

OUR REF: 6228

22 December 2023

The Chief Executive Officer
City of Gold Coast
PO Box 5042
GOLD COAST MC 9726

via: mail@goldcoast.qld.gov.au

Dear Sir / Madam,

RE: DEVELOPMENT APPLICATION – DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE – LOW IMPACT INDUSTRY AND WAREHOUSE

AT: 1 AND 5 HOMESTEAD DRIVE, STAPYLTON QLD 4207 (LOT 101 AND 102 ON SP316137)

Gassman Development Perspectives (GDP) are pleased to lodge an application on behalf of the Applicant, Devmcoz Properties Pty Ltd, over the above property. The proposed development seeks a Development Permit for a Material Change of Use to establish Low Impact Industry and Warehouse, featuring 10 individual tenancies within the subject site.

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

- Development Permit for Material Change of Use – Low Impact Industry and Warehouse.

Please find attached to this correspondence the following:

1. One copy of the Planning Assessment Report prepared by this office and dated December 2023, including:
 - a. DA Form 1;
 - b. Current Preliminary Approval (MIN/2023/64);
 - c. Proposal Plans;
 - d. Code Assessment;
 - e. Traffic Impact Assessment;
 - f. Acoustic Impact Assessment; and
 - g. Landscape Intent Plan.

The required fee of \$10,396.50 will be paid following receipt of the electronic fee invoice. A calculation of the fees has been determined as follows:

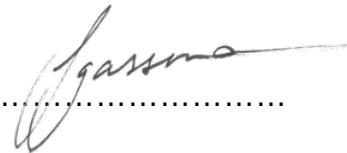
Table 1 – Application Fee Calculation				
Aspect	Description	Fee	Multiplier	Total Fee
Low Impact Industry	Code	\$6,931.00	100%	\$6,931.00
Warehouse (if more than 500m ² TUA)	Code	\$6,931.00	50%	\$3,465.50
TOTAL:				\$10,396.50

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

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

Yours faithfully,

GASSMAN DEVELOPMENT PERSPECTIVES



FRASER GASSMAN
SENOIR TOWN PLANNER

PLANNING ASSESSMENT REPORT

FOR A DEVELOPMENT APPLICATION REQUESTING:

- DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE – LOW IMPACT INDUSTRY AND WAREHOUSE



1 and 5 Homestead Drive, Stapylton

Lot 101 and 102 on SP316137

Prepared for Devmcoz Properties Pty Ltd

December 2023



g a s s m a n
development
perspectives

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

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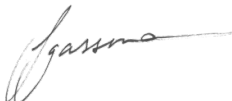
GDP DOCUMENT CONTROL

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Revision / Checking History

No.	Date	Author	Reviewer
1.0	20 December 2023	Jacob Moran	Fraser Gassman

Approval for Issue

Rev. No.	Name	Position	Signature	Date
1.0	Fraser Gassman	Senior Town Planner		22 December 2023

Final Distribution

Devmoz Properties Pty Ltd (Client)	1 electronic copy
Council of the City of Gold Coast (Assessment Manager)	1 electronic copy
GDP File	1 electronic copy

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1.0 INTRODUCTION

Gassman Development Perspectives (GDP) has been engaged by Devmcoz Properties Pty Ltd (Applicant) to prepare a code assessable development application requesting a development permit for Material Change of Use – Low Impact Industry and Warehouse at 1 and 5 Homestead Drive, Stapylton (Lot 101 and 102 on SP316137).

The proposal seeks to establish an industrial/warehouse development featuring multiple warehouse tenancies with internal mezzanine staff areas and shared carparking, refuse and parking facilities.

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

The M38 Industrial Place Code (Place Code) is approved via this Preliminary Approval and incorporates specific tables of development, definitions, relevant codes, specific requirements and Land Use Classification / Precincts relevant to the subject site. This development is lodged in accordance with the provision of this Place Code, with the entirety of the proposed development located within Precinct A under the Place Code.

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

2.0 SUMMARY TABLES

Table 1 - Site Details	
Site Address	1 and 5 Homestead Drive, Stapylton QLD 4207
Real Property Description	Lot 101 and 102 on SP316137
Site Area	5,548m ²
Name of Owner(s)	Devmcoz Properties Pty Ltd
Local Authority	Council of the City of Gold Coast

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

Table 3 - Local Planning Summary	
Planning Scheme Zone	
N/A as varied by existing Preliminary Approval	
Preliminary Approval Documents	
- M38 Industrial Estate Place Code - M38 Industrial Park Land Use Classification and Staging Plan	
Preliminary Approval Land Use Classification	
Precinct A: Low impact and Service Industry	
Preliminary Approval Stage Number	
Stage 1	
Defined Use and Approval sought	
Development Permit for Material Change of Use – Low Impact Industry and Warehouse	
Level of Assessment	
Code Assessable	
Potential Applicable Council Codes	
- M38 Industrial Estate Place Code - Changes to Ground Level and Creation of New Waterbodies Code - Landscape Work - Vegetation Management - Works for Infrastructure - Bushfire Management Areas - Canals and Waterways - Car Parking, Access and Transport Integration - Cultural Heritage (Historic) - Cultural Heritage (Indigenous) - Flood Affected Areas	

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

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The overall subject site is a regularly shaped allotment, situated in the north eastern corner of the Vantage Industrial Estate. The site is situated within Precinct A, Low impact and service Industry precinct, within Stage 1 of the estate. The site is located within the Gold Coast suburb of Staplyton (4207).

3.1 SITE LOCATION

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

- 500 metres from the Pacific Motorway, Yatala north interchange;
- 5.8 kilometres from the Beenleigh CBD;
- 36.5 kilometres from Southport CBD; and
- 38.1 kilometres from Brisbane CBD.

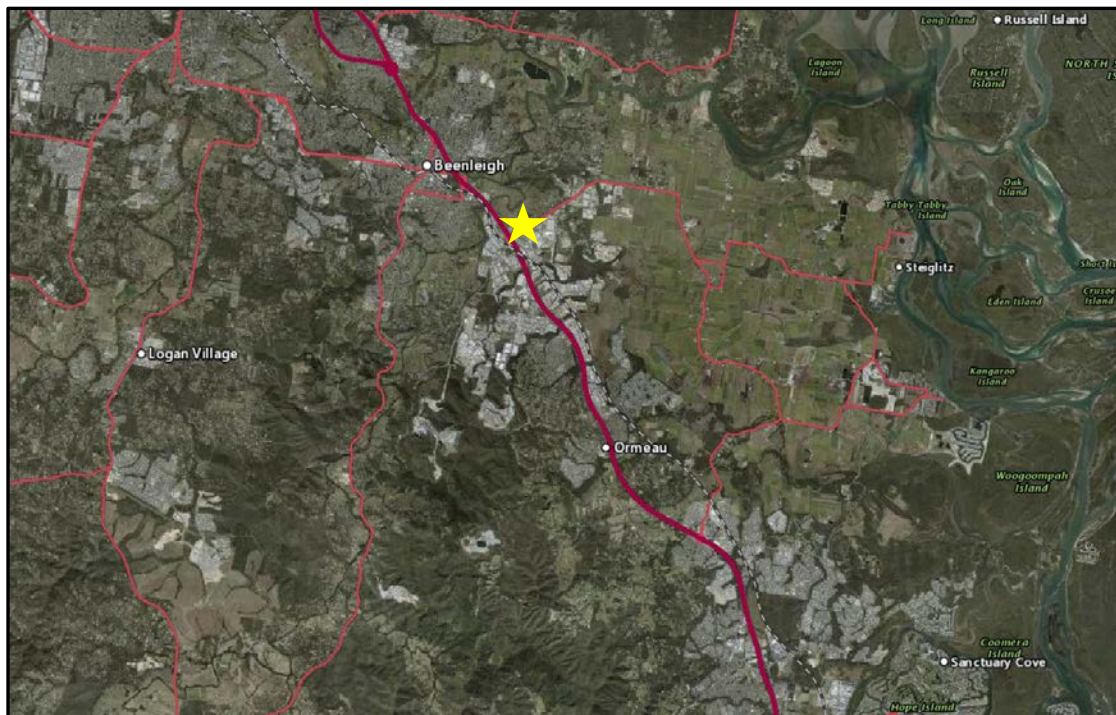


Figure 1 - Location aerial (QLD Globe, 2023)



Figure 2 - Subject Site Aerial (QLD Globe, 2023)

3.2 LAND OWNERSHIP AND ENCUMBRANCES

The subject site consists of a single freehold allotment owned by Devmcoz Properties Pty Ltd.

There are no easements or encumbrances over the subject site.



Figure 3 – Easement Locations near the subject site (QLD Globe, 2023)

3.3 EXISTING LAND USES

The subject land is vacant and benefits from existing lawful infrastructure connections provided by delivery of Stage 1 of the Vantage Industrial Estate.

3.4 SURROUNDING LAND USES

The subject site is located within Stage 1 of the Vantage Industrial Estate and is immediately surrounded by either vacant industrial land or recently established industrial land uses. The site immediately abuts an industrial lot to the south, in the form of an industrial warehouse.

Further to the east (on the opposite side of Homestead Drive) lie a number of vacant Industrial lots. Directly west of the development, the site is adjoined by an existing residential development, known as 'The Lodge'.

3.5 FRONTAGE AND ACCESS

The subject site has a singular road frontage, to Homestead Drive.

3.6 TOPOGRAPHY AND VIEWS

The overall subject site has undergone significant earthworks to provide future industrial pads on the subject site within the initial stages of the development. The site holds no significant views.

3.7 FLOODING AND STORMWATER

The site is not subject to any flood hazard.

3.8 WETLANDS/WATERWAYS

No significant wetlands or waterways exist over the subject land.

3.9 CONSERVATION /HERITAGE AREAS

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

3.10 RELEVANT APPROVALS

MIN/2023/64 – Overarching Preliminary Approval

On 6 May 2013, Council approved a Preliminary Approval for making a Material Change of Use to override the Planning Scheme for industry uses is associated with this subject site. This Preliminary Approval includes an endorsed Place Code and Land Use Classification Plan and supports industrial land uses and industrial subdivision within the relevant industrial land use precincts. Whilst this approval has been modified since its original approval (latest approval being MIN/2023/64), its extent and intent remains consistent with that originally approved. An extract of the current approved Plan of Development is outlined in **Figure 3** below:

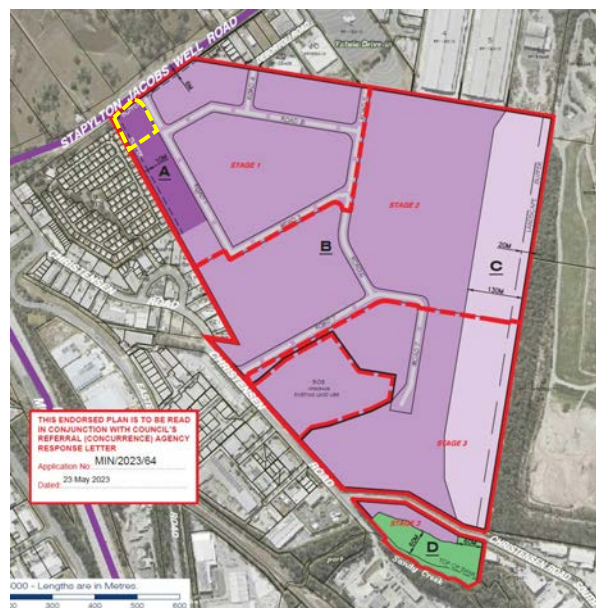


Figure 4 - PA Plan of Development extract – MIN/2023/64 (GDP File, 2023)

As shown within **Figure 4**, the proposed development is wholly located within Precinct A – Low Impact and Service Industry. A copy of the most recent approved version of the Preliminary Approval is included at **Appendix B** for Council’s convenience.

OPW201801218 and OPW201801219

This application involved the creation of large scale flat industrial pads and facilitated vegetation clearing of the subject site with the exception of a 20-metre landscape buffer along the eastern boundary adjoining the Council landfill. All the works associated with this approval have been completed.

ROL/2020/123 – Stage 1 Subdivision

On 22 February 2021, Council approved Stage 1 of the Vantage Estate, including creation of industrial lots within a Community Management Statement (CMS). The subject site is located within this stage, as shown within **Figure 5** below.

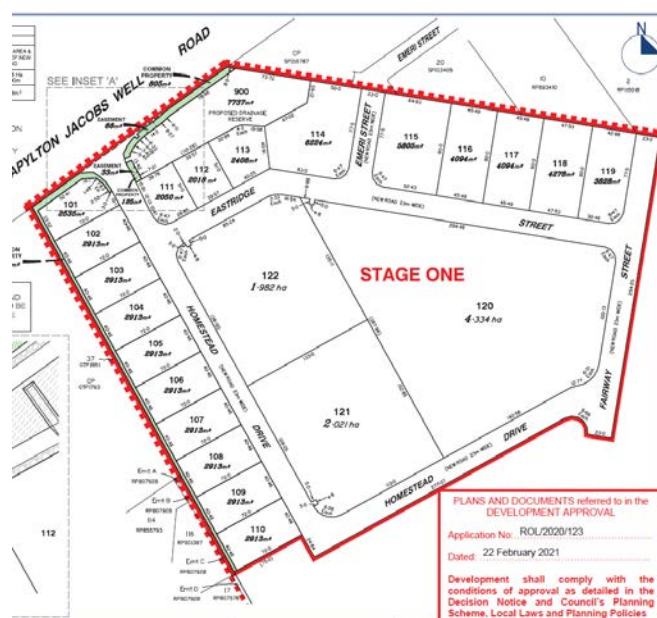


Figure 5 – Stage 1 – Approved ROL Plan – ROL/2020/123 (GDP File, 2023)

4.0 THE PROPOSED DEVELOPMENT

4.1 OVERVIEW

The proposed development seeks to establish a combination of low impact industry and warehouse land uses, featuring multiple warehouse tenancies within the site, as shown within **Figure 5** below. A copy of the Proposal Plans is also provided within **Appendix C**.

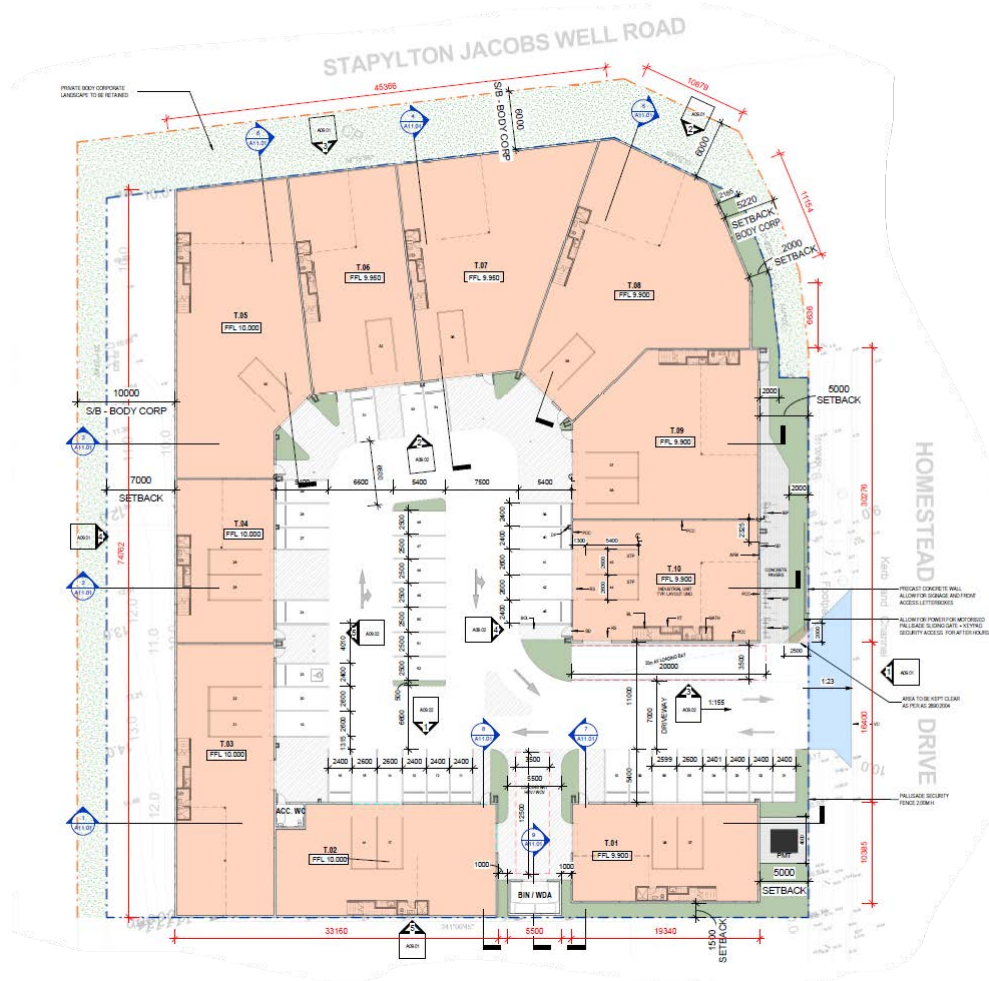


Figure 6 – Proposed Development (GDP File, 2023)

The facility comprises of 10 individual warehouse tenancies, all featuring partial mezzanines accessed via stairs with specific staff areas underneath. The warehouses vary in size and shape, ranging from 175m² to 407m² with a building height of just over eight metres.

The facility is serviced by a total of 52 car parking spaces, with one marked PWD space within a centralised shared carpark. Each tenancy is equipped with internal parking. Tandem parking is proposed at those tenancies where a secondary roller door is proposed. The site has been designed to allow for full internal movement access up to and including Heavy Reticulated Vehicle, with both ingress and egress possible in a forward gear. Articulated Vehicle (AV) access is available via a reverse in bay adjacent to the crossover of the site.

4.2 PROPOSED LAND USES

Under the applicable Place Code, alternate land use definitions are available, one of which applied to the proposed development. Warehouse land use is standard, however, the amended land use definition for Low Impact Industry is also proposed as defined by in section 3.2 of the Place Code:

Low Impact Industry

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

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

Section 3.3 of the Place Code provides further clarity on the refined land uses allowed under this definition:

Column 1 Use	Column 2 Examples include	Column 3 Does not include the following examples
Low impact industry	- Repairing and servicing motor vehicles, including mechanical components, radiators, electrical components, wheel alignments, exhausts, tyres, suspension or air conditioning, not including spray painting; - Repairing and servicing lawn mowers and outboard engines; - Fitting and turning workshop; - Assembling or fabricating products from sheet metal or welding steel, producing less than 10 tonnes a year and not including spray painting; - Assembling wood products not involving cutting, routing, sanding or spray painting; - Dismantling automotive or mechanical equipment, not including debonding brake or clutch components.	- Panel beating, - spray painting or surface coating, - tyre recycling, - drum re-conditioning, - wooden and laminated product manufacturing.

The proposed Low Impact Industry land use is considered a suitable outcome for Precinct A, and is included as a 'self assessable' land use within the Tables of Development (section 4.1)

given the definition specifically intends low impact uses other than just warehouses as permissible.

4.3 PROPOSED LANDSCAPING

The proposed development includes landscaping along the eastern frontage to Homestead Drive at depths generally compliant with the Place Code in effect. The landscaping ties into the existing body corporate landscaping as the buffer turns toward Stapylton Jacobs Well Road, with all of the existing landscaping and entry statement features in this area maintained.

Internally, various landscape bays are provided for wayfinding and the provide shade trees for the carparking area.

4.4 SUMMARY OF SUPPORTING SPECIALIST REPORTS/DOCUMENTATION

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

Table 4 - Supporting Specialist Reports/Documentation			
CATEGORY	CONSULTANT	TITLE OF DOCUMENTS	LOCATION
Forms	Gassman Development Perspectives	DA Form 1	Appendix A
Preliminary Approval	Gassman Development Perspectives	Current Decision Notice - MIN/2023/64	Appendix B
Plans and Drawings	Gassman Development Perspectives	Proposal Plans	Appendix C
Code Assessment	Gassman Development Perspectives	Code Assessment	Appendix D
Traffic Engineering	Rytenskild Traffic Engineering	Traffic Impact Assessment	Appendix E
Acoustic Engineering	Acoustic Works	Noise Impact Assessment	Appendix F
Landscape Architecture	Gassman Development Perspectives	Landscape Intent Plan	Appendix G
Civil Engineering	Gassman Development Perspectives	Civil Services Letter	Appendix G

5.0 STATE AND REGIONAL PLANNING FRAMEWORK ASSESSMENT

5.1 STATE LEGISLATION

5.1.1 PLANNING ACT 2016 (PA)

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

Ecological sustainability is a balance that integrates:

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

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

- Material Change of Use.

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

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

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

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

In this case, the approved M38 Industrial Estate Place Code is the applicable categorising instrument.

5.2 SUBORDINATE LEGISLATION

5.2.1 PLANNING REGULATION 2017

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

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

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

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

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

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

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

The abovementioned matters are addressed in the following sections.

5.2.1.1 REFERRAL REQUIREMENTS

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

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

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

Water Resources

The subject site is mapped within the Water resource planning area boundaries, as shown in **Figure 7** below.



Figure 7 – Mapped water resource planning area boundaries impacting the subject site (SARA DA mapping, 2023)

However, the application does not involve Operational Work that involves taking or interfering with water, the removal of quarry material from a watercourse or lake, referable dams, or the construction of a levee. Therefore, the application does not require referral under Schedule 10, Part 19, Division 1, 2, 3 or 4 of the PR.

Koala Habitat in SEQ Region – Key Resource Area

The subject site is mapped as having Key Resource Area – Transport Route Separation Area mapping layers as shown in **Figure 8**.

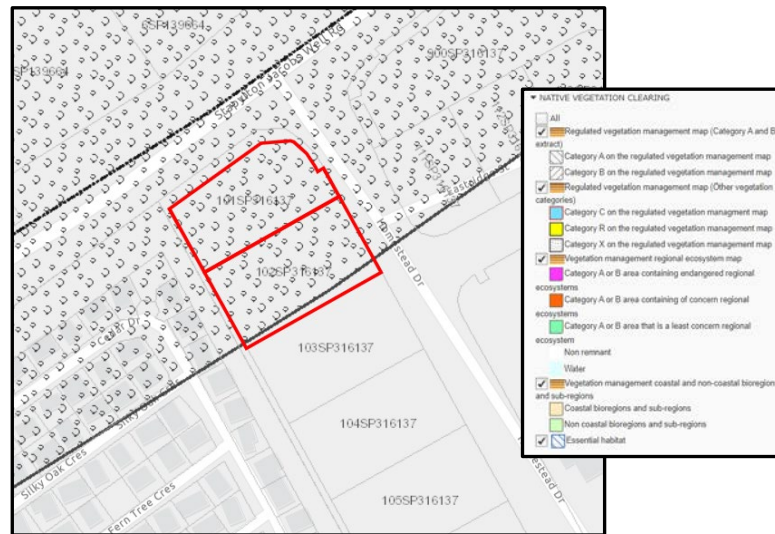


Figure 8 – Koala Habitat in SEQ Region – Key Resource Area mapping (SARA DA mapping, 2023)

This layer informs trigger requirements for removal of koala habitat areas, for which this development does not propose. Therefore, this application does not trigger referral for this matter.

State Transport

The subject site is mapped as being within 25m of a State-transport corridor area as shown in **Figure 9**.

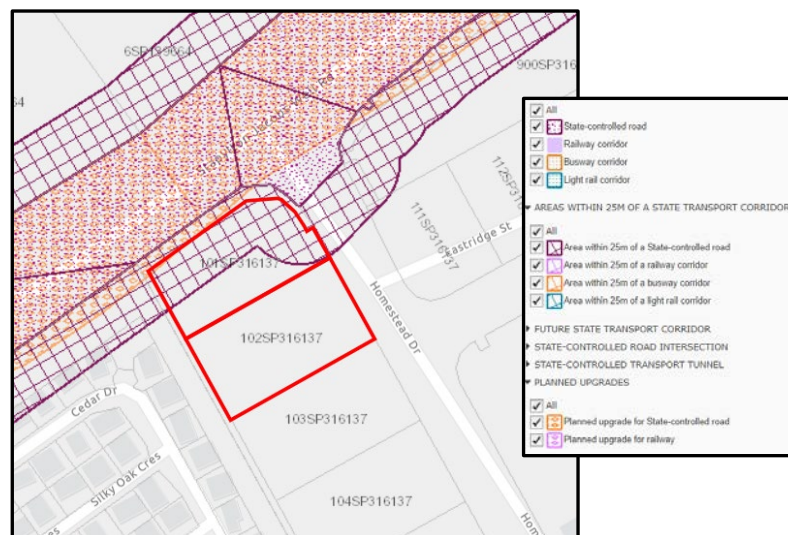


Figure 9 – State Transport Mapping (SARA DA mapping, 2023)

Given the proposed development is located within 25 metres of a State transport corridor and is for an MCU, the development is therefore triggered for referral under Schedule 10, Part 9, Division 4, sub-division 2, Table 4, item 1(a). Notably, the mapping does not yet reflect the subject site being within 100 metres of a State-controlled road intersection, however, the sites frontage is less than 70 metres from the mapped State-controlled road. Whilst not mapped, this

referral item should still apply and has been considered accordingly and provisions relating to Schedule 10, Part 9, Division 4, sub-division 2, Table 4, item 1(c) are also applied.

Referral Summary

Based on the above assessment the following aspects are triggered for referral:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1(a) and (c).

5.3 STATE PLANNING INSTRUMENTS

5.3.1 STATE PLANNING POLICY

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

The SPP applies, to the extent relevant, when:

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

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

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

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

Section 2.1 of the Planning Scheme identifies that the state interest policies not yet appropriately integrated into the planning scheme are:

- Natural hazards, risk and resilience (coastal hazards)
- Biodiversity – Policy (2)

- Water quality – Policies (4) and (5).

The subject site is not burdened by any mapped coastal hazards, and therefore, a detailed assessment against these provisions of the SPP is not required. However, as Policy 2 from Biodiversity and Policies 4 and 5 from Water Quality are identified as lacking proper integration, a response is provided within **Table 5** below.

Table 5 – Targeted Unintegrated Policy Responses		
Aspect	Policy	Response
<i>Biodiversity</i>	Policy (2) Matters of State environmental significance are identified and development is located in areas that avoid adverse impacts; where adverse impacts cannot be reasonably avoided, they are minimized.	The subject site is not mapped as having any matters of State environmental significance.
<i>Water Quality</i>	Policy (4) At the construction phase, development achieves the applicable stormwater management design objectives in table A (appendix 2).	Stormwater will be in accordance with the regional Stormwater Management Plan approved for Stage 1 of the wider Vantage Industrial Estate.
<i>Water Quality</i>	Policy (5) At the post construction phase, development: a) Achieves the applicable stormwater management design objectives on-site, as identified in table B (appendix 2); or b) Achieves an alternative locally appropriate solution off-site that achieves an equivalent or improved water quality outcome to the relevant stormwater management design objectives in table B (appendix 2).	Stormwater will be in accordance with the regional Stormwater Management Plan approved for Stage 1 of the wider Vantage Industrial Estate.

5.3.2 SOUTH EAST QUEENSLAND REGIONAL PLAN 2017

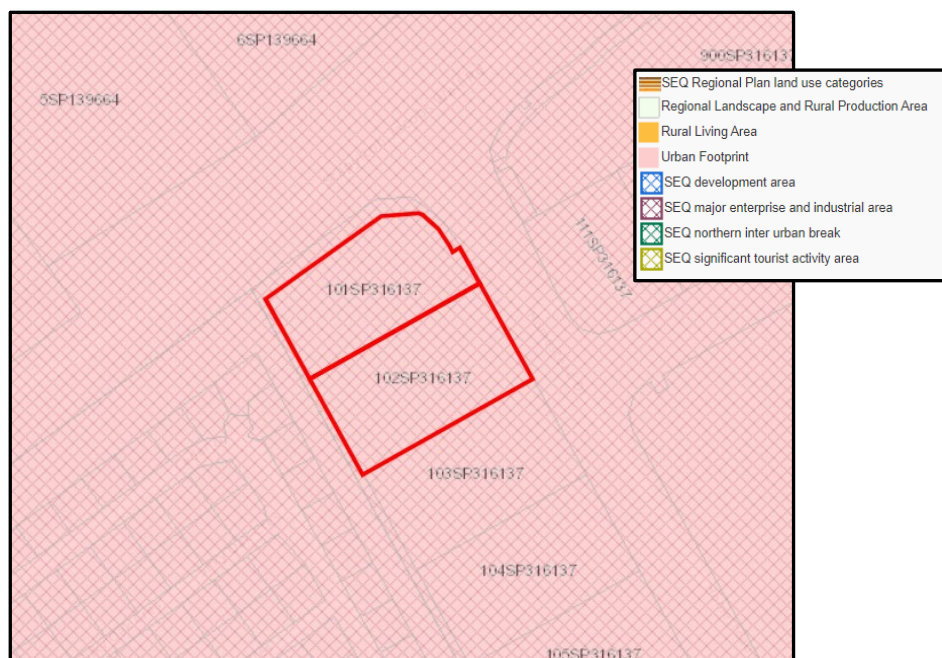


Figure 10 – South East Queensland Regional Plan 2017 mapping (SARA DA mapping, 2023)

The subject site is located wholly within the Urban Footprint under the *South East Queensland Regional Plan 2017*, as shown in **Figure 9**.

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

The intent of the SEQ Major Enterprise and Industrial Area aims to prohibit certain uses that would be adversely affected by envisaged uses for the area thus encouraging industrial and other like uses. Given the proposal seeks to establish a multi-tenancy industrial use, it is considered the development is consistent with the intention of this overlay.

5.3.3 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

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

Based on the referral triggers identified above, the following SDAP codes have been assessed, with a detailed response to each provided within the associated reports:

- State code 1: Development in a State-controlled road environment (Traffic Impact Assessment - **Appendix E**);

6.0 LOCAL PLANNING ASSESSMENT

6.1 OVERVIEW

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

6.2 RELEVANT LAND USE CLASSIFICATION / PRECINCTS

As per the current Land Use Classification and Staging Plan contained within the M38 Industrial Estate Place Code, the subject site is located within Precinct A – refer **Figure 11** below.

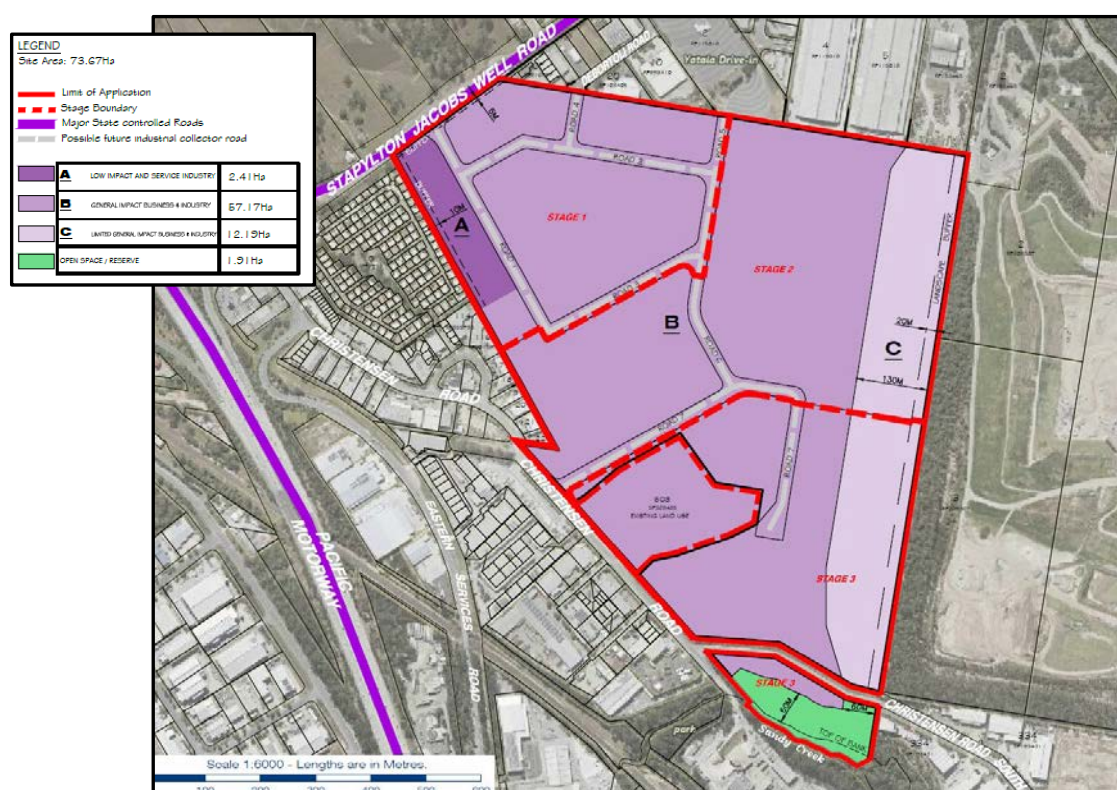


Figure 11 – Land Use Classification and Staging Plan (GDP file, 2023)

6.3 LEVEL OF ASSESSMENT

The Place Code approved variations to the *Gold Coast Planning Scheme 2003*, version 1.2, that affected the Place Code, Type of Assessment and Tables of Development of the Yatala Enterprise Area Local Area Plan, in determining the level of assessment for development applications.

The Place Code as approved incorporated the new Tables of Development and applies to this development application. Under Section 4.1, Table A of the Place Code, a Material Change of Use for Low Impact Industry and Warehouse within the Precinct A is listed as self-assessable, however, based on code non-compliances the proposal is elevated to code assessable.

6.4 IDENTIFIED CONSTRAINTS AND OVERLAYS

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

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

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

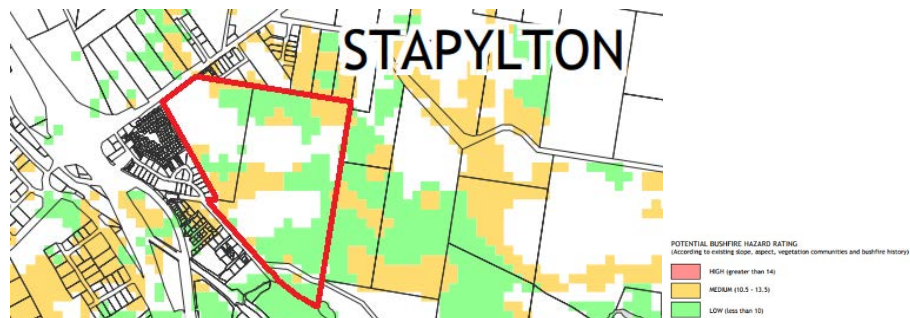


Figure 12 - Potential Bushfire Hazard Overlay Mapping (OM10-1) (Council mapping, 2003)

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

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

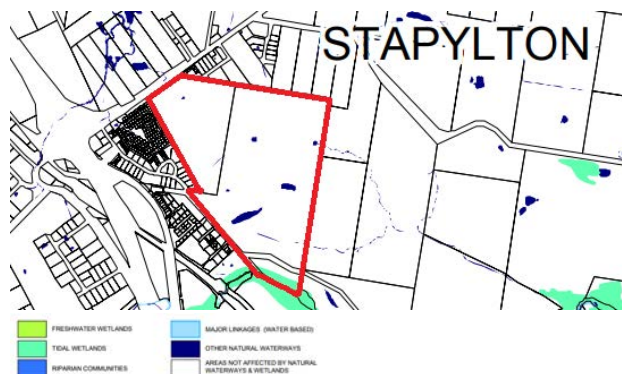


Figure 13 – Natural Wetland and Waterway Areas Overlay Mapping (OM11-1) (Council mapping, 2003)

6.4.3 ACID SULPHATE SOILS OVERLAY MAPING (OM14-1)

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



Figure 14 - Acid Sulphate Soil Hazard Areas Overlay Mapping (OM14-1) (Council mapping, 2003)

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

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

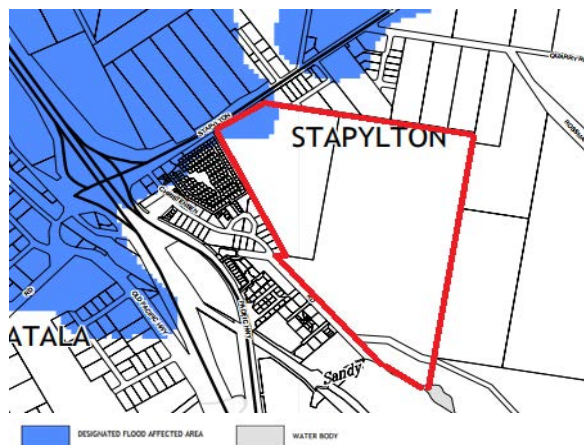


Figure 15 - Natural Hazard (Flood) Management Areas Overlay Mapping (OM17-5) (Council mapping, 2003)

6.4.7 EXTRACTIVE RESOURCES OVERLAY MAPPING (OM23-1)

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

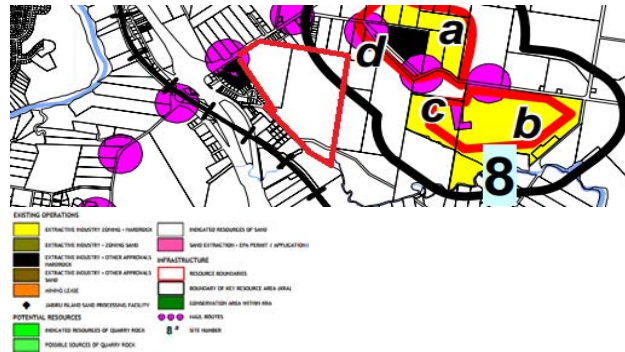


Figure 18 - Extractive Resources Overlay Mapping (OM23-1) (Council mapping, 2003)

6.5 APPLICABLE CODES

Table 6 below lists the potentially applicable codes and their relevance to the proposed development on the subject site. A response to each of the applicable requirements under each relevant code has been provided in the Appendices of this report.

Table 6 - Relevant Code Benchmarks	
Place Code	
M38 Industrial Estate Place Code	Applicable - The M38 Industrial Estate Place Code is listed as a relevant code for assessment within the preliminary approval. Therefore, this code has been addressed within Appendix C .
Specific Development Codes	
Changes to Ground Level Creation of Waterbodies	Not Applicable - No Operational Work is proposed as the development is to be located on an approved industrial lot which has already undergone relevant earthworks to ensure a flat pad ready for future development. Therefore, a detailed assessment of this application against the code is not applicable.
Landscape Work	Applicable - The Landscape work code is listed as a relevant code for assessment within the Place Code, and as landscaping works is proposed, an assessment against it has been provided in Appendix C .
Reconfiguring a Lot	Not Applicable - No Reconfiguring a Lot is proposed.
Vegetation Management	Not Applicable - Vegetation clearing is not proposed as part of this application.
Works for Infrastructure	Not Applicable - The development does not propose works for infrastructure.

Table 6 - Relevant Code Benchmarks	
Constraint Codes	
Bushfire Management Areas	Not Applicable – The subject site is managed under an approved Bushfire Management Plan and any future building will be constructed in accordance with Australian Standards.
Canals and Waterways	Not Applicable – The subject site is located completely outside of any mapped waterway.
Car Parking, Access and Transport Integration	Applicable – The Car parking, Access and Transport Integration Code is listed as a relevant code for assessment within the preliminary approval. Therefore, the assessment against this code has been provided in Appendix C .
Cultural Heritage (Historic)	Not Applicable - The subject property is not known to be a listed property, therefore a detailed assessment of this application against this code is not required.
Cultural Heritage (Indigenous)	Not Applicable - The subject property is not known to be a site of indigenous cultural heritage, therefore a detailed assessment of this application against this code is not required.
Flood Affected Areas	Not Applicable – The proposed development area is located completely outside of any mapped flood affected areas.
Nature Conservation	Not Applicable – The proposed development is located within a historically cleared area and will not require any further clearing.
Natural Wetland Areas and Natural Waterways	Not Applicable – The proposed development is not located within a Natural wetland area, nor does it contain any natural waterways.
Rail Corridor Environs	Not Applicable - The subject property is not near or within a rail corridor.
Road, Traffic Noise Management	Not Applicable - The proposed warehouse/industry land use does not include or involve a noise sensitive land use. Therefore, a detailed assessment of this application against the code is not required.
Sediment and Erosion Control	Not Applicable – The proposed development is located within a historically augmented area and will not require any further earthworks or clearing. Therefore, a detailed assessment of this application against the code is not required.
Service Roads (Pacific Motorway)	Not Applicable - The subject site is not located on a Pacific Highway service road.

Table 6 - Relevant Code Benchmarks	
Steep Slopes or Unstable Soils	Not Applicable - The subject land is not identified within an area of 'land slip risk of instability'.
Unsewered Land	Not Applicable - The proposed development is located on an approved industrial lot that is provided with a reticulated connection. Therefore, assessment against this code is not required.

7.0 KEY CONSIDERATIONS

In addition to the detailed assessment of this proposed development against the Preliminary Approval and M38 Industrial Estate Place Code, the following key matters are considered relevant to the consideration and determination of this development application.

7.1 COMPLIANCE WITH PRELIMINARY APPROVAL

The Vantage Industrial Estate seeks to deliver an envisaged industrial product consistent with the outcomes prescribed within the overarching Preliminary Approval, supported by the M38 Industrial Estate Place Code.

With regard to the Preliminary Approval, the subject site is located within Precinct A for which the Preliminary Approval imposes specific outcomes. These requirements are identified and assessed in **Table 7** below:

Table 7 – Preliminary Approval Acoustic Compliance Requirements	
Condition 30 – Acoustic Report	The proposed development complies with this condition based on: - The proposed development is design to provide a continual concrete wall along the western boundary over five metres tall in accordance with recommendations of the approved Acoustic Report. - The proposed development will not operate beyond the hours of 7am to 8pm Monday to Friday.
Condition 31 – Acoustic Barrier	The proposed development complies with this condition as the proposed development is design to provide a continual concrete wall along the western boundary over five metres tall in accordance with recommendations of the approved Acoustic Report. Specific building compliance matters will be undertaken during detailed construction stage.
Condition 32 – Landscape Buffer	The proposed development will retain the 10 metre buffer along the sites western frontage.
Condition 33 – Certificate of Compliance	This certification will be provided prior to commencement of any uses on the subject site.
Condition 34 – Acoustic Report	An Acoustic Report supports this application and is provided within Appendix F .
Conditions 35 – Hours of Operation within Precinct A	Hours proposed are not proposed to exceed 7am to 8pm Monday to Friday.
Conditions 36 – Delivery and Collection	Delivery and collection activities are not proposed to exceed 7am to 8pm Monday to Friday.

Table 7 – Preliminary Approval Acoustic Compliance Requirements

Activities within Precinct A	
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7.2 HEAVY VEHICLE ACCESS, LOADING AND CARPARKING

The proposed development seeks to provide an alternate solution whereby AV access is not provided by way of forward in and forward out. This is proposed given the very limited frequency an AV is actually going to be required to use the site based on the smaller tenancy sizes proposed. These type of industrial unit often rely upon their own collection and delivery of goods, or that this service is provided by courier or small van. This outcomes is further reflected in the site's design by inclusion of internal carparking and loading areas for each unit.

Whilst rare, it is important to maintain some form of AV access should this ever be required. The proposed development does this by way of a reverse in loading bay at the front of the subject site. Currently, the subject site consists of two lots under 4,000m² each. This enables a reverse in manoeuvre under the Place Code. Further, suitable setback from the Stapylton Jacobs Well Road intersection was considered as part of the approved subdivision layout. Rather than the current allowable outcome of two lots having reverse in manoeuvres, a single point of access is proposed along with a development format not reliant on AV deliveries. Whilst note compliant with the relevant acceptable solution, this is still considered a far better efficiency and safety outcome for the subject site than individual development of each lot.

Importantly, the subject site maintained full on-site manoeuvring for all other services vehicles, including a HRV and refuse collection vehicle. This includes provision of a separate loading bay for these vehicles.

7.3 LANDSCAPING AND AESTHETICS

The proposed development includes the provision of landscaping throughout the subject site, including along the Homestead Drive Road frontage. The landscaping will be installed to boost and enhance the subject site's amenity and ensure the overall development maintains a visually interesting and appealing form, consistent with development throughout the surrounding industrial estate.

The site maintains a compliant separation from all road frontages and retains and integrates with previously approved, landscaped common property lot. This lot adjoins the north, north-east and western boundaries of the subject site, and extends the entirety of the western boundary of the stage one area of the Vantage Industrial Estate. This common property area, along the Stapylton Jacobs Well Road frontage features landscaping, entry statement features and signage, creating a visually appealing buffer. Regardless, to ensure a visually appealing built form and to maintain amenity of the area, the building proposes a visually interesting and appealing Stapylton Jacobs Well Road façade. The façade provides an array of building materials, built form and colour to provide a visually appealing development. This aesthetic is carried into the remainder of the development to provide a consistent finish throughout.

7.4 ACOUSTICS

The proposed development is supported by an Acoustic Impact Assessment, provided within **Appendix E**. In accordance with the preliminary approval, specific acoustic treatments have been met, including a gap free wall along the western frontage in excess of five metres. Further, operational hours are limited to 7am to 8pm Monday to Friday. It is confirmed the units will not have any sort of mechanical equipment proposed, such as air conditioning, nor would the suite of land uses proposed enable such equipment as air scrubbers or mechanical ventilation.

Whilst no impacts are foreseen based on the proposed development, the submitted Acoustic Impact Assessment certainty of the same.

7.4 CIVIL SERVICES

The proposed development is supported by a Civil Services Letter, provided within **Appendix H**. This letter clearly outlines proposed service connections for the proposed development to cater for future industrial users. Whilst duplicate connections exist along the sites frontage as delivered for the two existing lots as part of the parent subdivision, these will be consolidated into one at the sites boundary, with additional metering as required internally for each tenancy.

We can confirm a separate water meter will be required and is envisaged to be located along the Homestead Drive frontage. This can be added at information request response stage, once the general building form, siting and landscaping outcomes are agreed to with Council. It is envisaged the water meter will be located generally in accordance with **Figure 19**.

8.0 SUMMARY OF FINDINGS AND CONCLUSION

The proposal seeks to establish industry/warehouse uses comprised of 10 individual tenancies with partial mezzanines in Lot 101 and 102 on SP316137 within Stage 1 of the Vantage Industrial Estate.

The proposed development will be:

- Consistent with the State and regional planning provisions applicable to the subject site;
- Consistent with the planning principles of the M38 Industrial Estate Place Code and M38 Staging and Land Use Classification Plan;
- Consistent with the Preliminary Approval and relevant conditions that applies over the land;
- Consistent with the intent and content of the Precinct A;
- Generally in accordance with the performance criteria and acceptable solutions of the applicable development codes; and
- Appropriate within the context of the site and its surrounds without adversely impacting on the surrounding area, higher order roads and land uses, including through the incorporation of generous landscaping buffers around the full perimeter of the site.

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

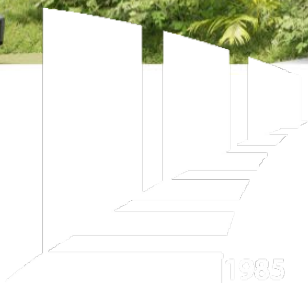
APPENDIX D

CODE ASSESSMENT



g a s s m a n
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g a s s m a n
**development
perspectives**

planning
environment
landscape
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survey

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6.0 M38 INDUSTRIAL ESTATE PLACE CODE DEVELOPMENT REQUIREMENTS

6.1 *PURPOSE*

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

6.2 *APPLICATION*

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

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6.3 DEVELOPMENT REQUIREMENTS

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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	DOES THE PROPOSAL MEET THE ACCEPTABLE SOLUTION? If not justify how the proposal meets the performance criteria
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACTASSESSABLE		
BUILDING HEIGHT		
PC1 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS1 The building has a maximum of 15 metres.	COMPLIES WITH AS1 – The proposed structure does not exceed the maximum height of 15m.
ACCOMMODATION DENSITY		
PC2 Accommodation density must be consistent with the predominant character of the YEA as an industrial location. Accordingly, very low residential densities are envisaged for the LAP area.	AS2 The maximum dwelling density does not exceed one dwelling per lot.	COMPLIES WITH AS2 - The proposed development does not contain an aspect proposing a dwelling, therefore the provisioned density is not exceeded.
SITE COVERAGE		
PC3 The site coverage of development shall be in accordance with the open space landscape character of the YEA.	AS3 Precinct A, B & C: The maximum site coverageshall not exceed 70%. Precinct D: The maximum site coverage shallnot exceed 10%.	COMPLIES WITH AS3 – The proposed development has a site coverage of 52.9%.
BUILDING SETBACK		
PC4 The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity isachieved through generous building setbacks andhigh quality landscaping.	Precinct A AS4.1 Buildings are set back from frontages: a) 5 metres from the primary frontage; b) (i) 6 metrrres from the Stapylton Jacobs wellRoad frontage; (ii) 1.5 metres from the secondary frontage; and c) 10 metres from the western boundaryadjoining the existing residential uses. Precincts B, C & D AS4.2 Buildings are set back from frontages: a) 5 metres from the primary frontage; and b) 1.5 metres from the secondary frontage. AS4.3 Where the site adjoins a public open space area the building or structure is setback a minimum of three meters from the common boundary with thepublic open space, and the setback area includes; a) a landscape buffer strip a minimum	COMPLIES WITH AS4.1 – The proposed warehouse is setback: - five metres from Homestead Drive, being the primary frontage. - Six metres from Stapylton Jacobs Well Road, given retention of the existing body corporate area being maintained. - 10 metres from the western boundary, inclusive of the three metres landscape buffer and additional seven meter building setback. AS4.2-4.4 not applicable as the subject site is not located within these precincts.

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	width of two metres; and b) fencing of the common boundary between the private lot and public open space. AS4.4 Buildings shall be setback 50 metres from the adjoining property boundary of the 'Stapylton Landfill'. The 50 metres shall be inclusive of the vegetated buffer area adjoining the eastern property boundary.	
BOUNDARY FENCING		
PC5 The erection of boundary fencing is undertaken in a manner that promotes an attractive streetscape and is responsive to the intended purpose of the fencing.	AS5.1 The design of front boundary fencing is conducive to the establishment of an attractive streetscape and is generally in accordance with the design measures outlined in Figure to AS5.1 included in this code. Generally speaking, design features or strategies such as transparency or landscape buffering should be utilised to soften the effect of front boundary fencing. Solid fencing exceeding 1.5 metres in height should only be established where required for acoustic attenuation purposes. AS5.2 The height of side and rear boundary fencing, where not required for acoustic attenuation purposes, does not exceed a height of two metres. Due to the general low visibility of this fencing, there is no requirement for this fencing to be transparent or landscaped.	COMPLIES WITH AS5.1 & 5.2 – Palisade fencing is proposed along road frontages, setback within landscaped areas. No other fencing is required, given the other boundaries already feature natural or built barriers.
DESIGN OF DEVELOPMENT NEAR MAJOR ROADS		
PC6 Those developments visible from, or facing Stapylton-Jacobs Well Road must exhibit a high standard of architectural presentation.	AS6 Facades visible from, or facing Stapylton-Jacobs Well Road are designed to incorporate: - materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief; - relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); - horizontal/vertical articulation of walls at least at 15 metre intervals; 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; - other features which contribute to an interesting and attractive appearance These design features are to be applied to the main facade facing the relevant road, as well as along a brief return or the full length of side walls.	COMPLIES WITH AS6 – The proposed development seeks to create a visually interesting façade facing SJW that is consistent with the remainder of the estate. Key design elements include: - varying materials used, including painted concrete, villa board, powder coated metal and glass - suitable tones and finishes - articulation provided by way of material and colour changes; and also windows on this frontage. These features are featured throughout the other road frontages and internally too.
VEHICULAR CROSSINGS		
PC7 Vehicular crossings associated with the development must be designed and constructed	AS7 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES WITH AS7 – The proposed crossover will be subject to further approval and detailed design to ensure compliance with this guideline.

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to ensure: a) A safe footpath environment; b) Safe vehicular access to the property; c) Appropriate hydraulic performance of the stormwater infrastructure; d) No damage to vehicle or road infrastructure; e) Minimal loss of on-street parking spaces; - and f) Continued amenity of the neighbourhood.		
VEHICULAR PARKING		
PC8 On-site vehicle parking is provided to meet expected demand, having regard to: a) The size of the proposed workforce; b) The likely number of visitors to the site; c) The likely size and number of service and transport vehicles to be on the site at any one time; d) On-site parking and loading/unloading activities within sites; e) The availability of conveniently located on-street parking; f) Any possible future expansion, redevelopment or change of use.	AS8.1.1 The number of car parking spaces provided on-site generally meets the standards set out in the Constraint Code 4 - Car Parking, Access and Transport Integration in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007); OR AS8.1.2 The number of car parking spaces provided on-site is generally in accordance with Table to Acceptable Solutions AS8.1.2. AS8.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use. AS8.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise	COMPLIES WITH AS8.1.2 – The development proposes 52 total carparks which is compliant with Table to Acceptable Solutions AS8.1.2.
ENVIRONMENTAL MANAGEMENT		
PC9 The environmental mitigation methods for the development as detailed within the Environmental Management Plan must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area having regard, but not limited to the impact of noise, hours of operation, visual amenity,	AS9 For development located within Precinct C an Environmental Management Plan (EMP) has been prepared and approved by Council and the development complies with the requirements of the EMP. The EMP is to be prepared in accordance with the Planning Scheme Policy 10 – Guidelines for Preparing Management Plans and Plans of Development.	NOT APPLICABLE – The subject site is not located within Precinct C.

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odour, emissions and dust.		
REFUSE FACILITIES		
PC10 Refuse facilities must be provided on site to service the needs of the development.	AS10.1 A Provision is made for the storage of refuse on site and access for the removal of refuse in accordance with "Solid Waste Management Policy for New Developments"; AS10.2 The refuse storage area is not less than three metres to the frontage of the site and not less than 1.5 metres from any other site boundary; AS10.3 The refuse storage area is enclosed on three sides, with a screen wall extending 0.2 metres above the height of the refuse receptacles; and AS10.4 The refuse storage area is effectively screened from view with landscaping	COMPLIES WITH PC10 – The development proposes a large bin enclosure, capable of holding four, Type 5A bins, providing for 8,000lts of refuse collection. It is envisaged these will be split to provide two general waste bins and two recycling bins. Based on warehouse and low impact industry waste generation, this provides more than enough refuse collection. The storage area is not located next to the road, however, is located next to the property boundary. Provision of this area next to the road would likely result in a vehicle conflict, so is better serviced by its own area with direct truck access. The area is suitably screened behind one of the tenancies and fully enclosed, with provision for water and drainage allowed.
BUILDING DESIGN		
PC11 All buildings within Precinct A must be acoustically treated, to minimise nuisance to the adjoining and surrounding residential development.	AS11 The building design and construction of development with Precinct A shall be in accordance with approved Acoustic Report prepared by TTM Group dated 20 April 2011 (reference: 33418 R03).	COMPLIES WITH AS11 – The proposed development is designed to comply with this acoustic report, by establishing a gap free 'barrier' along the western side of the subject site. No mechanical plant equipment is proposed for the development either that would impact acoustically.
HOURS OF OPERATION		
PC12 All activities within Precinct A must be undertaken within appropriate hours, to minimise nuisance to the adjoining and surrounding residential development.	AS12 The hours of operation and the delivery and collection activities for development within Precinct A are restricted to between 7.00am and 8.00pm Monday to Friday, or to the satisfaction of the Chief Executive Officer.	COMPLIES WITH AS12 – The proposed development is only proposed to operate between 7am and 8pm Monday to Friday.
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE		
BUILDING HEIGHT		
PC13 The height of buildings is to be consistent with the role of the site as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS13 The maximum height of buildings does not exceed 15 metres.	COMPLIES WITH AS13 – The proposed building will not exceed the prescribed 15m.
SITING		
PC14 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis .	AS14 No acceptable solution provided.	COMPLIES WITH PC14 – The proposed development has been positioned effectively, mitigating any adverse effects as well as complementing the envisaged industrial character of the area.
PC15	AS15	COMPLIES WITH PC15 – There is clear

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The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	No acceptable solution provided.	separation between the two areas.
PC16 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS16 No acceptable solution provided.	COMPLIES WITH PC16 – The proposed development includes ample landscaping in accordance with this code and Preliminary Approval requirements. Of note, the proposed industrial product will not allow for any outdoor servicing or storage areas.
BUILDING AND LAYOUT DESIGN, SAFETY AND COMFORT		
PC17 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS17.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS17.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).	COMPLIES WITH AS17.1 – The overall building shape is regular, however, limited expansion opportunities exist given the carparking requirements of the code. AS17.2 NOT APPLICABLE – Internal column spacing is not a factor in this design given the size of the proposed tenancies.
PC18 Buildings are sited and designed to suit climatic conditions.	AS18.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS18.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS18.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS18.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS18.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.	COMPLIES WITH AS18.1 – Western aspects are limited to only a few of the tenancies. COMPLIES WITH AS18.2 – The proposed buildings all include multiple opening to encourage natural ventilation. COMPLIES WITH AS18.3 – Windows are not proposed along the western façade. The proposal will retain western planting already delivery in the Body Corporate area. COMPLIES WITH AS18.4 – Building design provides a solid extent of built form along the western side of the subject site to provide relief from the western sun. AS18.5 NOT APPLICABLE – Relatively strenuous manual labour is not proposed under the proposed land uses.
PC19 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.	AS19.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings. AS19.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.	COMPLIES WITH AS19 – The proposed development will maintain a built form that is high quality and matches the envisaged industrial estate.

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PC20 Building design and appearance must be conducive to the safety and comfort of all building users.	AS20.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall. AS20.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by carparking.	COMPLIES WITH AS20.1 – The proposed development provides a small amount of glass not exceeding 60% of the external walls. COMPLIES WITH AS20.2 – Entrances to the development are clearly legible from the street.
DESIGN OF CARPARK AREAS		
PC21 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.	AS21.1 Significant trees are preserved and incorporated into car parking areas. AS21.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. AS21.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites. AS21.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.	AS21.2 NOT APPLICABLE – Due to the cleared nature of the subject site (due to historical approvals), there are no trees on site. COMPLIES WITH AS21.2 – Whilst two landscape bays are prescribed, a far greater number is proposed. Of the eight proposed, three are akin to the size of a full size parking space. COMPLIES WITH AS21.3 – Vehicle parking is situated to the southern side of the subject site, with a small portion of spaces at the primary frontage. CANNOT COMPLY WITH AS21.4 – A performance solution is proposed here. One carparking area (south of the crossover) is proposed within the five meter building setback. This features a 1.5m landscaping setback, which is consistent with the minimum for this frontage. Additional density has been proposed here to alleviate the visual impact on the reduction to effectively screen the carparking here.
ADVERTISING DEVICES		
PC22 Advertising signage does not dominate the visual amenity of the area.	AS22 No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway of the Gold Coast City Rail Line.	COMPLIES WITH AS22 – The proposed development does not contain any aspects of advertising.
PC23 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.	AS23.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number. AS23.2 The design and construction of signs meets the following parameters: a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of 5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the	COMPLIES WITH PC23 – Development proposes one sign attached to the warehouse portion of the development. This will require approval under Council's local laws in the future.

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	establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. AS23.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices	
OPEN SPACE/RESERVE AREA		
PC24 In the areas identified as Precinct D (Open Space/Reserve) within the Staging Plan, development is of a limited scale and intensity, compatible with the retention of and rehabilitation of vegetation and habitat, landscape amenity and/or buffer values.	AS24.1 Areas identified as Precinct D (Open Space/Reserve) on the Staging Plan are reserved for conservation and landscape amenity purposes, through: a) Transfer to Council as public open space b) Dedication of a conservation / landscape amenity buffer; or c) Reservation of an area as open space /reserve. AS24.2 Areas identified as Precinct D (Open Space/Reserve) are to be provided in accordance with the following: a) the areas identified as Precinct D as open space will be subject to the application of a statement of landscape intent and/or open space management statement/plan, designed in accordance with Council's Open Space Management and Land Development Guidelines. b) Eventual commitment of the area identified as Precinct D is provided to Council as public open space, in accordance with the requirements of an approved open space management statement/plan and/or rehabilitation management plan. AS24.3 Areas identified within the Precincts D (Open Space/Reserve) including areas identified for revegetation within an approved open space management plan and/or rehabilitation management plan are to be managed in the following manner: a) the land remains largely undisturbed by any buildings, clearing and earthworks; b) the land is provided exclusive of unacceptable hazards such as contaminated land under the Contaminated Land Act 1991 or land subject to geotechnical hazard; c) existing vegetation and natural drainage patterns are retained and rehabilitated, and additional trees planted within a 60 metre wide band utilising local native species; d) the area must be of a physical standard and condition that permits use of the land for its intended	NOT APPLICABLE – The proposed development is not located within the mapped Precinct D.

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	purpose, compliments existing adjacent and surrounding public open space areas and provides linkages to other open space areas, where practical; e) the area may form part of the landscape open space areas, associated with individual development proposals; f) the area facilitates appropriate measures for stormwater and flood management and the care of environmental features; g) any parallel roads or services are grouped on one side of the area, to minimise disturbance h) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.	
LANDSCAPE DESIGN		
PC25 Landscape design is used to enhance the landscape character of the YEA.	AS25.1 Frontage setback areas are attractively landscaped, including: a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street. AS25.2 Planting of shade trees occurs along pathways, throughout car parking areas and within public road reserve, as well as and in any other exposed areas where relief from sun and glare would be beneficial. AS25.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages. AS25.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads. AS25.5 Landscape Design includes: a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff;	COMPLIES WITH PC25 – The proposed development contains ample landscaping along all street frontages. The design has strategically integrated with existing Body Corporate landscaping to maximise screening. There is only one small portion of the site whereby landscaping is reduced to 1.5m, which is proposed to provide adequate car parking on site, noting this buffer distance is an acceptable outcome in other industrial sites. Portions of the Homestead frontage also include a combination of hard and soft landscaping, providing paved areas for bike storage. The most important frontage, being Stapylton Jacobs Well Road and the truncation of this corner is well landscaped, achieving five to six metres the entire way around this buffer.

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	d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries. AS25.6 A minimum ten (10) metre wide north south landscape buffer is provided along the western boundary of the site adjoining the existing residential uses generally as outlined on the Landscape Intent Plan prepared by Gassman Development Perspectives and titled 5941 Landscape Intent Rev C. AS25.7 A minimum of twenty (20) metre wide north south landscape buffer is provided along the eastern boundary of the site (consisting of 10 metre wide 'undisturbed corridor', and 10 metre wide 'works corridor' including earthworks and landscape treatment).	
PC26 Potentially obtrusive noise, odour and visual impacts are effectively buffered.	AS26.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments. OR AS26.1.2 A landscape buffer to a minimum width of ten metres is provided along the western property boundary where adjoining residential uses to effectively screen development behind.	COMPLIES WITH AS26.1.2 – The proposed development retains the 10m buffer to the western boundary.
PC27 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA area and its component precincts.	AS27 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.	COMPLIES WITH AS27 – The streetscape adjoining the development is generally enhanced through the incorporation of landscaping and shade tree planting along the street frontages.
PC28 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.	AS28 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the development.	NOT APPLICABLE – The proposed development benefits from already constructed infrastructure within the greater Vantage Industrial Estate, so no further infrastructure of this nature is required.
PC29 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for YEA.	AS29.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements). AS29.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths. AS29.3 Landscape plantings utilise local native species to promote a distinctive site character.	NOT APPLICABLE – These items relate to public landscaping which has already been approved and delivered within the Vantage Industrial Estate.
PC30	AS30	COMPLIES WITH AS30 – There is ample

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Open space and pedestrian areas are to be designed to be both functional and safe.	Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.	opportunity for casual surveillance of the site, further, CPTED principles have been implemented to ensure safety of site users and public users alike. These will primarily include security lighting and reliance upon estate wide cameras for additional security.															
PC31 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.	AS31 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.	COMPLIES WITH AS31 – The proposed development proposes a high-quality, landscaped area within the carpark consistent with surrounding lots and with the overall vision for the industrial estate. The proposal maintains existing landscaped buffer areas within the Body Corporate lots. No open space areas are relevant to the subject site.															
LOT SIZE (FOR SUBDIVISION ONLY)																	
PC32 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent. The number of allotments within Precinct C is controlled to minimise the number of premises exposed to any environmental nuisance from nearby landfill and associated heavy industrial uses.	AS32.1 Any new lots created are sized in accordance with the following schedule: <table border="1"> <thead> <tr> <th>Precinct</th><th>Min Area</th><th>Ave Area</th></tr> </thead> <tbody> <tr> <td>A</td><td>2000m²</td><td>1 hectare</td></tr> <tr> <td>B</td><td>2000m²</td><td>1 hectare</td></tr> <tr> <td>C</td><td>1 hectare</td><td>1 hectare</td></tr> <tr> <td>D</td><td>20 hectares</td><td>20 hectares</td></tr> </tbody> </table> AS32.2 The number of allotments and tenancies located within Precinct C is minimised.	Precinct	Min Area	Ave Area	A	2000m ²	1 hectare	B	2000m ²	1 hectare	C	1 hectare	1 hectare	D	20 hectares	20 hectares	NOT APPLICABLE – No Subdivision aspects accompany this proposal.
Precinct	Min Area	Ave Area															
A	2000m ²	1 hectare															
B	2000m ²	1 hectare															
C	1 hectare	1 hectare															
D	20 hectares	20 hectares															
PC33 Allotments prior to development have suitable topography for industry.	AS33 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.	NOT APPLICABLE – No subdivision aspect is proposed.															

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PC34 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.	AS34.1 Development generally incorporates all of the following features: a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. O R A S 3 4 . 2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS34.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.).	
PC35 Allotments are oriented to suit climatic conditions.	AS35 Allotments are arranged in a manner that maximizes the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.	NOT APPLICABLE – No subdivision aspects is proposed.
PC36 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as: a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape.	AS36.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state. AS36.2 Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.	NOT APPLICABLE – No subdivision aspects is proposed.

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PC37 Reconfiguration may take place in the form of Community Title subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.	AS37 Community Title subdivisions within Precincts A-C (Industrial) are provided, which: a) are consistent with the Acceptable Solutions for PCs 32-36; b) generally maintain a minimum lot size of 100- 200m² within a minimum overall site area of 2,000m²; c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.	NOT APPLICABLE – No subdivision aspects is proposed.
ROAD DESIGN		
PC38 Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.	AS38.1 Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy. AS38.2 Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity; and AS38.3 Proposed road hierarchies are generally consistent with the conceptual road hierarchy identified on the Land Use Classification and Staging Plan.	NOT APPLICABLE – Road provisioning, design and layout and associated works has been undertaken as part of previous approvals, as such no roads or other such aspects are a part of this proposal.
PC39 The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS33.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.	AS39.1 Road design and construction is in accordance with Planning Scheme Policy 11 - Land Development Guidelines and the Table to this Acceptable Solution. AS39.2 Distances between intersections are not less than 60 metres. AS39.3 Streets intersect at right angles, or as near as topography or other limiting factors permit. AS39.4 Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings). AS39.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate AS39.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles. AS39.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly; and AS39.8 The design of road networks avoids the use of culs-de-sac.	NOT APPLICABLE – Road provisioning, design and layout and associated works has been undertaken as part of previous approvals, as such no roads or other such aspects are a part of this proposal.

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PC40 The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.	AS40.1 Road drainage is designed and situated along natural drainage courses. AS40.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.	NOT APPLICABLE – Road provisioning, design and layout and associated works has been undertaken as part of previous approvals, as such no roads or other such aspects are a part of this proposal.
PC41 A network of pedestrian paths and cycleways is provided which considers: a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of bicycle end-of-trip facilities.	AS41.1 Footpaths are provided as follows: a) on both sides of all future major industrial roads. b) as specified in any relevant Council adopted strategy. AS41.2 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B. AS41.3 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths. AS41.4 Bicycle end-of-trip facilities are provided in accordance with the requirements outlined in the Table to Acceptable Solution AS41.4.	NOT APPLICABLE – Road provisioning, design and layout and associated works has been a part of previous approvals.
PC42 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.	AS42 For major industrial roads, constructed to a Industrial Collector standard, a minimum 3.5m parking lane is to be line marked and maintained to allow for future bus routes/stops.	NOT APPLICABLE – Road provisioning, design and layout and associated works has been a part of previous approvals, as such no roads or other such aspects are a part of this proposal.
SITE ACCESS		
PC43 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.	AS43 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROADS standards, and/or the following minimum requirements: a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres; d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles;	COMPLIES WITH PC43 – The proposal seeks to provide on vehicular access, with the site constructed to serve forward gear ingress and egress of HRVs. A designated AV bay exists directly adjoining the vehicular crossover however requires reversing for access. The AV access will be very rare given the size of the proposed industrial tenancies, however, when required, will reverse into the subject site. It is important to note, if the subject site was developed in individual lots, AV reverse in manoeuvre is supported under the Development Code. The proposed design consolidates access to the two lots and provides a safer and more efficient access outcome proposing the access driveway as far south as possible without interfering with existing infrastructure.

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	f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible; g) where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and signposted.	
PC44 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.	AS44 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.	COMPLIES WITH AS44 – Ample landscaping is provided whilst not limiting sight lines for entry and exit to the site. Sight triangles are nominated on the proposal plans and Landscape Intent Plan.
PC45 Provision is made for safe pedestrian and disabled access.	AS45.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas. AS45.2 Pedestrian paths are separated from vehicular driveways.	COMPLIES WITH AS45 – Pedestrian sidewalks have been previously constructed as part of previous approvals.
AMENITY PROTECTION		
PC46 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS46 No acceptable solution provided.	COMPLIES WITH PC46 – The proposed land uses are of very low impact and promoted within this precinct. The scope of activities allowed under the proposed land uses are not anticipated to generate inappropriate noise, emissions or odour from the subject site. The proposed development will also maintain compliance with the established operating hours of this precinct to minimise impacts to amenity.
PC47 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions; i) dust; and j) vibration.	AS47 No acceptable solution provided.	COMPLIES WITH PC47 – The proposed land uses are of very low impact and promoted within this precinct. The scope of activities allowed under the proposed land uses are not anticipated to generate inappropriate noise, emissions or odour from the subject site. The proposed development will also maintain compliance with the established operating hours of this precinct to minimise impacts to amenity.
URBAN/RURAL USE CONFLICTS		
PC48 Conflicts between urban	AS48 The development of land adjacent to the	NOT APPLICABLE – The subject site adjoins other industrial uses and maintains a distance of more than 700m from the

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and rural uses are to be avoided by effective development design.	agricultural character areas includes a suitable buffer.	nearest rural use or agricultural use.
EXTRACTIVE INDUSTRY		
PC49 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.	AS49 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.	NOT APPLICABLE – There is no aspect of extractive industry proposed.
ON-SITE VEHICLE PARKING AND MOVEMENT		
PC50 Internal driveways are provided for safe and easy maneuvering of vehicles.	AS50.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion. AS50.2 Minimum driveway widths are as follows: a) eight metres to accommodate non-articulated vehicles; b) ten metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.	COMPLIES WITH PC50 – As prescribed, the Warehouse use, is required to allow for vehicles up to and including an AV to ingress and egress the site in a forward gear. The proposed development does not make those provisions. Instead the site can service up to HRV, with an AV reversing bay providing access, and forward gear egress. This solution is supported by the submitted Traffic Impact Assessment and is justified given the rare requirement of an AV to access the subject site and this manoeuvre is supported for each lot, so a single consolidated access is considered a better access outcome.
PC51 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS51.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS51.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS51.3 Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted. AS51.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.	COMPLIES WITH PC51 – Parking is located centrally within the site and is surrounded for the most part by the use. The parking is effectively screened by landscaping and structures and is provided with adequate landscaping throughout. The majority of parking spaces are located directly adjacent to the tenancies, providing efficient and direct access.
LOADING AND UNLOADING		
PC52 All loading and unloading activities take place on site.	AS52 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.	COMPLIES WITH AS52 – The proposed development features loading zones directly adjacent to each tenancy roller doors, allowing for effective, unimpeded access.
PC53 Adequate provision is made for on-site manoeuvring of service vehicle/s.	AS53.1 On sites over 4,000m² and/or where the uses thereon involve regular servicing by service vehicle/s, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to	COMPLIES WITH PC53 – The subject site is constructed to service up to and including a HRV. An AV bay has been included directly adjacent to the vehicular crossover, allowing for reversing access to the subject site for vehicles up to and including an AV in size. This solution is

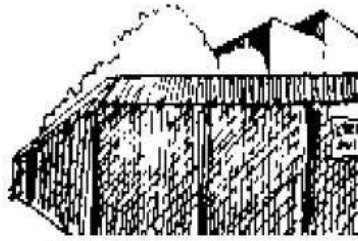
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	enable a service vehicle/s to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements. AS53.2 It may be acceptable for two or more developments to share service vehicle/s turning areas.	supported by the submitted Traffic Impact Assessment and is justified given the rare requirement of an AV to access the subject site and this manoeuvre is supported for each lot, so a single consolidated access is considered a better access outcome.
SITE SERVICING		
PC54 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of servicedevelopment in the region.	AS54.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with therequirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (e.g. Telstra, QueenslandElectricity Boards, and Queensland Emergency Services). AS54.2 Car park entrances and ramps, loading docks andaccess ways are minimised, suitably designedand treated to ensure that they do not adversely impact on the streetscape and adjoiningdevelopment.	COMPLIES WITH AS54 – The subject site has access to all necessary services and service infrastructure delivered by the Stage 1 works of the Vantage Industrial Estate. It is anticipated a water meter will be required and installed along the Homestead Drive frontage. There is adequate room for this infrastructure to be delivered in the future. The subject site access is minimised, providing a single crossover for access.
PC55 Conflicts between pedestrians and vehicles atentrance points to parking areas are to be minimised.	AS55.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function. AS55.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.	COMPLIES WITH 55 – One vehicular crossover is proposed to service the subject site. The site features no pedestrian pathways, minimising pedestrian-vehicle conflicts.
PC56 Development is to be designed to support thefunctional operation of the cycle network.	AS56 Development is designed to support the functionaloperation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)	NOT APPLICABLE – The on street cycling provisions have been catered for by the approved and constructed subdivision of Stage 1 of the Vantage Industrial Estate.
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS		
PC57 Commercial developments are to include public convenience facilities, where there is a need for their provision.	AS57 Where provided, public toilet facilities are open and readily accessible to the general public duringretail trading hours or other trading hours relevantto the development.	COMPLIES WITH AS57 – public toilets are located within the south-western corner of the subject and will be accessible during trading hours.

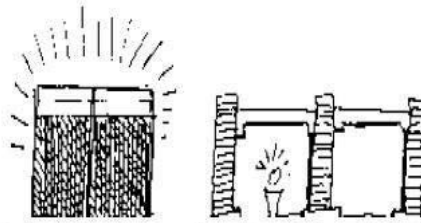
Figure to Acceptable Solution AS5.1

M38 INDUSTRIAL ESTATE

Negative Fences

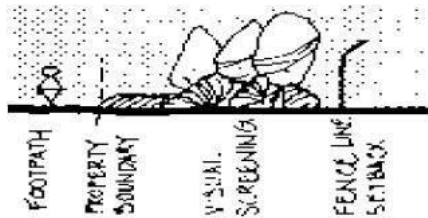


High security fencing on street alignment dominated streetscape.

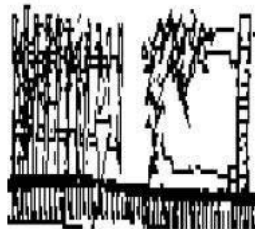


Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.

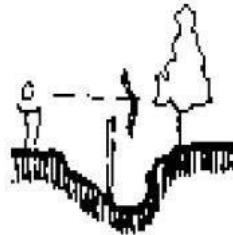
Positive Fences



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



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



Obtrusive fence placed in a swale to minimise visual impact.

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Table to Acceptable Solutions AS8.1.2

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

Table to Acceptable Solutions AS41.4

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



Part 7 Codes

Division 3 Constraint Codes

Chapter 4 Car Parking, Access and Transport Integration

1.0 Purpose

To ensure that transport needs, including car parking and service vehicle requirements, associated with the development of land are met by:

- supply of car and bicycle parking facilities;
- provision of loading and service facilities; and
- integration of public transport with private and public development in the City.

Key objectives include:

- a) the availability of car park opportunities that are easy to locate and use, in close proximity to all major developments and uses within the City, with on-site provision available for occupants and on-street provision and/or public car parks available for visitors;
- b) the effective use of all car park infrastructure provided in the City; and
- c) streets that are pedestrian and cyclist friendly.

2.0 Application

- 2.1 This code applies to development indicated as self, code or impact assessable in the Table of Development in the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 This code specifically applies to development (whether on private or public land) that requires one or more of the following:
 - private or public car parking;
 - bicycle parking and associated facilities;
 - goods loading and circulation in public or private places; and
 - integration of public transport with private or public development in the City.
- 2.3 This code also applies to any development that is proposed for sites identified on Domain Maps or the Priority Infrastructure Plan Maps as being affected by Future Road Requirements, including areas required for future road corridor development.
- 2.4 Where a domain or LAP Place Code contains car parking requirements that differ from this code, the LAP requirements take precedence.
- 2.5 Performance Criteria PC1-PC24 apply to all code and impact assessable development referred to in this code. For development identified as self assessable, in the relevant domain or LAP, only the acceptable solutions to Performance Criteria PC1-PC16 apply.

3.0 Development Requirements



Performance Criteria	Acceptable Solutions	How does the proposal Comply with the Acceptable Solution or Performance Criteria?	Internal Use
Development that is Self-Assessable, Code Assessable or Impact Assessable			
Protection and Preservation of Areas Required for Road Widening, the Provision of Public Transport Facilities or New Transport Corridors			
PC1 Land affected by any proposed road realignment or widening must not have development constructed over that part of the land required for road realignment or road widening.	AS1 All sites that are affected by Future Road Requirement as shown on the Domain Maps, do not have buildings or structures erected forward of the indicated building setback line. This requirement does not apply to a fence with a height not exceeding 1.8 metres and a width not exceeding 0.5 metres.	COMPLIES WITH AS1 – the proposed development is not affected by future road requirement.	
Port Cocheres			
PC2 Where provision is made for a <i>porte cochere</i> , it must be designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the <i>porte cochere</i> and associated access and manoeuvring must accommodate vehicles entirely within the site, including the queuing of vehicles.	AS2 The <i>porte cochere</i> has a minimum vertical clearance of 4.5 metres.	NOT APPLICABLE – There is no Porte Cochere proposed.	
Design of Car Parking Areas and Car Park Spaces			
PC3 All car parking spaces must be constructed and linemarked to the correct size and standard.	AS3.1 All car parking spaces are constructed in compliance with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking . AS3.2 Where the development includes a combination of low turnover and high turnover car spaces, the parking spaces and aisles are designed to the high turnover or Class 3 requirements in AS2980.1 – Parking Facilities Part 1: Off Street Car Parking .	COMPLIES WITH AS3 – The proposed parking spaces are compliant with the listed requirements.	



PC4 Car parking areas must be landscaped to reduce visual impact and to provide opportunities for shade.	AS4 In car parking areas exceeding 300m² in site area: a) at least 5% of the area is landscaped; b) a landscaped buffer, with a minimum height of 600mm and width of 1500mm, is provided along any public street frontage and the common boundary to the adjoining property; and c) one landscaped tree bay is to be provided for every 21 car parking spaces.	COMPLIES WITH AS4 – The proposed development has ample landscaping surrounding the parking area ranging in width from 1.5m to 4m. The internal landscaping is roughly 10% of the site area.	
Signs and Line Marking			
PC5 Signs and line marking must be provided to indicate the location of the car park and the position of the access points for all car parks used by the public where: a) a car park is located at the rear of the site; b) access to the car park is not located in the main frontage road; c) there are a number of access points serving different parts of the site.	AS5.1 Signs incorporate the standard Service Sign Series 'P' sign, as detailed under Guide Signs in the Manual of Uniform Traffic Control Devices, Queensland. (This does not apply to residential developments with less than 10 units) AS5.2 Signs are used to mark car parking bays which are provided for disabled drivers, motorcycles and special zones, such as bus zones.	COMPLIES WITH PC5 – Parking areas will be appropriately marked and signed in accordance with the proposal plans.	
Tandem Car Spaces			
PC6 Tandem car parking must only be used in circumstances where no inconvenience arises from its use.	AS6.1 Tandem car parking spaces (ie. two car parking spaces, nose to tail) are counted as one space, except in the following cases: a) the development is for residential purposes; b) the tandem spaces are to be used by the occupants of the site, in one tenancy; c) the car park area is to be operated as a public car park with on-site management. In this case, a tandem car park may be counted as no more than 1.5 car spaces. AS6.2 The minimum length of the tandem car space is 10.4 metres. AS6.3	COMPLIES WITH AS6.1 – Tandem carparking spaces are counted as two spaces and are used by occupants of each tenancy exclusively. These have only been proposed in tenancies with dual roller door access.	



	Tandem garages have a minimum internal length of 11 metres.		
Access to Car Park Areas			
PC7 Car parking areas must not cause vehicle queues into the frontage road system or encourage drivers to reverse into the road system.	AS7.1 For developments in excess of 100 residential units with frontage to major roads, a turn round facility with a minimum diameter of 12.0m is provided between the gate and the road. OR AS7.2 All car parking facilities, except those associated with detached dwellings and duplex dwellings is designed so that all vehicles enter and exit the site in a forward gear. AS7.3 Provision is made for a defined queuing area, free of any parking manoeuvres or internal intersections in accordance with the provisions of the Table to Acceptable Solution AS7.3 , for developments comprising of more than two dwelling units and where a security gate is proposed.	COMPLIES WITH PC7 – The proposed development will not likely cause queues into the road frontage as a result of their parking area given its recession into the subject site.	
PC8 Car parking areas providing more than 20 car parking spaces must allow for the separation of vehicles and pedestrians.	AS8 Sealed pedestrian footpaths, at a gradient not exceeding 1:12, are provided from the car parking area along the shortest possible route to the point of destination.	COMPLIES WITH PC8 – The development proposes carparking directly adjacent to each individual tenancy. Minimal space sharing will occur between vehicles and pedestrians and chevron areas between within the carparking area will provide a clear distinction between maneuvering areas and pedestrian areas.	
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.	COMPLIES WITH AS9.1 – There are no gates, doors or other blocking access for employees or visitors to use the parks.	
Driveways and Crossovers			
PC10 Driveways from car parks or developments into public roads must be minimised to reduce interference with public road traffic and pedestrians.	AS10.1 The maximum number of crossovers for residential developments is one for detached dwelling properties and two for multiple unit dwelling complexes. AS10.2 The maximum number of crossovers for non-residential developments is two crossovers per property. AS10.3 A vehicle crossover is separated from any other vehicle crossover by a minimum distance of three metres.	COMPLIES WITH AS10.2 – The proposed development features one vehicular crossover, providing access to the subject site.	
PC11	AS11.1	COMPLIES WITH PC11 – The proposed crossovers will be	



All development must make provision for safe access to roads or streets adjacent to the site. Crossovers must be constructed to a standard consistent with the vehicles using the site.	The geometric design of entry and exit driveways conforms with Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development Guidelines. AS11.2 Access to roads or streets adjacent to the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS11.3 Where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign-posted. AS11.4.1 Access to developments on dual carriageway roads is left in/left out. OR AS11.4.2 A new intersection is provided between the access way and the dual carriageway. AS11.5 Developments with traffic signal controlled or roundabout access to the frontage road dedicate land as public road to accommodate all intersection infrastructure, including traffic signal loops. AS11.6 The boundaries of the frontage road are modified to accommodate all intersection infrastructure within the public road. AS11.7 Developments with new traffic signal controlled access, within network traffic systems, provide the necessary infrastructure to integrate the new signals.	designed in accordance with the necessary requirements and provide safe access to the public roads with ample sight lines and unobstructed access.	
Internal Circulation			
PC12 All developments must provide internal circulation to avoid use of the public road system for movement between different car parking and vehicle service areas in the development.	AS12.1 The internal layout of the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles. AS12.2 Parking and circulation aisles have a maximum length of 100 metres. AS12.3 Dead end aisles do not exceed 20 metres in length.	COMPLIES WITH AS12 – The proposed development does not exceed the 100 metre aisle limit, has no dead end aisles, nor do aisles cross intersections. The carparking area is completely separate to the area designated for truck maneuvering. The carparks do not cause reversing over crossings and there are no speed humps within the entry or exit paths.	



	AS12.4 Aisle design does not include cross intersections. AS12.5 Car parking space/s is/are not located in areas used for manoeuvring of heavy vehicles. AS12.6 Car parks are designed so that vehicles do not reverse across pedestrian crossings. AS12.7 Speed humps are not provided in entry or exit queuing areas.		
Loading Bay and Set Down Area Requirements			
PC13 Development must make provision for loading bays and set down areas for the: a) collection and set down of passengers; b) parking of trailers; c) service vehicle parking; and d) loading and unloading of goods.	AS13 Loading and set down areas are provided consistent with the AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.	COMPLIES WITH AS13 – Loading and unloading is proposed directly adjacent to each tenancy, as necessary, and will remain compliant with the relevant standards.	
Design Service Vehicle Requirements			
PC14 Development must provide for the required 'design service vehicle' to service the development.	AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1. AS14.2 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.2, for sites less than 4,000m² in area that require access by service vehicles. AS14.3 Provision is made for height clearance of 4.5 metres for service station canopies and access clearance height associated with the appropriate design vehicle in other applicable developments. AS14.4 A driveway which caters for heavy vehicles is designed in accordance with AS2890.2 – Off Street Parking Part 2: Commercial Vehicles and Standard Drawing No 59218 Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES WITH PC14 – As the site is equipped to handle vehicles up to HRV, and has provisional access for AV achieved via reversing. The access is a bay directly adjacent to the vehicular crossover and only allow egress in a forward gear. The relevant table prescribes full access for all vehicles up to AV, however, given the rarity of this occurring on site, an alternate solution is proposed and supported by the submitted Traffic Impact Assessment.	
Provision of Bicycle Parking Spaces			



PC15 Bicycle parking must be provided for all non-residential developments where the required car parking provision exceeds 20 parking spaces.	AS15.1 Where non-residential development requires the provision of more than 20 car parking spaces, bicycle parking is provided in accordance with the AustrroadsGuide to Traffic Engineering Practice: Part 14: Table 10.1. AS15.2 Where bicycle parking is to be provided, additional facilities for bicycle users are designed and constructed in accordance with AS2890.3 – Parking Facilities Part 3: Bicycle Parking Facilities.	COMPLIES WITH PC15 – The proposed development provides an ample bicycle parking area.	
Provision of Car Parking Spaces			
PC16 Sufficient car parking spaces must be provided to meet the car parking needs of the development. The number of car parking spaces provided must be consistent with the practical opportunities available for shared car parking provision and the operation of alternative transport modes to private motor vehicles.	AS16.1 Car parking is provided in accordance with the number of spaces required for the specific use listed in the Table to Acceptable Solution AS16.1. AS16.2 If an additional building is constructed, or an existing building is extended, the car space requirements determined from Table to Acceptable Solution AS16.1 accrue only for the additional building or extension, provided that the use of the land remains the same and any existing area for car parking is not reduced or, if disturbed, any existing car spaces are replaced in the new development.	COMPLIES WITH AS16.1 – The proposed development requires 52 parking spaces as per the Place Code.	
PC17 New development must not result in any adverse impact, through the reduction in the car parking capacity of the site and/or the local area.	AS17.1.1 Any car parking spaces lost are replaced elsewhere on the site. OR AS17.1.2 A monetary contribution is provided to Council for those car parking spaces lost, consistent with AS16.2. OR AS17.1.3 The Building Work is associated with a Material Change of Use that requires a lesser number of parking spaces than the existing use.	NOT APPLICABLE – No car parks are lost/no adverse impact through loss of car parks is felt as a result of the development.	
Driveways and Crossovers			
PC18 Vehicle crossovers must be constructed to minimise	AS18 Access to developments with more than one frontage road is via minor roads. Impacts of driveway traffic are concentrated	COMPLIES WITH AS18 – The subject site is accessed through local roads.	



conflict with passing traffic and pedestrians.	on less busy roads, with traffic distributed to major roads via existing intersections.		
Safe Pedestrian Access			
PC19 All development must make provision for safe pedestrian access to the building from the street and from any car parking or set down area to the building's main entrance.	AS19.1 The design of the development ensures that priority is given to pedestrians for direct links to the building's main entrance and to any adjoining local activities or public transport services. AS19.2 Landscaping surrounding the pedestrian walkways and shelters is no higher than 600mm and incorporates trees with branching not lower than 2m (clear stem trees). AS19.3 Solid walls and fences are avoided adjacent to pedestrian walkways to improve actual and perceived safety. AS19.4 Security is to be enhanced by passive surveillance over the car parking area from nearby residences or other activities, where practicable.	COMPLIES WITH AS19 – The proposed development has ample pedestrian access, directly from street footpath to building. The landscaping provided in pedestrian areas does not exceed the threshold heights and plenty of shade trees are present. The landscaping also provides opportunity for CPTED.	
Safe Pedestrian and Cyclist Facilities			
PC20 The design of pedestrian and cyclist facilities must be safe, useable and readily accessible.	AS20 Pedestrian and cyclist facilities are designed to encourage the use of these modes by: a) minimising distances, and providing safe grading paths, separated from motorised traffic; b) using even, non-slippery pavement materials.	COMPLIES WITH AS20 – The proposed development provides ample bicycle and post trip facilities, as well as pathways connecting street footpaths to entrance.	
Integration of Development with Public Transport			
PC21 Development that attracts a high proportion of people dependent on public transport must provide facilities to accommodate public transport servicing requirements.	AS21.1 Any development that includes activities listed in the Table to Acceptable Solution AS21.1 provides a bus set down facility on and off-site, in close proximity to the entrance of the development. AS21.2 Where a bus set down area is provided, it is integrated into the development, easily accessible, safe, secure, clearly identified, and attractive to use (in the case of major developments providing a covered walkway to the entry).	NOT APPLICABLE – Public transport facilities are not required.	
PC22 Development that attracts	AS22.1 Any development that includes activities listed in the Table to	NOT APPLICABLE – Public transport facilities are not required.	



a reasonable proportion of people dependent on public transport must assist in supporting facilities for public transport servicing.	Acceptable Solution AS22.1 provides a busstop and/or a bus shelter, if the entry to the development is not within 400 metres of a an existing bus stop or within 800 metres of a railway station. AS22.2 The bus shelter is located adjacent to the frontage of the site and is connected to the entry of the development by a sealed footpath.		
Cash In Lieu of Car Park Spaces Required			
PC23 Car parking must be provided to meet the car parking needs of the development. If it cannot be provided on site, alternative arrangements may be proposed.	AS23.1.1 The car parking spaces required by Table to Acceptable Solution AS16.1 are provided on the subject site. OR AS23.1.2 A monetary contribution for all or part of the required car parking may be made towards one or more of the following: a) provision of off-street car parking in the vicinity of the development; b) provision of improved on street car parking and streetscape improvement works, in the vicinity of the development; and/or c) provision of improved public transport facilities and services in the vicinity of the development.	NOT APPLICABLE - The proposed development will provide the prescribed amount of carparks.	
Traffic Impact			
PC24 Where appropriate, specific measures must be taken in the provision of car parking spaces and access to these, to ensure that the traffic impacts of the car park area's use does not have a negative impact on the local amenity and the operation of the local street network.	AS24 A Traffic Impact Report is prepared and implemented, unless: a) the development has less than 250 high turnover or 500 low turnover parking spaces; or b) it has less than 100 parking spaces with direct access to a major road; or c) the Assessment Manager advises a Traffic Impact Report is not required. This Traffic Impact Report shows how the proposed development is able to comply with the provisions of this code and Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.	COMPLIES WITH AS24 – A Traffic Impact Report has been completed and supports this development application.	



Table to Acceptable Solution AS7.3

Car Park Capacity (Number of Spaces)	Minimum Queue Length (Vehicles) *
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 250	7
More than 250	7 plus 1% of capacity over 250 spaces

*** Note:** *Each vehicle shall be taken to occupy 6.0 metres in length.*

Table to Acceptable Solution AS14.1

Use or Development	Service Vehicle Provisions
Aged Persons Accommodation	HRV
Animal Husbandry	AV
Aquaculture	HRV
Bulk Garden Supplies	HRV
Cafe	SRV
Cinema	SRV
Commercial Services	SRV
Community Care Centre	SRV
Community Purposes	SRV
Convenience Shop	SRV
Educational Establishment	SRV
Fast Food Premises	HRV
Freight Depot	AV
Fuel Depot	AV
Funeral Parlour	SRV
Hospital	HRV
Industry	AV
Indoor Recreation including: a) squash court or any other court game; b) meeting place, public hall, pinball parlour, amusement arcade; c) theatre, cinema; d) licensed club; e) skating rink, swimming pool; f) gymnasium; and g) public library, public lecture hall, art gallery, museum, any other indoor recreation.	SRV



Use or Development	Service Vehicle Provisions
Kennel	SRV
Manufacturers Shop	HRV
Marina	AV
Marina Shop	SRV
Market	SRV
Medical Centre	SRV
Milk Depot	AV
Mini-Storage Warehousing	HRV
Minor Tourist Facility	SRV
Motel	SRV
Motor Vehicle Repairs	HRV
Night Club	SRV
Outdoor Sport and Recreation: a) tennis court or other court game (where not ancillary to other development); b) lawn bowls; c) skating rinks, swimming pools; d) golf course.	SRV
Office	SRV
Place of Worship	SRV
Reception Room	SRV
Resort Hotel	HRV
Restaurant	SRV
Restricted Club	HRV
Retail Plant Nursery	HRV
Rural Industry	AV
Salvage Yard	HRV
Service Industry	SRV
Service Station	AV
Shop	SRV
Shop with GFA of less than 400m ²	SRV
Shop with GFA 400m ² – 1500m ²	HRV
Shop with GFA larger than 1500m ²	AV
Shopping Centre Development	AV
Showroom	HRV
Storage	SRV
Take-Away Food Premises	SRV
Tavern	HRV
Temporary Use	AV
Theatre	SRV
Tourist Shop	SRV
Transit Centre	HRV
Transport Terminal	AV
Vehicle Hire Premises	AV
Vehicle Sales Premises	AV
Warehouse	AV
Waterfront Industry	HRV

Note: **SRV: Small Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.**

HRV: Heavy Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.

AV: Articulated Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.



Table to Acceptable Solution AS14.2

HRV and AV Requirements	
Site Area (m ²)	Requirement
Less than 1000m ²	Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring are not required. Where it can be demonstrated that loading and unloading can take place within the road reserve, without impacting on the safe and efficient operation of traffic and with no detrimental impact on amenity, Council or its delegate may determine that HRV and AV access is not required.
1000m ² – 2000m ²	a) service bay for HRV is required. b) restricted manoeuvring on site for HRV or AV (as required). c) full on-site manoeuvring for other classes of service vehicle is required.
2000m ² – 4000m ²	a) service bay to be provided for HRV or AV (as required). b) restricted manoeuvring on site for AV (as required). c) full on-site manoeuvring for HRV and other classes of service vehicle is required.

Table to Acceptable Solution AS16.1

This table sets out the minimum number of car parking spaces required according to the use of the land. 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.

Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Aged Persons Accommodation	a) one (1) space per self-contained dwelling, plus one (1) visitor space per 10 self-contained dwellings; b) one (1) space per two hostel units; c) one (1) space per four nursing home beds; d) 50% of the total number of car parking spaces required should be provided for visitor parking in a central location.
Amusement Parlour	5 spaces per 100m ² of GFA – one (1) space per 20m ² .



Apartments	a) for developments with up to 20 apartments, one (1) space per one (1) bedroom apartment, and 2 spaces per 2 bedroom and larger apartments, plus one (1) space per four apartments for visitor parking. b) for developments with more than 20 apartments, requirements for first 20 apartments as in a) plus, one (1) space per apartment and one (1) space per 10 apartments for visitor parking for subsequent units. c) for developments in excess of 20 apartments, the units with 2, 3 or 4 bedrooms shall be considered first in the determination of total parking spaces. d) for mixed-use development with a single apartment, visitor parking for the apartment is not required. e) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table border="1"> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr> <td>Aloha Lane</td><td>The whole</td></tr> <tr> <td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr> <td>Beulah Lane</td><td>The whole</td></tr> <tr> <td>Cronin Avenue</td><td>The whole</td></tr> <tr> <td>Darwalla Avenue</td><td>The whole</td></tr> <tr> <td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot 1 RP 188138), and to and including Lot 6 RP154810</td></tr> <tr> <td>Fenton Place</td><td>The whole</td></tr> <tr> <td>Garfield Terrace</td><td>The whole</td></tr> <tr> <td>Hedges Avenue</td><td>The whole</td></tr> <tr> <td>Jefferson Lane</td><td>North of Third Avenue</td></tr> <tr> <td>Lennie Avenue</td><td>The whole</td></tr> <tr> <td>Little Norman Street</td><td>The whole</td></tr> <tr> <td>Montgomery Avenue</td><td>The whole</td></tr> <tr> <td>Mountbatten Avenue</td><td>The whole</td></tr> <tr> <td>Northcliffe Terrace</td><td>The whole</td></tr> <tr> <td>Nagel Avenue</td><td>Western alignment from and including Lot 12 RP 46948 to and including Lot 1 RP 46948</td></tr> <tr> <td>O'Connor Street</td><td>Western Alignment from Wybera Street to and including Lot 26 RP 49999</td></tr> <tr> <td>Owens Lane</td><td>The whole</td></tr> <tr> <td>Pacific Parade</td><td>The whole</td></tr> <tr> <td>Park Lane</td><td>The whole</td></tr> <tr> <td>Peak Avenue</td><td>The whole</td></tr> <tr> <td>Schuster Avenue</td><td>The whole</td></tr> <tr> <td>Sunshine Court</td><td>The whole</td></tr> <tr> <td>Swan Lane</td><td>The whole</td></tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot 1 RP 188138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from and including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western Alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole	Sunshine Court	The whole	Swan Lane	The whole
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Attached Dwelling	a) 2 spaces per dwelling, of which one (1) is to be covered, plus one (1) space per two dwellings for visitor parking. b) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr> <td>Aloha Lane</td><td>The whole</td></tr> <tr> <td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr> <td>Beulah Lane</td><td>The whole</td></tr> <tr> <td>Cronin Avenue</td><td>The whole</td></tr> <tr> <td>Darwalla Avenue</td><td>The whole</td></tr> <tr> <td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr> <td>Fenton Place</td><td>The whole</td></tr> <tr> <td>Garfield Terrace</td><td>The whole</td></tr> <tr> <td>Hedges Avenue</td><td>The whole</td></tr> <tr> <td>Jefferson Lane</td><td>North of Third Avenue</td></tr> <tr> <td>Lennie Avenue</td><td>The whole</td></tr> <tr> <td>Little Norman Street</td><td>The whole</td></tr> <tr> <td>Montgomery Avenue</td><td>The whole</td></tr> <tr> <td>Mountbatten Avenue</td><td>The whole</td></tr> <tr> <td>Northcliffe Terrace</td><td>The whole</td></tr> <tr> <td>Nagel Avenue</td><td>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</td></tr> <tr> <td>O'Connor Street</td><td>Western alignment from Wybera Street to and including Lot 26 RP 49999</td></tr> <tr> <td>Owens Lane</td><td>The whole</td></tr> <tr> <td>Pacific Parade</td><td>The whole</td></tr> <tr> <td>Park Lane</td><td>The whole</td></tr> <tr> <td>Peak Avenue</td><td>The whole</td></tr> <tr> <td>Schuster Avenue</td><td>The whole</td></tr> <tr> <td>Sunshine Court</td><td>The whole</td></tr> <tr> <td>Swan Lane</td><td>The whole</td></tr> </tbody> </table> Note: <i>The visitor parking space may be provided on street in the case of a duplex development.</i>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole	Sunshine Court	The whole	Swan Lane	The whole
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Bed and Breakfast	one (1) space per guest room (in addition to the requirement of 2 spaces per dwelling, of which one (1) is to be covered).																																																		
Bulk Garden Supplies	2 spaces per 100m ² of Total Use Area (one (1) space per 50m ² of Total Use Area).																																																		
Cafe	6.7 spaces per 100m ² of GFA (including any outdoor dining areas) (one (1) space per 15m ² of GFA).																																																		
Caravan Park	one (1) space per site, plus visitor parking of one (1) space per ten sites.																																																		
Caretaker's Residence	2 spaces, of which one (1) is to be covered.																																																		
Child Care Centre	one (1) space per employee, plus on-site passenger set down area of one (1) space for every five children enrolled.																																																		
Cinema	as determined by Council, requiring a Traffic Impact Report.																																																		
Commercial Services	4 spaces per 100m ² of GFA (one (1) space per 25m ² of GFA).																																																		
Community Care Centre	one (1) space per employee, based on the maximum number of employees on the premises at any one time, plus one (1) space per ten residents or other occupants of the premises.																																																		



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Community Purposes	as determined by Council.																
Convenience Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).																
Detached Dwelling	2 spaces per dwelling, of which one (1) is to be covered.																
Display Home	as determined by Council.																
Ecotourism Facility	as determined by Council, requiring Traffic Impact Report.																
Educational Establishment: a) primary school b) secondary school c) tertiary and further education d) other	a) one (1) space per staff member; b) one (1) space per staff member, plus one (1) space per each ten Year 12 students enrolled; c) as determined by Council, requiring Traffic Impact Report; and d) as determined by Council, requiring Traffic Impact Report.																
Estate Sales Office	5 spaces.																
Family Accommodation	one (1) space, in addition to the spaces required for the main dwelling.																
Family Day Care Home	no on-site spaces required.																
Farm Stay	one (1) space for each guest bedroom (in addition to the requirement of 2 spaces per dwelling, of which one (1) is to be covered).																
Fast Food Premises	a) 0.4 spaces per seat, plus one (1) space per 100m ² of GFA; OR b) 10 spaces per 100m ² of GFA, plus 20 spaces per 100m ² of GFA outdoor seating areas, whichever is the greater, plus queuing area for 10 vehicles associated with any drive through sales facility.																
Freight Depot	one (1) space per employee, plus one (1) visitor parking space.																
Fuel Depot	one (1) space per employee, plus one (1) visitor parking space.																
Funeral Parlour	10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA).																
Home Occupation	2 spaces for the purposes of the Home Occupation, in addition to the spaces required for the dwelling.																
Home Office	one (1) space for the purpose of the Home Office, in addition to the spaces required for the dwelling.																
Hospital	as determined by Council, requiring a Traffic Impact Report.																
Hostel Accommodation	a) one (1) car space per 15m ² of the total sleeping accommodation area, plus one (1) car space for any manager's or caretakers unit. b) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below. additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table> <tr> <td>Road</td><td>Part of Road</td></tr> <tr> <td>Aloha Lane</td><td>The whole</td></tr> <tr> <td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr> <td>Beulah Lane</td><td>The whole</td></tr> <tr> <td>Cronin Avenue</td><td>The whole</td></tr> <tr> <td>Darwalla Avenue</td><td>The whole</td></tr> <tr> <td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr> <td>Fenton Place</td><td>The whole</td></tr> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole
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Indoor Recreation Facility: a) squash court or any other court game b) meeting place, public hall c) pinball parlour, amusement arcade d) theatre, cinema e) licensed club f) skating rink or swimming pool g) gymnasium h) public library, public lecture hall, art gallery, museum, any other indoor recreation	a) 4 spaces per court; b) 10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA); c) 5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA); d) as determined by Council, requiring Traffic Impact Report; e) 6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA), additional parking for gaming machines at the rate of one (1) space per 3 gaming machines; f) 15 spaces, plus one (1) space per 100m ² of GFA; g) 10 spaces per 100m ² of GFA; h) as determined by Council or its delegate.
Industry	2.5 spaces per 100m ² of GFA (one (1) space per 40 m ² of GFA)
Integrated Housing	2 spaces per dwelling, of which one (1) must be covered, plus 0.5 spaces per dwelling visitor parking, distributed throughout the site in accessible locations.
Kennel	one (1) space per employee, with a minimum of two spaces plus one (1) visitor parking space.
Laundromat	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).
Manufacturers Shop	a) 6.7 spaces per 100m ² of area used for retail (one (1) space per 15m ² of area used for retail); b) 2.5 spaces per 100m ² of area used for manufacturing (one (1) space per 40m ² of area used for industry).
Marina	a) 0.6 spaces for each wet berth designed for boats ten metres and under; b) 0.8 spaces for each wet berth designed for boats between ten metres and 15 metres; c) one (1) space for each wet berth designed for boats greater than 15 metres; d) 0.2 spaces for each dry berth or swing mooring; plus e) 0.5 spaces for each employee; f) one (1) space per 50m ² of GFA of ancillary activities associated with the marina; g) one (1) space for each wet berth designed for boats greater than 15 metres.



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Marina Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).																																																		
Market	as determined by Council, requiring Traffic Impact Report.																																																		
Medical Centre	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).																																																		
Mini-Storage Warehousing	a) one (1) space per ten (10) storage sheds; plus b) one (1) space per 30m ² GFA administration office area; plus c) a minimum traffic circulation aisle width of 6.5 metres.																																																		
Minor Tourist Facility	as determined by Council, requiring Traffic Impact Report.																																																		
Motel	a) one (1) space per room, plus one (1) space for the manager's residence. b) where a restaurant is included, 0.15 spaces per seat or 3.5 spaces per 100m ² of the restaurant GFA, whichever is the greater. c) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below. additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table border="1"> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr> <td>Aloha Lane</td><td>The whole</td></tr> <tr> <td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr> <td>Beulah Lane</td><td>The whole</td></tr> <tr> <td>Cronin Avenue</td><td>The whole</td></tr> <tr> <td>Darwalla Avenue</td><td>The whole</td></tr> <tr> <td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr> <td>Fenton Place</td><td>The whole</td></tr> <tr> <td>Garfield Terrace</td><td>The whole</td></tr> <tr> <td>Hedges Avenue</td><td>The whole</td></tr> <tr> <td>Jefferson Lane</td><td>North of Third Avenue</td></tr> <tr> <td>Lennie Avenue</td><td>The whole</td></tr> <tr> <td>Little Norman Street</td><td>The whole</td></tr> <tr> <td>Montgomery Avenue</td><td>The whole</td></tr> <tr> <td>Mountbatten Avenue</td><td>The whole</td></tr> <tr> <td>Northcliffe Terrace</td><td>The whole</td></tr> <tr> <td>Nagel Avenue</td><td>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</td></tr> <tr> <td>O'Connor Street</td><td>Western alignment from Wybera Street to and including Lot 26 RP 49999</td></tr> <tr> <td>Owens Lane</td><td>The whole</td></tr> <tr> <td>Pacific Parade</td><td>The whole</td></tr> <tr> <td>Park Lane</td><td>The whole</td></tr> <tr> <td>Peak Avenue</td><td>The whole</td></tr> <tr> <td>Schuster Avenue</td><td>The whole</td></tr> <tr> <td>Sunshine Court</td><td>The whole</td></tr> <tr> <td>Swan Lane</td><td>The whole</td></tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole	Sunshine Court	The whole	Swan Lane	The whole
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Motor Vehicle Workshop	6.7 spaces per 100m ² of GFA (one(1) space per 15m ² of GFA).																																																		
Night Club	6 spaces per 100m ² of GFA (one (1)space per 17m ² of GFA).																																																		
Office	3 spaces per 100m ² of GFA (one (1) space per 33m ² of GFA).																																																		

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Outdoor Sport and Recreation: a) tennis court or other court game (where not ancillary to other development) b) lawn bowls c) skating rinks, swimming pools d) golf course e) racecourse f) sporting arena g) clubhouse	a) 4 spaces per court; b) 20 spaces per green; c) 15 spaces, plus one (1) space per 100m ² of Total Use Area; d) the greater of: ■ 4 spaces per hole, plus 3 spaces per 100m ² of GFA of club house area; or ■ 6 spaces per 100m ² of GFA of club house area; e) as determined by Council, requiring Traffic Impact Report; f) as determined by Council, requiring Traffic Impact Report; g) 6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).																																																		
Place of Worship	10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA).																																																		
Reception Room	6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).																																																		
Relocatable Home Park	one (1) space per Relocatable Home plus visitor parking of one (1) space per 5 dwellings.																																																		
Residential Hotel	a) one (1) space per residential unit plus 10 spaces per 100m ² of GFA lounge, bar and beer garden area; plus b) 10 spaces per 100m ² of GFA retail floor area for liquor barns or bulk liquor sales; plus c) a reservoir space for 12 cars for a drive-in bottle shop.																																																		
Resort Hotel	a) one (1) space for each guest room or suite, for the first 75 guest rooms or suites, plus 0.1 space for each additional guest room or suite. b) where the development includes commercial facilities that are available for use by the general public, car parking for such facilities shall be provided at 75% of the standard requirements of this table. c) where development: ■ is on a site that only has frontage to a road listed below; or ■ the access to the proposed development is to a road listed below; and ■ where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table> <thead> <tr> <th>Road</th><th>Part of Road</th></tr> </thead> <tbody> <tr><td>Aloha Lane</td><td>The whole</td></tr> <tr><td>Cooinda Avenue</td><td>Northern alignment</td></tr> <tr><td>Beulah Lane</td><td>The whole</td></tr> <tr><td>Cronin Avenue</td><td>The whole</td></tr> <tr><td>Darwalla Avenue</td><td>The whole</td></tr> <tr><td>Eden Avenue</td><td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td></tr> <tr><td>Fenton Place</td><td>The whole</td></tr> <tr><td>Garfield Terrace</td><td>The whole</td></tr> <tr><td>Hedges Avenue</td><td>The whole</td></tr> <tr><td>Jefferson Lane</td><td>North of Third Avenue</td></tr> <tr><td>Lennie Avenue</td><td>The whole</td></tr> <tr><td>Little Norman Street</td><td>The whole</td></tr> <tr><td>Montgomery Avenue</td><td>The whole</td></tr> <tr><td>Mountbatten Avenue</td><td>The whole</td></tr> <tr><td>Northcliffe Terrace</td><td>The whole</td></tr> <tr><td>Nagel Avenue</td><td>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</td></tr> <tr><td>O'Connor Street</td><td>Western alignment from Wybera Street to and including Lot 26 RP 49999</td></tr> <tr><td>Owens Lane</td><td>The whole</td></tr> <tr><td>Pacific Parade</td><td>The whole</td></tr> <tr><td>Park Lane</td><td>The whole</td></tr> <tr><td>Peak Avenue</td><td>The whole</td></tr> <tr><td>Schuster Avenue</td><td>The whole</td></tr> <tr><td>Sunshine Court</td><td>The whole</td></tr> <tr><td>Swan Lane</td><td>The whole</td></tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole	Sunshine Court	The whole	Swan Lane	The whole
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Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Restricted Club	6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).
Restaurant	6.7 spaces per 100m ² of GFA (including any outdoor dining areas) (one (1) space per 15 m ² of GFA).
Retail Plant Nursery	10 spaces, plus one (1) space per 100m ² of Total Use Area in excess of 3,000 metres.
Rural Industry	one (1) space for each employee who does not reside on-site, plus one (1) visitor parking space.
Salvage Yard	0.7 space per 100m ² of Total Use Area, with a minimum of five spaces.
Serviced Apartment	a) one (1) space per apartment, plus 0.25 per apartment for visitor parking, where parking is contained in a single parking garage and spaces are not dedicated to particular units; OR b) one (1) space per one (1) bedroom apartment and 2 spaces per 2 bedroom and larger apartments, where spaces are dedicated to each apartment, plus 0.25 visitor spaces per apartment.
Service Industry	2.5 spaces per 100m ² of GFA (one (1) space per 40m ² of GFA).
Service Station	a) 2 spaces, plus 5 spaces per service bay; plus b) 4 spaces per 100m² of GFA of shop sales area of less than 150m²; plus c) 5 spaces per 100m² of GFA of shop sales area exceeding 150m²; plus d) 10 spaces per 100m² of GFA of restaurant or café, or 0.4 spaces per seat, whichever is the greater.
Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).
Shopping Centre Development: a) 0 – 10,000m ² of EGFA b) 10,000 – 20,000m ² of EGFA c) 20,000 – 30,000m ² of EGFA d) > 30,000m ² of EGFA	a) 7 spaces per 100m² of EGFA (one (1) space per 15m² of EGFA); b) 6.5 spaces per 100m² of EGFA (one (1) space per 16m² of EGFA); c) 5 spaces per 100m² of EGFA (one (1) space per 20m² of EGFA); d) 4.5 spaces per 100m² of EGFA (one (1) space per 23m² of EGFA).
Showroom	2 spaces per 100m ² of GFA (one (1) space per 50m ² of GFA).
Special Accommodation	2 spaces.
Stall	4 spaces.
Storage	a) one (1) space per ten (10) storage sheds; plus b) one (1) space per 30m² GFA administration office area; plus c) a minimum traffic circulation aisle width of 6.5 metres.
Take-Away Food Premises	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).
Tavern	a) 10 spaces per 100m² of GFA lounge, bar and beer garden area,(excluding 'staff only' areas); plus b) 10 spaces per 100m² of GFA retail floor area for liquor barns or bulk liquor sales; plus c) a reservoir space for 12 cars for a drive in bottle shop; d) additional parking for gaming machines, at the rate of one (1) space per 3 gaming machines.
Theme Park	at the rate of (number of 'design day' visitors x 0.2347) + 87, where the design day corresponds to the existing 85 percentile day, subject to confirmation of this approach from Council's Manager of Transport Planning.
Tourist Cabins	as determined by Council, requiring Traffic Impact Report.



Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Tourist Facility	as determined by Council, requiring Traffic Impact Report.
Tourist Shop	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).
Transit Centre	as determined by Council, requiring Traffic Impact Report.
Transport Terminal	as determined by Council, requiring Traffic Impact Report.
Vehicle Hire Office	one (1) car space per employee, or one (1) car space per 30m ² , whichever is the greater.
Vehicle Hire Premises	one (1) car space per employee, or one (1) car space per 30m ² , whichever is the greater, plus a minimum of one (1) on-site wash bay, plus a minimum of one(1) car space per every 1.5 vehicles (or part thereof) in the hire vehicle fleet, provided that such spaces may be located in tandem.
Vehicle Sales Premises	3.3 spaces per 100m ² of GFA plus 0.5 spaces per 100m ² of display area.
Veterinary Clinic or Veterinary Hospital	3 spaces per practitioner.
Warehouse	2 spaces per tenancy or lot plus one (1) space per 50m ² of GFA up to 500m ² plus one (1) space per 100m ² of GFA over 500m ² .
Waterfront (or Marine) Industry	2 spaces per 100m ² of GFA (one (1) space per 50m ² of GFA).
Any Other Use	as determined by Council, requiring a Car Parking Assessment Report.

Table to Acceptable Solution AS21.1

-
- a) Educational Establishment
 - b) International Hotel
 - c) Resort Hotel
 - d) Transit Centre
 - e) Shopping Centre Development (more than 4,000m² of EGFA retail floor space)
 - f) Public Events
 - g) Spectator Sports
 - h) Convention Centre
-

Table to Acceptable Solution AS22.1

-
- a) Apartment Buildings with more than 60 units
 - b) Townhouse Complexes with more than 60 units
 - c) Active Recreation Facility
 - d) Bulky Goods Retailers (more than 2,000m² of GFA retail floor space)
 - e) Hospitals
 - f) Community Centres
 - g) Entertainment Venues
 - h) Aged Persons Accommodation
-



4.0 Car Parking Assessment Report

Where this Planning Scheme gives no specific car parking provision for a particular use or development, Council may require the submission of a Car Parking Assessment Report to support an application for development assessment. The following details must be included in such a report:

- a) the specific nature of the development to be undertaken and the method of operation and all facilities proposed to be provided;
- b) the maximum number of employees likely to be engaged on the premises;
- c) the maximum number of persons, other than employees, anticipated to attend the premises at any time;
- d) the hours of operation of the development;
- e) the location of the site and the nature of existing and likely development in the vicinity of the site;
- f) the existing on-road parking situation and operating conditions of the road in the vicinity of the site;
- g) the anticipated demand for on-site loading by trucks and other delivery vehicles;
- h) the anticipated demand for bus, coach and taxi set down and parking;
- i) the likely use of other modes of transport or pedestrian access, and the frequency and proximity of existing public transport services;
- j) the assignment of development generated traffic to the road network, and prediction of operating conditions within and without the proposed development for the appropriate design years; and
- k) any other relevant information requested by Council or its delegate.

Council will form a view on the appropriate minimum number of car parking spaces and other facilities to be provided for the new development, based on the above information and any other relevant matter.

5.0 Reduction of the Minimum Number of Car Parking Spaces to be Provided

The minimum number of car spaces to be provided may be reduced where the applicant can satisfy Council, or its delegate, that less provision is justified, having regard to any one or more of the following:

- a) the extent to which the development is serviced by public transport;
- b) the proposed development is located within a Public Transport Precinct, as shown on **Planning Strategy Map PS8 – Public Transport System**;
- c) the car spaces that are available on nearby land and suitable roads;
- d) any new car spaces that can be provided by the applicant on nearby land;
- e) the existing development on the site;
- f) the overall pedestrian accessibility of the site;
- g) the intensity of the use of the land;
- h) the proposed hours of operation of the development or use;
- i) any Council traffic management or parking scheme for the area;
- j) the effect of any additional traffic generated by the lack of parking spaces;
- k) the mix of land uses on the site or nearby (for example, whether the site is included within an identified Activity Centre);
- l) the car parking area is directly connected to the parking area of an adjoining development;
- m) the parking spaces are to be individually allocated to tenancies or consolidated into a common area available to all tenants and to visitors; and
- n) the provision of cyclist facilities, including showers and lockers and additional secure bicycle parking.



6.0 Traffic Impact Report

The Traffic Impact Report shall contain the following information:

- a) the maximum number of employees to be engaged on the premises;
- b) the maximum number of persons, other than employees, anticipated to attend the premises at any time;
- c) the hours of operation of the development;
- d) the location of the site and the nature of existing and proposed buildings;
- e) likely development in the vicinity of the site;
- f) the existing on-road parking situation in the vicinity of the site;
- g) the existing operating conditions of the roads in the vicinity of the site;
- h) the position and nature of vehicular access to the site and the need for any changes to existing roads infrastructure;
- i) the expected demand for site access loading by trucks and other delivery vehicles;
- j) the anticipated demand for bus, coach and taxi set down and parking;
- k) the likely use of other modes of transport;
- l) the frequency and proximity of existing or proposed public transport services;
- m) assignment of development generated traffic to the road network, and prediction of operating conditions within and without the proposed development for the appropriate design years (generally a ten year horizon from the time of opening of the proposed development); and
- n) any other relevant information requested by Council, or its delegate.

Council may request electronic outputs for perusal, where traffic analysis computer packages have been used in the determination of impacts.

7.0 Future Road Requirement Information

With reference to Future Road Requirement information on Domain Maps:

- Future Road Requirement lines indicate, a line which shall be deemed to be the frontage of a site solely for the purposes of determining building setbacks and the distribution and development of landscaping open space.
- Where sites are influenced by more than one Future Road Requirement line, for example a site has more than one road frontage, reference should be made to all Future Road Requirement line maps which effect the site.
- Where sites are influenced by a Future Road Requirement line or more than one Future Road Requirement line, the road has been identified as being either a road under the Main Roads jurisdiction or a road under the Gold Coast City Council jurisdiction. This is indicated by the reference term in the brackets.
- Future Road Requirement lines shown on these maps that relate to State-controlled roads are indicative only and are subject to survey and detailed design.



Part 7 Codes

Division 2 Specific Development Codes

Chapter 21 Landscape Work

1.0 Purpose

To ensure that the planning, design, construction and management of Landscape Work results in high quality landscape outcomes consistent with local character and City image objectives. To ensure that layout and design of soft and hardscape elements, plant selection and construction is based on clear function and character objectives, consistent with Council's technical requirements.

The key objectives of this code are the:

- achievement of Landscape Work that complements and enhances the uses and developments with which it is associated;
- achievement of Landscape Work that is consistent with the identified landscape character of the locality;
- achievement of Landscape Work that contributes to and enhances the overall City image and townscape of the City of Gold Coast;
- retention of vegetation of ecological, aesthetic and/or cultural significance;
- retention of significant cultural landscapes, associated vegetation, gardens and landscape forms;
- facilitation of complementary design between Landscape Work in the public and private realms;
- promotion of landscape that is functional, and complementary to the climate and land form of the City of Gold Coast;
- achievement of sustainable landscape form for public open space areas and other public areas;
- facilitation of a landscape that can be maintained efficiently to promote the conservation of energy and water; and
- achievement of design and construction of Landscape Work that is consistent with all relevant Australian Standards.

2.0 Application

2.1 This code applies to development for the purposes of Landscape Work indicated as code assessable or impact assessable in the Table of Development of the domain or Local Area Plan (LAP) within which the development is proposed.

2.2 This section is intended to implement the Desired Environmental Outcomes (DEOs) and the objectives of the Planning Strategies relating, in particular, to the Urban Heritage and Character and the City Image and Townscape Strategies. It is supported by Council's overall Landscape Strategy, which has three parts:

Part 1 – Landscape Character: Guiding the Image of the City

Part 2 – Landscape Work Documentation Manual

Part 3 – Landscape Information Sheets

2.3 Performance Criteria PC1-PC4 apply to all development subject to this code.



3.0 Development Requirements

Performance Criteria	Acceptable Solutions	How does the proposal Comply with the acceptable solution or performance criteria	Internal Use
Development is Code Assessable or Impact Assessable			
Local Landscape Character			
PC1 Landscape Work must minimise impact on the environmental values and contribute to the visual amenity and character of the site and local neighbourhood.	AS1 New plantings on the site do not include plant species identified as prohibited or restricted for use in Planning Scheme Policy 13 – Landscape Strategy Part 2 - Landscape Works Documentation Manual, Section D – Guidelines for Undesirable Plants.	COMPLIES WITH PC1 – The proposed landscaping is unlikely to impact on environmental values, however will seek to enhance the overall amenity of the area.	
Landscape Character			
PC2 Landscape Work must contribute to the achievement of a high quality landscape character, City image and townscape for the Gold Coast.	AS2.1 The development is on a site identified in the BeachStrip Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: is consistent with landscape character elements identified in Planning Scheme Policy 12 – Landscape Strategy Part 1 – Landscape Character: Guiding the Image of the City; a) where such a site is located directly adjacent to a dunal area, planting within the area of the site that is seaward of any built structures incorporates a primary planting framework of local native dunal species to reinforce and enhance the natural dunal edge. Plant species used are to be in accordance with those identified for the different zones of the dunal area in Planning Scheme Policy 15 - Management of Coastal Dune Areas;	COMPLIES WITH PC2 – The proposed landscaping intends to maintain a high quality, enhanced amenity, remaining consistent with the envisaged industrial estates quality. The landscaping also seeks to enhance the character of the local area.	



	b) the design of the Landscape Work incorporates the retention, enhancement or promotion of any existing significant cultural plantings and native plantings associated with the local character of the beach strip, such as Norfolk Island Pines, <i>Pandanus</i> sp, <i>Banksia</i> sp and <i>Cupaniopsis</i> sp; and c) where such is a residential choice, commercial or tourist development in centres between Palm Beach and Main Beach (particularly Surfers Paradise, Broadbeach and Main Beach), the Landscape Work associated with the site development includes the appropriate use of resort style landscape treatments, in conjunction with the use of local native coastal species; or where such is a residential choice, commercial or tourist development in centres between Currumbin Creek and Coolangatta, the Landscape Work associated with the site development promotes the coastal village character through a primary planting framework of local native coastal species. AS2.2 The development is on a site identified in the Bay Islands Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; and b) local native vegetation is utilised as the primary planting framework in the Landscape Work.		
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	AS2.3 The development is on a site identified in the Hope Island Estates Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) where such is a residential choice, commercial or tourist development, the Landscape Work includes the appropriate use of resort style landscape treatments, in conjunction with the use of local native species; c) where such a site includes large areas of open space and/or drainage corridors and buffer areas, local native species are utilised in the landscape as the primary planting framework; d) where such a site is located adjacent to a major road corridor, a strong boulevard character is reinforced in the streetscape work by the use of dominant and consistent plant forms in a simple but formal configuration, using appropriate exotic		
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	or local native species; and e) where such a site is located adjacent to a major road corridor, front fencing is primarily transparent, visually unobtrusive and articulated with the use of appropriate vegetation, materials and colours. AS2.4 The development is on a site identified in the Broadwater Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) any existing significant cultural and/or remnant vegetation on the site is retained and/or is reinforced in the Landscape Work with new planting that reflects the forms and growth habits of the traditional or remnant planting forms; and c) where such a site is immediately adjacent to the Broadwater, planting within the area of the site that is directly adjacent to any water body utilises a primary planting framework of local native		
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	species as part of the Landscape Work; or where such a site is adjacent to open space areas linked to the Broadwater, planting within the area directly adjacent to the open space area utilises a primary planting framework of local native species as part of the Landscape Work. AS2.5 The development is on a site identified in the Southport Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) any existing significant cultural and/or remnant vegetation on the site is retained and/or is reinforced in the Landscape Work with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings; and c) where such a site is located along Scarborough or Nerang Streets, streetscape framework planting creates a strong boulevard character, and provides shade, amenity and vertical enclosure		
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	through the use of single trunked canopy shade species. Dominant vertical forms, such as palms and resort style landscape treatments, are not utilised as part of the Landscape Work within or directly adjacent to the streetscape; or where such a site is located along Short Street, streetscape framework planting reinforces the existing informal leafy streetscape utilising single trunked canopy shade species as part of the Landscape Work. Dominant vertical forms, such as palms and resort style landscape treatments, are not utilised in the Landscape Work within or directly adjacent to the streetscape. AS2.6 The development is on a site identified in the River Valleys Character Area on Planning Strategy MapPS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) incorporates a primary planting framework of local native plant species in the Landscape Work; c) any existing significant cultural and/or remnant plantings are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings; d) Landscape Work includes minimal cut and fill of the original landform, utilises open style and transparent fencing, and		
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	reduces the impact of any bulk massing in building form on the site; e) where such a site is located along a major road corridor, Landscape Work on the site promotes and enhances varying road experiences through open, filtered and enclosed views of any rural areas, creeks and riverine vegetation; f) where such a site is located on a ridgetop, crest or upper slope of a foothill, the character of any undeveloped ridgelines is reinforced and enhanced as part of the Landscape Work on the site; and g) where such a site includes and/or is adjacent to a creek and/or river system, Landscape Work utilises local native riverine species in the design that contribute to the rehabilitation and expansion of the riparian zone. AS2.7 The development is on a site identified in the Albert Corridor Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; incorporates a primary planting framework of local native plant species in the Landscape Work; c) any existing significant cultural and/or remnant plantings are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings;		
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	d) where such a site is located along a major road corridor, Landscape Work on the site promotes and enhances varying road experiences through open, filtered and enclosed views of any rural areas, riverine vegetation and surrounding ridgeline; e) where such a site is located on a ridgetop, crest or upper slope of a foothill, the character of any undeveloped ridgelines is reinforced and enhanced as part of the Landscape Work on the site; f) where such a site includes and/or is adjacent to a creek and/or river system, Landscape Work utilises local native riverine species in the design that contribute to the rehabilitation and expansion of the riparian zone; g) where such a site is located within a significant rural landscape or floodplain area, the Landscape Work on the site reinforces and promotes the open character of the floodplain environment and/or rural landscape; and h) where such a site is in an industrial area fronting a major road corridor, the Landscape Work presents a dense and green outlook to the road corridor frontage. AS2.8 The development is on a site identified in the Beenleigh and Sugar Cane Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) any existing significant cultural and/or		
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	remnant planting, particularly that associated with rural landholdings, are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings; c) where such a site is located adjacent to the bay edge, Landscape Work utilises a primary planting framework of local native species in an informal landscape setting that enhances the low scale and natural character of the area; d) where such a site includes industrial or commercial development, the Landscape Work incorporates a dense landscaped buffer area, with a primary planting framework of local native species to screen the development from any residential and rural uses; and where such a site includes industrial development along major traffic routes, Landscape Work incorporates a landscaped buffer strip of local native species along the street frontage to present a dense and green outlook to the street. AS2.9 The development is on a site identified in the Suburban Estates Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) where such a site includes open space areas, Landscape Work incorporates:		
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	■ a primary planting framework of local nativespecies; ■ the retention of existing significant remnantvegetation in the design; and ■ enhancement of visual and physical linkages toopen space areas surrounding the site; c) where such a site includes drainage reserves in open space areas, Landscape Work incorporates the principles of dual use drainage systems, such as wetlands, informal open space and detention basins, where such are consistent with hydraulic/stormwater drainage management practices; d) where such a site requires a landscaped buffer to screen incompatible uses from residential areas, the Landscape Work incorporates: ■ an adequate buffer area to facilitate the specific function required of the screen, eg. where adjacent to busy roads, landscaped buffer strips are of an appropriate width (preferably a minimum of ten (10) metres) that incorporates sufficient area of plant material to provide an effective screen; and ■ a planting structure within the buffer of trees and screening shrubs utilising local native species as the primary planting framework; and e) where such a site includes streetscape work that ispart of the site development, the landscape work provides shade and amenity. This incorporates the use of single trunked canopy shade species, utilising low maintenance local native species as the planting framework, with		
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	exotic species as feature planting, where appropriate. AS2.10 The development is on a site identified in the Canal Estates Character Area on Planning Strategy MapPS10 – Gold Coast Character Map and: a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; b) where such a site includes streetscape work as part of the site development, Landscape Work provides: ■ shade and amenity that incorporates the use of single trunked canopy shade species utilising low maintenance, local native species as the planting framework, with exotic species as feature planting, where appropriate; and front fencing that is designed to be primarily transparent and not visually dominant, avoiding the creation of blank walls or barriers at the street interface; c) where such a site incorporates public open space areas, local native species are utilised as the primary planting framework; and d) Where such a site is directly adjacent to a canal or waterway, Landscape Work incorporates natural looking materials to any revetment treatment, and utilises local native species as the primary planting framework in the areas between the property boundary and the canal or waterway edge.		
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Landscape Design

PC3 The Landscape Work, including that within streetscapes, public open space and private property, must complement new and existing development through the provisions of Landscape Work that: a) responds to opportunities and constraints of the - existing site characteristics; - reinforces and enhances identified local character; b) is best suited to the use and function of the site - and environmental/climatic conditions; and c) has regard for ongoing maintenance.	AS3.1 Landscape Work for the site reinforces and enhances existing significant topographical features, including local native vegetation, waterways, overland flow paths and landform as identified on a Site Survey and Analysis for the site. AS3.2 Landscape Work for the site reinforces local landscape character, as identified in PC2 and AS2.1 to AS2.10 for Landscape Character above. AS3.3 Landscape Work in public areas, such as road reserves, parks and other open space, provides shaded environments and passive recreation spaces for users and visitors to the site. AS3.4 Where a site incorporates high use facilities, Landscape Work is located and maintained in a way that does not create unsafe environments by blocking surveillance, creating concealment spots and reducing sightlines. AS3.5 Landscape Work promotes the effective use	COMPLIES WITH AS3.1 – 3.9 – The proposed landscaping work seeks to reinforce the high quality, envisaged outcome for the industrial estate as a whole through provisions of appropriate landscaping, that varies in size, shape and colour. The landscaping will also provide visual buffering, reducing any adverse visual impacts resulting from the development. The proposed landscaping is consistent with the surrounding sites and will seek to enhance the local character of the estate. Public areas along the frontages to the site will benefit as the landscaping will provide visual upgrades and provide screening as well as shade in some capacities. The landscaping provides ample opportunity for casual surveillance through the consideration of CPTP principles. Any plant species used will not be prohibited.	
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	of water. Selection of plant species and layout of the landscaped area minimises the demand for use of potable water from the City's water reticulation system. AS3.6 Plant species utilised in Landscape Work in streetscapes and public open space areas minimise the need for high intensity landscape maintenance. AS3.7 Landscape Work contributes to the stability of local soils and minimises sediment and erosion activity. AS3.8 Landscape Work complies with a Statement of Landscape Intent (in some cases approved for Preliminary Operational Work – Landscape), where such a site includes one or more of the following: a) rare and threatened flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under Specific Development Code 36 – Vegetation Management; b) the site is to contain large areas of		
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	replanting and/or rehabilitation; c) the site is to consist of large areas of open space (including private and public); d) the site has significant overland drainage and/or drainage corridors; e) the site incorporates important views as identified by the Site Analysis; f) the site is located in an area of identified. g) particular local or neighbourhood character; h) it is proposed to alter the landform significantly; i) the development requires additional streetscapework; j) the development incorporates built form which is located in areas of high visual prominence. AS3.9 The Landscape Work is in accordance with a Detailed Landscape Plan, approved for the Operational Work – Landscape Development Permit, prepared in accordance with Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual.AS3.10 The solid wall for podium landscape planting, erected on top of a basement, is not to exceed 0.5 metres in height and is to be located not within 1.0 metre of the basement's outer perimeter		
PC4 Landscape Work in public open space (or that open space to be dedicated as part of an open space contribution) must provide for effective management of the landscape of the site during construction, at 'on' and	AS4.1 Landscape Work complies with an Open Space Management Statement (in some cases approved as part of the Preliminary Approval for Operational Work – Landscape) where such a site includes one or more of the following: a) the retention and/or removal of flora or	NOT APPLICABLE – The proposed development follows a provided Landscape Intent Plan and does not propose the removal of any vegetation as the site has been cleared under previous approvals.	



'off' maintenance and for future ongoing maintenance regimes.	habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under Specific Development Code 36 – Vegetation Management; b) extensive areas of natural wetlands or other complex drainage systems; c) large areas of open space, including identification of key linkages to a wider open space system; d) areas that may be subject to significant erosion and/or sediment deposition. AS4.2 The Landscape Work for the site is in accordance with an Open Space Management Plan approved for the Operational Work – Landscape Development Permit, prepared in accordance with Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual, where such an area has one or more of the following: a) includes removal of areas of rare and threatened flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under the Specific Development Code 36 – Vegetation Management; b) includes retention of areas of significant natural vegetation; c) includes extensive areas of replanting and large rehabilitation areas; d) includes wetlands and other drainage corridors; e) will require storage of materials on-site during construction;		
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	f) forms part of a wider open spaces system; g) may be subject to erosion or sediment deposition; includes fauna habitats that require protection and/or expansion; h) includes areas of bushfire hazard; and i) incorporates significant public facilities such as picnic or playground areas.		
PC5 Landscape Work must be designed and constructed to achieve a reasonable and practicable response to all public risk duty of care issues.	AS5 The design and construction of Landscape Work in public open space areas is consistent with all relevant Australian Standards.	NOT APPLICABLE – The proposed development does not include landscaping within public open space areas.	

4.0 Compliance

All Landscape Work must be completed in accordance with the approved Detailed Landscape Plan, prior to the proposed use commencing. All Landscape Work must be maintained and managed in accordance with the Detailed Landscape Plan at all times and to the satisfaction of Council.

5.0 Maintenance Security

5.1 Explanation

For successful establishment of Landscape Work, particularly planting, maintenance is a key component in achieving high quality landscape in the long term. Maintenance is often required for a prolonged period of time after final landscape approval is granted. Security is sometimes required to ensure that the Landscape Work is undertaken in accordance with the approved landscape plan and that follow on maintenance and responsibilities are met.

5.2 Provisions

Maintenance Security may be required, at the discretion of the Council or its delegate, where it is considered necessary to ensure that Landscape Work and associated maintenance requirements are completed to an acceptable standard. The maintenance security will be submitted prior to the issue of the Certificate of Compliance.

6.0 Other Relevant Matters Requirements

The information in **Clause 6.0** is provided in good faith and to the best of Council's knowledge. Applicants should satisfy themselves as to the applicability of other relevant matters.

6.1 Preparation of Landscape Plans

Submission of a Landscape Plan is required where indicated by this Planning Scheme or as a condition of a development approval.

A standard process for submission of Landscape Plans, in association with development applications, is promoted by Council. This process applies to all development applications that have a Landscape Work component. It is acknowledged that the amount of information to be included in the submitted landscape plans may vary, according to the particular circumstance of the proposed development.



There are four types of Landscape Plans that may be required as part of a development application. These are:

- a) Statement of Landscape Intent;
- b) Detailed Landscape Plan;
- c) Open Space Management Statement; and
- d) Open Space Management Plan.

6.1.1 Statement of Landscape Intent Explanation

A Statement of Landscape Intent indicates the broad scale resolution of landscape design issues, and assists in designing and assessing future Landscape Work associated with development. It is required where a proposed development may impact on the character, function, environment and amenity of a site and/or its surrounds.

When is it Required?

The Statement of Landscape Intent is required to accompany any application for a development permit for a Material Change of Use or Reconfiguring a Lot application (to accompany Plan of Development or Concept Plan) where required by the Planning Scheme or by a request for information. The Statement of Landscape Intent may be in some cases approved, if acceptable, as a Preliminary Approval for Operational Work – Landscape. Conditions of this approval will show the requirements for the Detailed Landscape Plan required for Operational Work – Landscape development permit.



Contents of Statement of Landscape Intent

A typical Statement of Landscape Intent identifies (but is not limited to) the following:

- a) existing features on the site to be retained or removed, eg. vegetation and built form;
- b) notations of design intent for any Landscape Work, including desired character themes and proposed function;
- c) proposed location and function of public and private open space areas;
- d) approximate location of softscape areas, including buffers, screens, major garden bed areas and delineation of hardscape areas;
- e) notation of species types for all areas to be replanted (eg. native, exotic, feature planting, form and colour);
- f) approximate location of any building/structure/site furniture, and an indication of their form, materials and colours (including entry statements);
- g) any significant overland drainage paths;
- h) open space design concepts, visual and pedestrian links; and
- i) Open Space Management Statement, if required in the following clause of this code (refer 6.3, below).

6.1.2 Detailed Landscape Plan

Explanation

A Detailed Landscape Plan provides detailed design drawings for all Landscape Work related to an Operational Work- Landscape application associated with a development proposal. This requirement only applies to Landscape Work where a development permit is required under the provisions of this Planning Scheme, or as required by a condition of another development permit.

When is it Required?

A Detailed Landscape Plan is to be submitted and approved for Operational Work - Landscape prior to the issue of an approval for building work or, where building work approval is not required, prior to the commencement of the development/use. Detailed Landscape Plans must comply with any preliminary Operational Work – Landscape approval documentation, such as the Statement of Landscape Intent.

Contents of Detailed Landscape Plan

The contents of a Detailed Landscape Plan must contain sufficient information to enable construction work and assessment by Council (Refer to **Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual** for further detailed information). A typical Detailed Landscape Plan is to include (but is not limited to) the following:

External Work Details:

- a) construction set out and dimensions, relative levels and contours;
- b) surface treatment, including planting areas, turf, hardscape, edge treatments and mounding; and
- c) building footprints, location and details of any fencing, footpaths, retaining walls, architectural screens/walls, gates, entry statements, seats, bollards, bins, lights, water features, pools, signage and irrigation.

Planting Plans:

- a) building footprints showing window and door locations, roof lines and awning lines;
- b) location of proposed species, notation and numbers of all species proposed, plant schedule;
- c) planting bed preparation details, including topsoil depths, mulch, subgrade preparation, details of planter boxes and podiums, fertilisers and irrigation; and
- d) maintenance period for Landscape Work.

Management of Public Open Space

Public open space areas are areas of land that will be transferred to Council as part of an open space contribution associated with a Material Change of Use or a Reconfiguring a Lot development permit. Management of public open space areas is critical during the construction phase, at the 'on' and 'off' maintenance phase and for their future ongoing sustainability.



6.1.3 Open Space Management Statement

Explanation

When planning and designing proposed public open space areas as part of the design development of the whole of the site, it may become apparent during the Site Survey and Analysis phase that there are particular elements (built or natural) associated with open space development that require consideration from a management perspective early in the design process. In these cases an Open Space Management Statement may be required to accompany a Statement of Landscape Intent. An Open Space Management Statement is a broad outline of the proposed methods and strategies for managing areas of open space during the construction phase, 'on' and 'off' maintenance, and future management requirements, and address elements such as:

- a) vegetation proposed to be retained, relocated or removed;
- b) water quality management including lake management;
- c) erosion control;
- d) sediment control;
- e) bushfire hazard management;
- f) proposed maintenance periods and levels of maintenance; and
- g) other issues, such as access and linkages to other areas of open space, as may have been identified during the design stage or in the Site Analysis.

When is it Required?

An Open Space Management Statement is submitted where required by the Planning Scheme, or in response to a request for information. If an Open Space Management Statement is required, it is to be submitted in most cases in conjunction with the Statement of Landscape Intent and, if acceptable, may be approved with the Statement of Landscape Intent as part of a Preliminary Operational Work – Landscape Approval associated with the Material Change of Use or Reconfiguring a Lot development permit.

Contents of Open Space Management Statement

A typical Open Space Management Statement is a written or graphically presented broad outline for managing open space areas during the construction phase, at the 'on' and 'off' maintenance phase, and for future management of elements such as:

- a) proposed area to be dedicated open space, contours and other topographical information pertaining to the site;
- b) sensitive vegetation and fauna, including habitats and corridors;
- c) water quality management, including lake management;
- d) erosion and sediment control management;
- e) bushfire hazard management;
- f) proposed level and length of maintenance periods; and
- g) other issues, such as access and linkages that may have been identified during the design stage or in the site analysis.

6.1.4 Open Space Management Plan

Explanation

The detailed design of any existing and/or proposed public open space areas may require an Open Space Management Plan to be prepared and submitted to Council. The Open Space Management Plan may be required where Council, or its delegate, considers that the nature of the open space requires detailed management issues to be clearly identified.

An Open Space Management Plan is the detailed identification of the management issues related to the open space areas, including:

- a) during the construction phase;
- b) the quality of the open space area when it comes 'on' and 'off' maintenance; and
- c) the future ongoing maintenance and management requirements of the open space.

When is it Required?

An Open Space Management Plan is required by the Planning Scheme as a condition of approval of a Material Change of Use, Reconfiguring a Lot development permit or a preliminary Operational Work – Landscape approval, or where Council, or its delegate, considers the nature of the open space requires detailed management.



Content of an Open Space Management Plan

A typical Open Space Management Plan is to include (but is not limited to):

- a) Management of Open Space Areas during the Construction Phase:
 - a) delineation of proposed public open space areas;
 - b) protection measures for vegetation to be retained or relocated;
 - c) location and details of all proposed on-site sediment and erosion control methods;
 - d) methods and details of disposal of vegetation approved for removal;
 - e) details of protection or translocation of any fauna on-site (where appropriate);
 - f) temporary fire hazard mitigation measures, eg. fire trails, water storage facilities (only where appropriate – information can be drawn from any Bushfire Management Plan undertaken for the whole site);
 - g) details of methods for maintaining appropriate water quality (if appropriate);
 - h) location and details of storage of materials and storage compound for machinery on-site;
 - i) location and details of temporary access for vehicles and site construction personnel;
 - j) access/protection to any infrastructure services by others;
 - k) location and details of any enclosures, including boundaries;
 - l) methods of control of declared plants and recognised environmental weeds;
 - m) maintenance periods; and
 - n) other issues as previously identified in the site analysis and design process.
- b) Quality of Open Space Areas at 'On' and 'Off' Maintenance

Council requires that all open space areas at 'on' and 'off' maintenance are of a standard that can be easily maintained and will not require additional work to be undertaken to bring these areas up to an acceptable standard by Council at 'off' maintenance. Elements that need to be addressed are the:

 - a) standard and quality of grassed areas;
 - b) cleaning of any silt deposition;
 - c) standard of any planting areas, including retained vegetation areas, rehabilitation areas and garden areas;
 - d) condition of any permanent infrastructure, such as irrigation, on-site sediment and erosion control devices, hard surfacing;
 - e) condition of any park facilities or play equipment;
 - f) rubbish and site debris removal;
 - g) standard to be achieved with regard to declared plants and recognised environmental weeds; and
 - h) standard of fire hazard mitigation measures (fire trails and water storage facilities).
- c) Ongoing Management/Maintenance Regimes for Open Space Areas

The purpose of including ongoing maintenance and management regimes is to provide Council with a clear indication of possible future management issues that will need to be addressed in order to provide appropriate resources to maintain the areas to the required standard. This part of the Open Space Management Plan should be developed as a stand-alone document, or summary of undertakings, to assist Council in determining maintenance programs and costs. This is required to cover the following matters:

 - a) identification of the purpose of the open space area, including objectives for future use;
 - b) details of actions for each proposed open space area;
 - c) future management and maintenance regimes for protection of significant vegetation areas, ecological systems, waterways and fauna;
 - d) future management of bush fire hazard (only where appropriate);
 - e) management of domestic farm/feral animals (if appropriate);
 - f) tree management procedures;
 - g) future management and maintenance regimes for sediment and erosion control devices, and irrigation;
 - h) proposed future need for infrastructure, including public facilities;
 - i) maintenance of built form and hard surfacing;
 - j) management and control of declared plants and recognised environmental weeds; and
 - k) management of rubbish.

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

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	COMPLIES WITH PO1 – the development will not create a safety hazard for State-transport users.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO2 – The proposed development will not result in impacts to the structural integrity of the State-controlled road.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO3 – The proposal is unlikely to obstruct or adversely impact a State-controlled road.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO4 – any advertising devices visible from within the subject site will not cause hazard to a state-controlled road.

Performance outcomes	Acceptable outcomes	Response
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road. AND AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. AND AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.	COMPLIES WITH PO5 – The state-controlled road facing façade of the facility will not cause hazard.
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	NOT APPLICABLE – No roads, pedestrian or bikeway bridges are proposed.
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	AO7.1 Landscaping is not located in a state-controlled road. AND AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.	NOT APPLICABLE – No landscaping adjacent to the state-controlled road is proposed. All landscaping adjacent was historically completed as part of previous approvals.

Performance outcomes	Acceptable outcomes	Response
	AND AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.	
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO8 – The subject site is benefited by an approved stormwater management plan and existing stormwater management infrastructure historically installed as part of previous approvals for the Vantage Industrial Estate.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO9 – The subject site is benefited by an approved stormwater management plan and existing stormwater management infrastructure historically installed as part of previous approvals for the Vantage Industrial Estate.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO10 – The subject site is benefited by an approved stormwater management plan and existing stormwater management infrastructure historically installed as part of previous approvals for the Vantage Industrial Estate.
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road. AND AO11.2 Development does not concentrate flows to a state-controlled road. AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge.	COMPLIES WITH PO11 – The subject site is benefited by an approved stormwater management plan and existing stormwater management infrastructure historically installed as part of previous approvals for the Vantage Industrial Estate.

Performance outcomes	Acceptable outcomes	Response
	AND AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road. AND AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road. AND AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.	NOT APPLICABLE – The subject site is not mapped as having any flood hazard.
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge. AND	NOT APPLICABLE – No drainage infrastructure is proposed within this development. All drainage infrastructure has been previously implemented and constructed within previous estate approvals.

Performance outcomes	Acceptable outcomes	Response
	AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road .	
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	NOT APPLICABLE – No drainage infrastructure is proposed within this development. All drainage infrastructure has been previously implemented and constructed within previous estate approvals.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	NOT APPLICABLE – No new access to a state-controlled road is proposed.
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO16 – The proposed access for the subject site will not adversely impact the function of the state-controlled road.
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO17 – The proposed access will not impede any future upgrades or changes to the state-controlled road.
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	NOT APPLICABLE – No limited access road is associated with the proposed development.
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO19 – The proposed access has been strategically positioned to maximise separation between the crossover and the state-controlled road intersection.

Performance outcomes	Acceptable outcomes	Response
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	COMPLIES WITH PO20 – The proposed access has been strategically positioned to maximise separation between the crossover and the state-controlled road intersection, and will therefore not impede state-controlled road intersection function.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO21 – The development does not propose to alter and will not impact any aspects of the public passenger network, nor the active transport network.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO22 – The development does not propose to alter and will not impact any aspects of the public passenger network, nor the active transport network.
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO23 – The development does not propose to alter and will not impact any aspects of the public passenger network, nor the active transport network.
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO24 – The development does not propose to alter and will not impact any aspects of the public passenger network, nor the active transport network.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO25 – The proposed development will not impact on safety for state-controlled road users.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO26 – The proposed development will not result in a net worsening of road conditions.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	NOT APPLICABLE – The state-controlled road is the only access point for the entirety of the Vantage Industrial Estate and as such avoidance of it's use is unlikely.

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

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Performance outcomes	Acceptable outcomes	Response
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	NOT APPLICABLE – The proposed development does not involve any haulage aspects.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	COMPLIES WITH PO29 – The proposed access will not impede any future upgrades or changes to the state-controlled road. The state-controlled road was upgraded as a part of previous approvals for the Vantage industrial estate.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	COMPLIES WITH PO29 – The proposed access will not impede any future upgrades or changes to the state-controlled road. The state-controlled road was upgraded as a part of previous approvals for the Vantage industrial estate.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO31 – The proposed development does not create a safety hazard for users of state-controlled road infrastructure.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO32 – The proposed development will not directly adversely impact the operating performance of the state-controlled road.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO33 – The proposed development will not undermine, damage or cause subsidence of the state-controlled road. The subject site has been previously modified and prepared for future industrial uses.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	COMPLIES WITH PO34 – The proposed development will not adversely impact ground water. The subject site has been previously modified and prepared for future industrial uses.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-	No acceptable outcome is prescribed.	NOT APPLICABLE – No earthworks are proposed as the subject site has been previously modified and prepared for future industrial uses.

Performance outcomes	Acceptable outcomes	Response
controlled road or road transport infrastructure.		
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	NOT APPLICABLE – No earthworks are proposed as the subject site has been previously modified and prepared for future industrial uses.

Table 1.5 Environmental emissions

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

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road .	AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.

Performance outcomes	Acceptable outcomes	Response
	AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.

Performance outcomes	Acceptable outcomes	Response
	where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.

Performance outcomes	Acceptable outcomes	Response
	1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.

Performance outcomes	Acceptable outcomes	Response
2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.		
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.

Performance outcomes	Acceptable outcomes	Response
practical to provide a noise barrier or earth mound.		
PO45 Development involving a childcare centre or educational establishment : - provides a noise barrier or earth mound that is designed, sited and constructed: - to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); - in accordance with: - Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; - Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; - Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or - achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
PO46 Development involving: indoor education areas and indoor play areas; or - sleeping rooms in a childcare centre; or patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		

Performance outcomes	Acceptable outcomes	Response
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas.	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
PO48 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road .	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure. OR AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	NOT APPLICABLE – The proposed development is not in proximity of a state-controlled road that is co-located with a railway.

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	AO52.1 Development is not located in a future state-controlled road. OR ALL OF THE FOLLOWING APPLY: AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND AO52.3 The intensification of lots does not occur within a future state-controlled road. AND AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	COMPLIES WITH AO52.1 - The subject site is not located within a future state-controlled road.
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road .	AO53.1 Development does not include new or changed access to a future state-controlled road .	COMPLIES WITH PO53 – The location of the proposed crossover will no adversely impact the State-controlled road.
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road .	No acceptable outcome is prescribed.	NOT APPLICABLE – No earthworks are proposed.
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	COMPLIES WITH PO55 – The entirety of the Vantage Industrial Estate has existing stormwater infrastructure. The subject site will utilise this for appropriate stormwater management, ensuring no effect to a state-controlled road.
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road .	COMPLIES WITH AO56.1 – No new points of discharge are proposed to a state-controlled road, further all stormwater is to be managed as per the

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Performance outcomes	Acceptable outcomes	Response
	AND AO56.2 Development does not concentrate flows to a future state-controlled road. AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	estate wide stormwater management and infrastructure, resulting in no worsening to the conditions of the road.