating valve.	NOT APPLICABLE	
	AO14.2 Development on public land provides a safe and accessible hardstand area capable of accommodating a fire fighting vehicle not more than 3m from the water supply outlet.	NOT APPLICABLE	

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets <u>either</u> the performance outcome or overall outcome	Internal use
Storage of Hazardous Materials			
PO15 Development does not cause: (a) an unacceptable risk to people, property and the environment due to the impact of bushfire on hazardous chemicals; (b) excess danger or difficulty to emergency services for emergency response or evacuation.	AO15 Development involving the storage, handling or manufacture of hazardous chemicals is not located within a Bushfire hazard area.	COMPLIES The proposed development does not involve storage, handling or manufacture of hazardous chemicals.	
Advice to new residents			
PO16 In a bushfire hazard area, new residents/occupants of a development in a bushfire hazard area are informed about: (a) the potential bushfire hazard on their site; (b) their responsibility for fire management; (c) the measures required for ongoing fire hazard mitigation; and (d) emergency procedures during a bushfire or on bad fire weather days. Editor's note - Further information on bushfire preparation can be found at www.ruralfire.qld.gov.au	AO16 A copy of the Bushfire management plan, complete with the Queensland Fire and Emergency Services cover sheet and any other addendums is provided to each resident/occupant for their information. Note: the QFES cover sheet is attached to the approved Bushfire management plan and a notification will be placed on the property's rates notice.	CAN COMPLY The Bushfire Management Plan will be provided for the management of the proposed Residential Care and Retirement Facility.	

Performance Outcomes	Acceptable Outcomes	Response
Ecological Site Assessment		
PO1 All matters of environmental significance on and adjacent to the development site are identified and protected. Note - An Ecological Site Assessment prepared in accordance with SC6.7 City Plan policy – Ecological site assessments, is Council’s preferred method for addressing this performance outcome.	AO1 Proposed works do not impact on: 1. areas identified on Environmental significance – vegetation management overlay map; 2. buffers to wetlands and watercourses being: 1. 100m from the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and watercourse overlay map; 2. 100m from the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and watercourse overlay map; 3. 100m from the outer landward boundary of a Local significant wetland, as identified on Environmental significance – wetlands and watercourse overlay map; 4. 60m from the outer bank of a Major Watercourse identified on Environmental significance – wetlands and watercourse overlay map; or 5. 30m from the outer bank of a Watercourse identified on Environmental significance – wetlands and watercourse overlay map; and 3. individual trees within areas mapped on the Environmental significance – priority species overlay map.	Development complies with PO1 The application area is mapped as containing areas of environmental significance for State and Local Significant Species, Koala Habitat Areas, Regulated Vegetation and Medium Priority Vegetation and Minor Watercourse. However, within these mapped areas, the site does not contain any significant ecological features with the exception of scattered mature NJKHT in amongst regrowth vegetation. An ecological site assessment in accordance with SC6.7 CPP – Ecological Site Assessments was undertaken and the results are presented within this EAR. The site assessment identified that the majority of the site has been cleared of native vegetation values and is regularly maintained through slashing. Two waterways have been mapped on-site and ground truthed, however no other significant ecological features or areas of biodiversity values were identified within the application area. The proposed development maintains an adequate buffer to the mapped Watercourse along the southern border of the site, and includes rehabilitation with the waterway. The waterway adjacent to Baileys Mountain Road will also be redefined and rehabilitated as part of the development.

Performance Outcomes	Acceptable Outcomes	Response
		Whilst the proposed development does include some works within the mapped remnant vegetation, both the Least Concern and Of Concern remnant polygons were ground-truthed and found to be incorrectly mapped. Due to historical disturbance, species composition and existing infrastructure such as a house and road, the remnant polygon is less than one hectare in size and therefore would not be considered remnant under the <i>Vegetation Management Act</i>.
Biodiversity Areas		
PO2 <u>Development</u> does not impact on Protected Areas as identified on the <u>Environmental significance – biodiversity areas overlay map</u>.	AO2.1 No acceptable outcome provided.	Not Applicable The subject site is not located within a Protected Area on the Environmental Significance – biodiversity areas overlay map.
PO3 Development within the Hinterland to Coast Critical Corridors as identified on the Environmental significance – biodiversity areas overlay map is located and designed to: 1. provide corridors of sufficient dimensions and characteristics that will enable adequate movement of fauna through the site; 2. protect in situ matters of environmental significance and associated buffers; 3. protect in situ, vegetation identified on the Environmental significance – vegetation management overlay map and habitat for native flora and fauna; 4. link matters of environmental significance, existing corridors and/or conservation estate/reserves on adjacent properties;	AO3.1 No acceptable outcome provided.	Not Applicable The subject site is not located within the Hinterland to Coast Critical Corridors as identified on the Environmental Significance – biodiversity areas overlay map.

Performance Outcomes	Acceptable Outcomes	Response
5. maintain and improve upon the regional connectivity of the Hinterland to Coast Critical Corridors; and 6. allow for the rehabilitation of disturbed, cleared or modified areas that form part of the Hinterland to Coast Critical Corridors. Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) are Council’s preferred method for determining corridor dimensions.		
PO4 Development within Hinterland Core Habitat Systems, Coastal Wetlands and Islands Core Habitat Systems and Substantial Remnant Areas as identified on the Environmental significance – biodiversity areas overlay map is located and designed to: 1. protect in situ matters of environmental significance and associated buffers; 2. protect in situ vegetation identified on the Environmental significance – vegetation management overlay map and habitat for native flora and fauna; and 3. allow for the rehabilitation of disturbed, cleared or modified areas.	AO4 No acceptable outcome provided.	Not Applicable The subject site is not located within the Hinterland to Coast Critical Corridors as identified on the Environmental Significance – biodiversity areas overlay map.
Wetland and Watercourse		
PO5 Buffers are provided to wetlands and watercourses identified on the Environmental significance – wetlands and watercourse overlay map to ensure the: 1. protection of matters of environmental significance mapped onsite or identified through an ecological site assessment;	AO5.1 Buffers at least 100m wide are provided between the development and the mapped boundary of a State significant aquatic area, as identified on Environmental significance – wetlands and watercourse overlay map.	Not Applicable A State significant aquatic area is not mapped on or adjacent to the subject site.
	AO5.2	Not Applicable

Performance Outcomes	Acceptable Outcomes	Response
2. unimpeded movement of fauna along the watercourse; 3. water quality is maintained; 4. bank stability; and 5. protection of property and infrastructure. Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped wetland, as shown on Environmental significance – wetland and watercourse overlay map. Note: Recommendations provided in an ecological site assessment (prepared in accordance with SC6.7 City Plan policy – Ecological site assessments) is Council's preferred method for determining alternative buffer widths. Note: Artificial watercourses are to be addressed through the Coastal erosion hazard overlay code and map. Where a waterbody contains both natural and artificial banks, the natural banks are to be assessed in accordance with this performance outcome.	Buffers at least 100m wide are provided between the development and the outer landward boundary of a State significant wetland, as identified on Environmental significance – wetlands and watercourse overlay map. A05.3 Buffers at least 100m wide are provided between the development and the outer landward boundary of a Local significant wetland as identified on the Environmental significance – wetlands and watercourse overlay map. A05.4 Buffers at least 60m wide are provided between the development and the outer bank of a Major Watercourse as identified on the Environmental significance – wetlands and watercourse overlay map. A05.5 Buffers at least 30m wide are provided between the development and the outer bank of a watercourse as identified on the Environmental significance – wetlands and watercourse overlay map.	A State significant wetland is not mapped on or adjacent to the subject site. Not Applicable A Local significant wetland is not mapped on or adjacent to the subject site. Not Applicable A Major Watercourse is not mapped on or adjacent to the subject site. Development complies with PO5 An appropriate buffer has been applied to the waterway based on extensive ecological surveys. The waterway will be retained and rehabilitated through development to ensure unimpeded movement of fauna along the watercourse, bank stability and maintained water quality.
Vegetation Management		
PO6 Regulated vegetation is protected in situ when it is: 1. identified on the Environmental significance – vegetation management overlay map; and	A06 Development does not impact on regulated vegetation.	Not Applicable The subject site is not located within a biodiversity on the Environmental Significance – biodiversity areas overlay map.

Performance Outcomes	Acceptable Outcomes	Response
2. within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.		
P07 Development is designed to maintain regulated vegetation and minimise disturbance when it is: 1. identified on the Environmental significance – vegetation management overlay map; and 2. outside of biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	A07 Development avoids impacts on regulated vegetation.	Development complies with A07 The proposed development entirely avoids the mapped regulated vegetation on-site. Of note, the area of mapped regulated vegetation is based upon the VMA mapped Of Concern remnant RE. This area was found to be incorrectly mapped and includes cleared areas and road reserve. Based on aerial imagery and on-ground observations, the area of regulated vegetation does not contain remnant vegetation and should not be mapped as such.
P08 High priority vegetation as identified on the Environmental significance – vegetation management overlay map is protected in situ.	A08 No acceptable outcome provided.	Not Applicable High priority vegetation as identified on the Environmental significance – vegetation management overlay map is not mapped on the subject site.
P09 Medium and general priority vegetation as identified on the Environmental significance – vegetation management overlay map within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map is protected in situ.	A09 No acceptable outcome provided.	Not Applicable The subject site is not located within a biodiversity on the Environmental Significance – biodiversity areas overlay map.
P010 Vegetation is protected when it is: 1. identified as medium priority vegetation on the Environmental significance – vegetation management overlay map; and	A010 Vegetation is not damaged when it is: 1. identified as medium priority vegetation on the Environmental significance – vegetation management overlay map; and	Development complies with A010 The proposed development does slightly encroach on the mapped medium priority vegetation. However, as previously identified this mapping is based on the VMA Least Concern RE mapping, which was found to be incorrect. Areas mapped within the

Performance Outcomes	Acceptable Outcomes	Response
2. located outside the biodiversity areas identified on the Environmental significance – biodiversity areas overlay map.	2. located outside the Environmental significance – biodiversity areas overlay map. OR Where all attempts have been made to avoid and minimise damage to vegetation as stated above, any significant residual impact is offset consistent with the <i>Environmental Offsets Act 2014</i>, at a ratio of 3:1 (area) in accordance with SC6.8 City Plan policy – Environmental offsets. OR Damage to medium priority vegetation identified on the Environmental significance – vegetation management overlay map and located outside the biodiversity areas identified on the Environmental significance – biodiversity areas overlay map is for committed development	medium priority vegetation include road reserve, cleared and maintained lawn areas and a residence and associated structures. As such, this area is not considered to maintain medium priority vegetation. Any significant residual impacts to native vegetation identified as medium priority vegetation will be offset consistent with the <i>Environmental Offsets Act 2014</i>.
PO11 Disturbance to vegetation is minimised when it is: 1. identified as General priority vegetation on the Environmental significance – vegetation management overlay map; and 2. located outside the Environmental significance – biodiversity areas overlay map.	AO11 Development avoids impacts on general priority vegetation. Any damage is minimised to the greatest extent possible.	Not Applicable General priority vegetation as identified on the Environmental significance – vegetation management overlay map is not mapped on the subject site.
PO12 Buffers are provided that protect the long term viability of high priority and regulated vegetation located on or adjacent to the site.	AO12 Buffers at least 30m wide are provided between the development and any retained vegetation identified as high priority or regulated vegetation on the Environmental significance – vegetation management overlay map on or adjacent to the site.	Not Applicable The subject site is not located within a biodiversity on the Environmental Significance – biodiversity areas overlay map.
Priority Species		
PO13	AO13	Not Applicable

Performance Outcomes	Acceptable Outcomes	Response
Assessable koala feed and shelter trees are protected in situ when they are located: 1. in koala habitat areas as identified on the Environmental significance – priority species overlay map; and 2. within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	Development does not impact on assessable koala feed and shelter trees.	The subject site is not located within a biodiversity on the Environmental Significance – biodiversity areas overlay map.
PO14 Assessable koala feed and shelter trees are protected when they are: 1. in koala habitat areas as identified on the Environmental significance – priority species overlay map; and 2. outside biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	AO14 Development avoids impacts on assessable koala feed and shelter trees. Any damage is minimised to the greatest extent possible.	Development complies with AO14 A small area of the north eastern extent of the subject site is mapped as a koala habitat area. This area extends from the polygon located on the other side of Baileys Mountain Road, and is also mapped within the road reserve. Whilst some koala feed and shelter trees will be removed from within this area, the impacts have been avoided to the greatest extent possible. Koala feed and shelter trees will be utilised within the landscaping.
PO15 Site design provides safe koala movement opportunities by incorporating measures to maintain connectivity between areas of koala habitat on and adjacent to the site. Note: DEHP's Koala-Sensitive Design Guideline should be consulted for suitable measures to provide for safe koala movement.	AO15 No acceptable outcome provided.	Development complies with PO15 Given the already fragmented nature of the subject site from larger areas of suitable koala habitat, it is not considered appropriate to provide connectivity through the site. The waterway located within the southern extent of the site will be rehabilitated and could be utilised for transient koalas to move through the site, however given the highly disconnected and disturbed nature of the subject site, it is highly unlikely koalas will utilise the site.
PO16	AO16	Development complies with AO16

Performance Outcomes	Acceptable Outcomes	Response
During the clearing and construction phases, measures are incorporated to protect koalas from death or injury.	Threats to koalas as a result of clearing and construction activities are mitigated by: 1. ensuring no tree in which a koala is present or a tree with a crown overlapping a tree containing a koala is cleared; 2. undertaking clearing of vegetation in stages, and ensuring: 1. no more than 1 ha is cleared per day for sites less than 6 ha in size; 2. no more than 2 ha is cleared per day for sites greater than 6 ha in size; 3. that between each stage there is at least 12 hours where no clearing occurs; and 4. koala habitat is always linked to allow koalas to move out of the site; 3. use of qualified koala spotters; 4. prohibition of domestic dogs and security dogs on site; and 5. use of koala safety fencing.	A Fauna Management Plan will be conditioned at the Operational Works stage which will address mitigation measures to ensure threats to koalas are minimised or eliminated.
PO17 State significant species, and their habitat, are protected in situ when it is: 1. identified on the Environmental significance – priority species overlay map, or through an ecological site assessment; and 2. within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	AO17 Development does not impact on State significant species, and their habitat.	Not Applicable The subject site is not located within a biodiversity on the Environmental Significance – biodiversity areas overlay map.
PO18 Development protects state significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is:	AO18.1 Development avoids impacts on state significant species, and their habitat. AO18.2	Development complies with AO18.2 A portion of the subject site is mapped as state significant species habitat based on Essential Habitat mapping under the VMA. However, the area was

Performance Outcomes	Acceptable Outcomes	Response
1. identified on the Environmental significance – priority species overlay map; and 2. outside of biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	Where development impacts on state significant species and their habitat, the following occurs: 1. flora species are propagated and used in rehabilitation and landscaping onsite; and 2. fauna species are safely relocated by a qualified fauna spotter catcher.	ground-truthed during ecological site survey and found not to contain remnant vegetation, nor does the area support habitat for any EVNT species. A rehabilitation plan will be prepared as part of operational works and will include flora species native to the area. A Fauna Management Plan will be conditioned at the Operational Works stage which will address mitigation measures to ensure threats to fauna are minimised or eliminated. The FMP will include measures such as the use of a Fauna Spotter Catcher, and will identify suitable fauna relocations areas.
PO19 Local significant species, and their habitat, are protected in situ when it is: 1. identified on the Environmental significance – priority species overlay map, or through an ecological site assessment; and 2. within biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	AO19 Development does not impact on local significant species, and their habitat.	Not Applicable The subject site is not located within a biodiversity on the Environmental Significance – biodiversity areas overlay map.
PO20 Development protects local significant species, and their habitat or is designed to minimise and mitigate impacts on habitat values when it is: 1. identified on the Environmental significance – priority species overlay map; and 2. outside of biodiversity areas as identified on the Environmental significance – biodiversity areas overlay map.	AO20.1 Development avoids impacts on local significant species, and their habitat. AO20.2 Where development impacts on local significant species and their habitat, the following occurs: 1. flora species are propagated and used in rehabilitation and landscaping onsite; and	Development complies with AO18.2 A portion of the subject site is mapped as local significant species habitat based on Regional Ecosystem mapping under the VMA. However, the area was ground-truthed during ecological site survey and found not to contain remnant vegetation, nor does the area support habitat for any EVNT species.

Performance Outcomes	Acceptable Outcomes	Response
	2. fauna species are safely relocated by a qualified fauna spotter catcher.	A rehabilitation plan will be prepared as part of operational works and will include flora species native to the area. A Fauna Management Plan will be conditioned at the Operational Works stage which will address mitigation measures to ensure threats to fauna are minimised or eliminated. The FMP will include measures such as the use of a Fauna Spotter Catcher, and will identify suitable fauna relocations areas.

Fauna Management

PO21 Development design and location provides for the safe movement of native fauna through the site.	AO21 Where infrastructure crosses native fauna movement paths, the design of new development incorporates fauna friendly movement solutions. Note: Fauna friendly movement solutions developed in accordance with the <i>Queensland Government Fauna Sensitive Road Design Manual Volume 2: Preferred Practices</i> ; and the <i>QLD Government Koala-Sensitive Design Guidelines</i> is Council's preferred method for addressing this outcome.	Development complies with AO16 Proposed clearing will occur in accordance with a site specific Fauna Management Plan which will incorporate specific management and mitigation measures for Koala in accordance with best practice fauna management requirements.
PO22 Where fauna habitat is proposed to be damaged, management strategies must be implemented to ensure: 1. the native fauna is safely relocated to an area of similar habitat; 2. the sequence of habitat disturbance ensures that fauna is not isolated from adjoining areas of habitat; 3. fauna relocation occurs immediately prior to habitat disturbance; 4. accredited and experienced spotter catchers, licensed by the Queensland Parks and Wildlife Service, are to be present on the site to direct	AO22 No acceptable outcome provided.	Development complies with AO16 A Fauna Management Plan will be conditioned at the Operational Works stage which will address mitigation measures to ensure threats to fauna are minimised or eliminated. The FMP will include measures such as the use of a Fauna Spotter Catcher, and will identify suitable fauna relocations areas.

Performance Outcomes	Acceptable Outcomes	Response
and undertake the removal and relocation of fauna; and 5. where possible, damaged habitat and nesting sites are rehabilitated outside of development areas. Note: A Fauna Management Plan prepared by a suitably qualified person and in accordance with SC6.8 City Plan policy – Environmental management plans is Council's preferred method for addressing this outcome.		

Tenure, Ownership and Management Arrangements

PO23

Matters of environmental significance and associated buffers, mapped areas as identified on the Environmental significance – vegetation management overlay map proposed for retention and areas requiring rehabilitation are suitably protected in perpetuity and will:

1. enable necessary fire management in accordance with an approved fire management plan and any adopted bushfire management plan;
2. allow unimpeded movement of native fauna through matters of environmental significance and associated buffers;
3. enable maintenance access and regular management;
4. enable auditing and reporting of maintenance and management activities;
5. provide for public access along major watercourses, where such access is consistent with the ecological functions;
6. allow for linkages and buffers to adjacent areas of ecological significance; and

AO23

Matters of environmental significance and associated buffers, mapped areas as identified on the Environmental significance – vegetation management overlay map proposed for retention and areas requiring rehabilitation are transferred to Council ownership as Public Open Space.

OR

Where not required for public access, matters of environmental significance and associated buffers, and mapped areas as identified on the Environmental significance – vegetation management overlay map proposed for retention and areas requiring rehabilitation are retained in private ownership and protected under a statutory covenant (under the *Land Title Act 1994*).

Note: Where the area is adjacent to existing **public open space**, or is a **buffer** to a major waterway, **Council's** preference is for the land to be dedicated as **Public Open Space**.

Development complies with AO23

Rehabilitated areas of the site will be protected in perpetuity. It is anticipated that this will be conditioned as part of the Operational Works approvals.

Performance Outcomes	Acceptable Outcomes	Response
7. allow for a coordinated approach to the management of adjacent areas of conservation estate.		
PO24 An Open Space Management Plan prepared in accordance with SC6.10 City Plan policy – Landscape work is prepared for areas to be dedicated to Council as Public Open Space.	AO24 No acceptable outcome provided.	Development complies with PO24 An Open Space Management Plan will be prepared at the Operational Works stage.
PO25 A Covenant Management Plan is prepared for areas to be protected under a statutory covenant. The management plan must include the following details: 1. rehabilitation area and strategy of works; 2. weed eradication and control requirements; 3. how the covenant area will be maintained and managed in perpetuity; 4. feral and domestic animal exclusion requirements; and 5. required maintenance access.	AO25 No acceptable outcome provided.	Development complies with PO25 A Covenant Management Plan will be prepared if appropriate at the Operational Works stage.
Rehabilitation		
PO26 Disturbed, cleared or modified areas are rehabilitated where they form part of: 1. an ecological corridor; or 2. matters of environmental significance and associated buffers; or 3. areas identified within an Ecological Site Assessment as requiring rehabilitation. Note: A Rehabilitation Management Plan prepared in accordance with the <i>South East Queensland Ecological Restoration Framework</i> and SC6.8 City Plan policy –	AO26 No acceptable outcome provided.	Development complies with PO26 A Rehabilitation Management Plan will be conditioned at the Operational Works stage and will include details of the areas to be rehabilitated, and species to be planted.

Performance Outcomes	Acceptable Outcomes	Response
Environmental management plans is Council's preferred method for addressing this outcome.		

ATTACHMENT 7

Search Results





Department of Environment and Science (DES)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.des.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Urban Planning Services Pty Ltd
PO Box 2091
Surfers Paradise QLD 4217

Transaction ID: 50466927 EMR Site Id: 28 June 2018
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 58 Plan: SP191940
202 BAILEYS MOUNTAIN
UPPER COOMERA

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DES has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DES has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

Administering Authority

