

OUR REF: 6181

27 February 2024

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

Dear Sir / Madam,

**RE: DEVELOPMENT APPLICATION SEEKING DEVELOPMENT PERMITS FOR COMBINED MATERIAL CHANGE OF USE (CODE ASSESSMENT) FOR A WAREHOUSE (AND ANCILLARY OFFICE) AND LOW IMPACT INDUSTRY; RECONFIGURING A LOT FOR ACCESS EASEMENT AND OPERATIONAL WORK FOR CHANGE TO GROUND LEVEL**

**AT: 11 EASTRIDGE STREET AND 24 HOMESTEAD DRIVE, STAPYLTON QLD 4207  
LOT 120 AND 121 ON SP329476**

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Gassman Development Perspectives (GDP) are pleased to lodge an application on behalf of the Applicant, FPI Queensland Pty Ltd, over the above property. The proposal seeks to establish a Warehouse and ancillary office over Lot 120 within Stage 1 of the Vantage Industrial Estate. The development is to be supported by associated earthworks and a new access easement over the adjoining lot to provide emergency fire fighting access.

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

- Combined Development Permit for:
  - Material Change of Use – Warehouse (and ancillary office) and Low Impact Industry
  - Reconfiguring a Lot – Access Easement; and
  - Operational Work – Change to Ground Level.

Please find attached to this correspondence one copy of the Planning Assessment Report prepared by this office and dated February 2024, including:

- a. Forms and Consent, **Appendix A**;
- b. Existing Preliminary Approval Decision Notice, **Appendix B**;
- c. Proposal Plans, **Appendix C**;
- d. Reconfiguring a Lot Plan, **Appendix D**;
- e. Code Assessment, **Appendix E**;
- f. Landscape Intent Plan, **Appendix F**;
- g. Traffic Impact Assessment, **Appendix G**;
- h. Acoustic Impact Assessment, **Appendix H**;
- i. Engineering Services Report, **Appendix I**; and
- j. Engineering Change to Ground Level Plans, **Appendix J**.

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

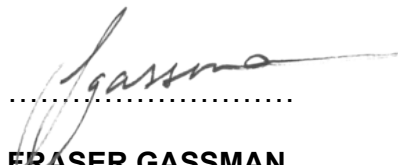
| Table 1 – Application Fee Calculation                                   |             |            |                                 |                    |
|-------------------------------------------------------------------------|-------------|------------|---------------------------------|--------------------|
| Aspect                                                                  | Description | Fee        | Concessions                     | Total Fee          |
| Material Change of Use – Warehouse (where more than 500m <sup>2</sup> ) | Code        | \$6,931.00 | N/A                             | \$6,931.00         |
| Material Change of Use – Low Impact Industry                            | Code        | \$6,931.00 | 50% (second land use)           | \$3,465.50         |
| Reconfiguring a Lot – Access easement                                   | Code        | \$1,473.00 | 50% (second development aspect) | \$736.50           |
| Change to ground level (area over 5,000m <sup>2</sup> )                 | Code        | \$3,802.00 | 50% (second development aspect) | \$1,901.00         |
| <b>TOTAL:</b>                                                           |             |            |                                 | <b>\$13,034.00</b> |

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

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

Yours faithfully,

**GASSMAN DEVELOPMENT PERSPECTIVES**



**FRASER GASSMAN**  
SENIOR TOWN PLANNER



# DEVELOPMENT APPLICATION

REQUESTING DEVELOPMENT PERMITS FOR:

- MATERIAL CHANGE OF USE – WAREHOUSE (WITH ANCILLARY OFFICE) AND LOW IMPACT INDUSTRY;
- RECONFIGURING A LOT – ACCESS EASEMENT; AND
- OPERATIONAL WORK – CHANGE TO GROUND LEVEL

Vantage Industrial Estate

11 Eastridge Street and 24 Homestead Drive, Stapylton QLD 4207

Lot 120 and 121 on SP329476

Prepared for FPI Queensland Pty Ltd

February 2024

**Vantage**Yatala<sup>®</sup>



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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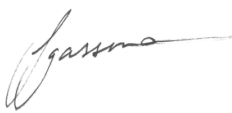
## GDP DOCUMENT CONTROL

|                     |                                                              |                  |                            |
|---------------------|--------------------------------------------------------------|------------------|----------------------------|
| Originating Office: | Gold Coast                                                   | Job Number:      | 6181                       |
| Physical Address:   | 76 Business Street                                           | Project Manager: | Fraser Gassman             |
|                     | Yatala. Q. 4207                                              | Document Title:  | Planning Assessment Report |
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### Revision / Checking History

| No.   | Author                     | Reviewer               |
|-------|----------------------------|------------------------|
| DRAFT | Jacob Moran/Fraser Gassman | FPI Queensland Pty Ltd |

### Approval for Issue

| Rev. No. | Name           | Position            | Signature                                                                            | Date             |
|----------|----------------|---------------------|--------------------------------------------------------------------------------------|------------------|
| 1.0      | Fraser Gassman | Senior Town Planner |  | 23 February 2024 |

### Final Distribution

|                                                        |                   |
|--------------------------------------------------------|-------------------|
| FPI Queensland 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 FPI Queensland Pty Ltd (Applicant) to prepare a code assessable development application requesting development permits for Material Change of Use – Warehouse (and ancillary office) and Low Impact Industry; Reconfiguring a Lot – Access easement; and Operational Work – Change to ground level, at 11 Eastridge Street and 24 Homestead Drive, Stapylton (Lot 120 and 121 on SP329476).

The proposal seeks to establish a new industrial facility over Lot 120, created within Stage 1 of the Vantage Industrial Estate. This development will be primarily in the form of a Warehouse and seeks to provide for a future industrial user within the Vantage estate, as well as being equipped with an office/administration space. The application is supported with additional aspects for an access easement for fire truck access via an adjacent lot and earthworks to create a suitable pad for proposed building and carpark.

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 B (General Impact Business and Industry) 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           |                                                                  |
|----------------------------------|------------------------------------------------------------------|
| <b>Site Address</b>              | 11 Eastridge Street and 24 Homestead Drive, Stapylton QLD 4207   |
| <b>Real Property Description</b> | Lot 120 and 121 on RP329476                                      |
| <b>Site Area</b>                 | Lot 120 – 13,005m <sup>2</sup><br>Lot 121 – 49,450m <sup>2</sup> |
| <b>Name of Owner(s)</b>          | Australand Industrial No. 89 Pty Limited                         |
| <b>Local Authority</b>           | Council of the City of Gold Coast                                |

| Table 2 - State Planning Summary          |                                          |
|-------------------------------------------|------------------------------------------|
| <b>Regional Plan</b>                      | South East Queensland Regional Plan 2017 |
| <b>Regional Plan Land Use Designation</b> | Urban Footprint                          |

| Table 3 - Local Planning Summary                                                                                                                                                                                                                                                                                                                                                                |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Planning Scheme Zone</b>                                                                                                                                                                                                                                                                                                                                                                     |  |
| <ul style="list-style-type: none"> <li>N/A as varied by existing Preliminary Approval</li> </ul>                                                                                                                                                                                                                                                                                                |  |
| <b>Preliminary Approval Documents</b>                                                                                                                                                                                                                                                                                                                                                           |  |
| <ul style="list-style-type: none"> <li>M38 Industrial Estate Place Code</li> <li>M38 Industrial Park Land Use Classification and Staging Plan</li> </ul>                                                                                                                                                                                                                                        |  |
| <b>Preliminary Approval Land Use Classification</b>                                                                                                                                                                                                                                                                                                                                             |  |
| <ul style="list-style-type: none"> <li>Precinct B – General Impact Business and Industry</li> </ul>                                                                                                                                                                                                                                                                                             |  |
| <b>Preliminary Approval Stage Number</b>                                                                                                                                                                                                                                                                                                                                                        |  |
| <ul style="list-style-type: none"> <li>Stage 1</li> </ul>                                                                                                                                                                                                                                                                                                                                       |  |
| <b>Defined Use and Approval sought</b>                                                                                                                                                                                                                                                                                                                                                          |  |
| <ul style="list-style-type: none"> <li>Development Permit for Material Change of Use – Warehouse (with ancillary office) and Low Impact Industry and Operational Work – Change to Ground Level</li> </ul>                                                                                                                                                                                       |  |
| <b>Level of Assessment</b>                                                                                                                                                                                                                                                                                                                                                                      |  |
| <ul style="list-style-type: none"> <li>Code Assessable</li> </ul>                                                                                                                                                                                                                                                                                                                               |  |
| <b>Potential Applicable Council Codes</b>                                                                                                                                                                                                                                                                                                                                                       |  |
| <ul style="list-style-type: none"> <li>M38 Industrial Place Code</li> <li>Changes to Ground Level and Creation of New Waterbodies Code</li> <li>Landscape Work</li> <li>Reconfiguring a Lot</li> <li>Vegetation Management</li> <li>Works for Infrastructure</li> <li>Bushfire Management Areas</li> <li>Canals and Waterways</li> <li>Car Parking, Access and Transport Integration</li> </ul> |  |

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

### 3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The overall subject site is irregular in shape, siting adjacent to Eastridge Street, Fairway Street and Homestead Drive within the newly created Vantage Industrial Estate. The site is located within the Gold Coast suburb of Stapylton (4207).

#### 3.1 SITE LOCATION

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

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

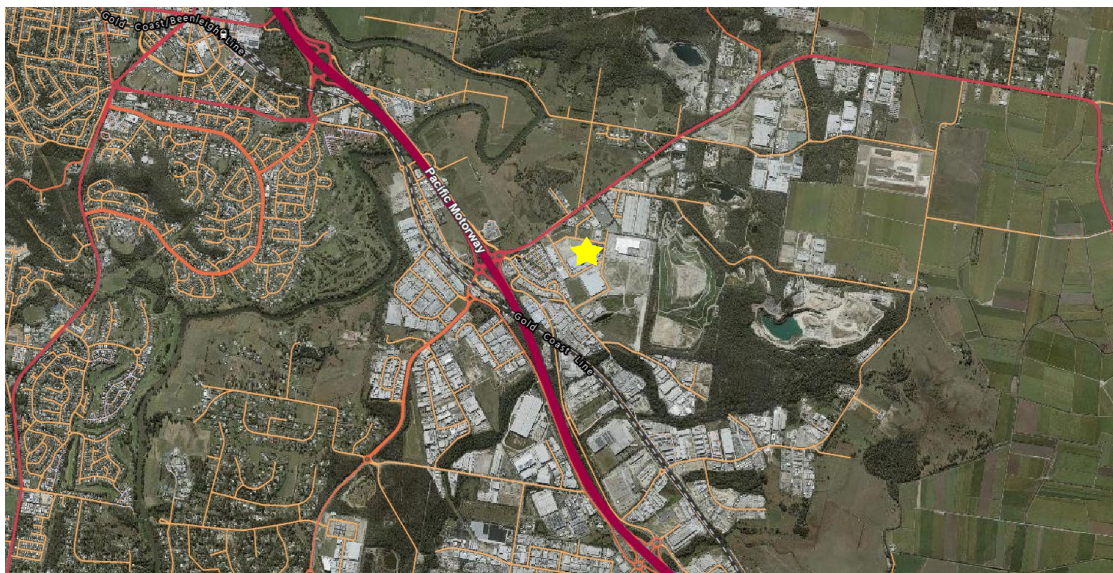


Figure 1 - Location aerial (QLD Globe, 2024)

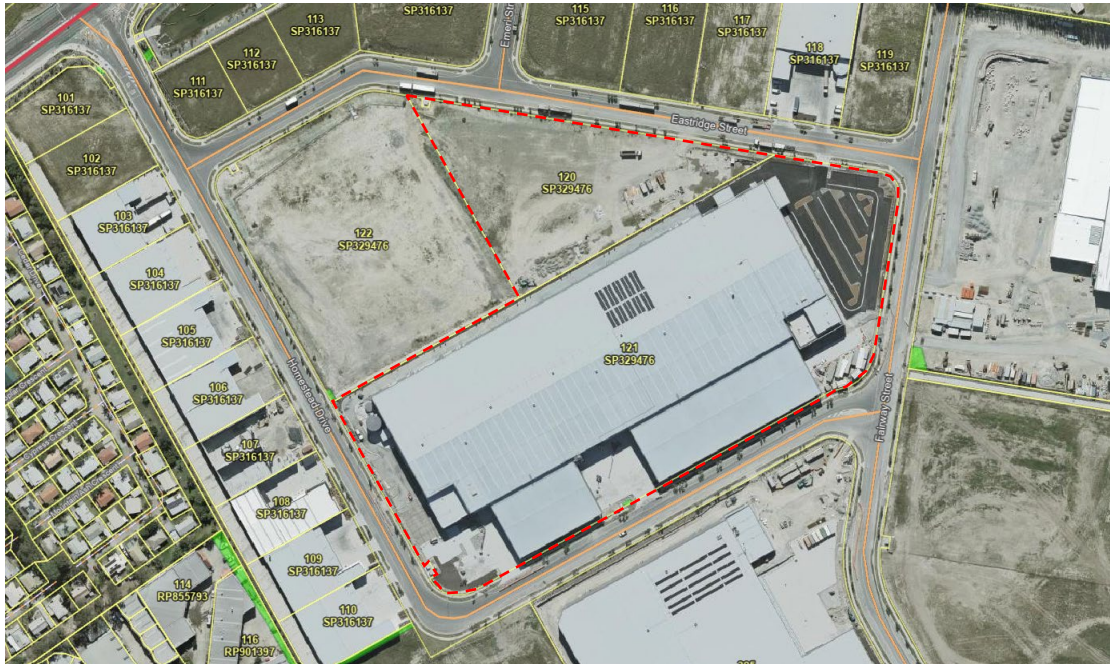


Figure 2 - Subject Site Aerial (QLD Globe, 2024)

### 3.2 LAND OWNERSHIP AND ENCUMBRANCES

The subject site consists of two freehold allotments owned by Australand Industrial No. 89 Pty Limited.

There are no easements or encumbrances over the subject site.

### 3.3 EXISTING LAND USES

The subject land is vacant; cleared; and resembles a civil construction site as it has been provisionally prepared to accommodate future uses and developments, via bulk earthworks and the inclusion of infrastructure.

### 3.4 SURROUNDING LAND USES

The subject site sits within the existing Vantage Industrial Estate. Surrounding lots are those of an industrial nature, with numerous either having existing industrial development constructed or under construction.

### 3.5 FRONTAGE AND ACCESS

The subject site has a single frontage to Eastridge Street, whereby its access is also achieved. Beyond this, access to the Vantage Industrial Estate is achieved formally via Stapylton Jacobs Well Road or Christensen Road South (via Stage 2).

### **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 subject site does not hold any significant views.

### **3.7 FLOODING AND STORMWATER**

The subject site is not burdened by any mapped flood hazard according to Council's Mapping.

### **3.8 WETLANDS/WATERWAYS**

No significant wetlands or waterways exist over the subject land.

### **3.9 CONSERVATION /HERITAGE AREAS**

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

### 3.10 RELEVANT APPROVALS

This section provides relevant history of the subject site. Please note this is primarily focused on Lot 120, given the bulk of the application seeks changes and development to this lot.

#### MIN/2023/64 – Overarching Preliminary Approval

On 23 May 2023, 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 application reflects the latest Preliminary Approval over the 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. An extract of the current approved Plan of Development is outlined in **Figure 3** below:

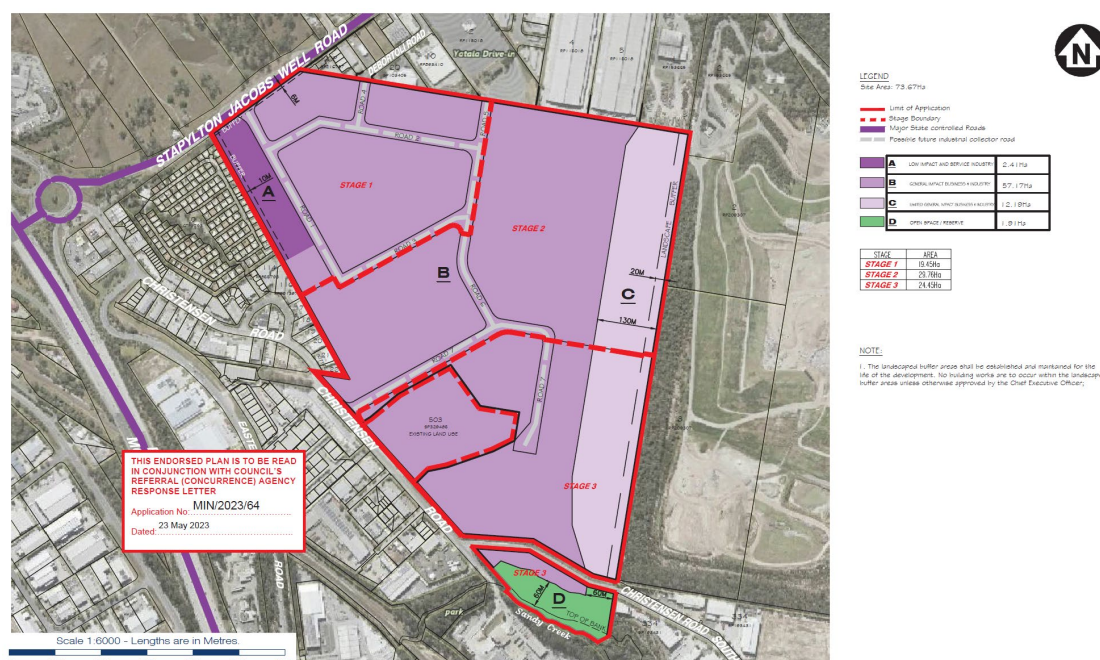


Figure 3 - PA Plan of Development extract – MIN/2023/64 (GDP File, 2024)

As shown within **Figure 3**, the proposed development is wholly located within Precinct B – General Impact and Business Industry. A copy of the most recent version of the Preliminary Approval is included at **Appendix B** for Council's convenience.

#### ROL/2020/123 – Subdivision Approval

This application is the first stage of Reconfiguring of lots for the vantage industrial estate. The application was for a community title subdivision seeking to divide one lot into 22 in preparation for the future industrial uses envisaged for the subject site as a whole. The application was approved 19 February 2021. The Stage one subdivision plans are shown in **Figure 4**. All lots shown have been sealed and titled.

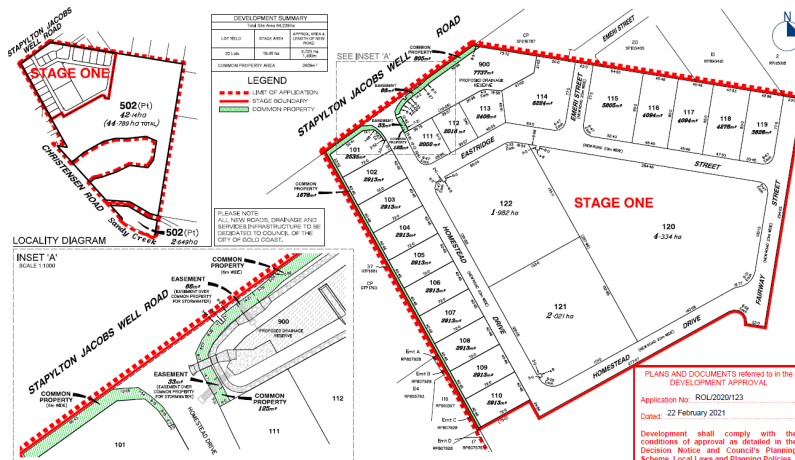


Figure 4 – Subdivision Plan Stage One – ROL/2020/123 (GDP File, 2024)

### COM/2022/13 – Boundary Realignment

On 22 April 2022, Council approved a boundary realignment to Lots 120, 121 and 122 within the Vantage Industrial Estate. This reconfiguration was sought to align with the National Tiles facility approved over new Lot 121. This reconfiguration provided the current for of Lot 120 which is subject to this development application.

Of note, Council also approved a Generally in Accordance request for this application on 27 February 2023 (Council ref: GIC/2023/3). This was to increase the Pad Mount Transformer area within Lot 121 and had no bearing on Lot 120. The latest approved plan is shown in **Figure 5** below.

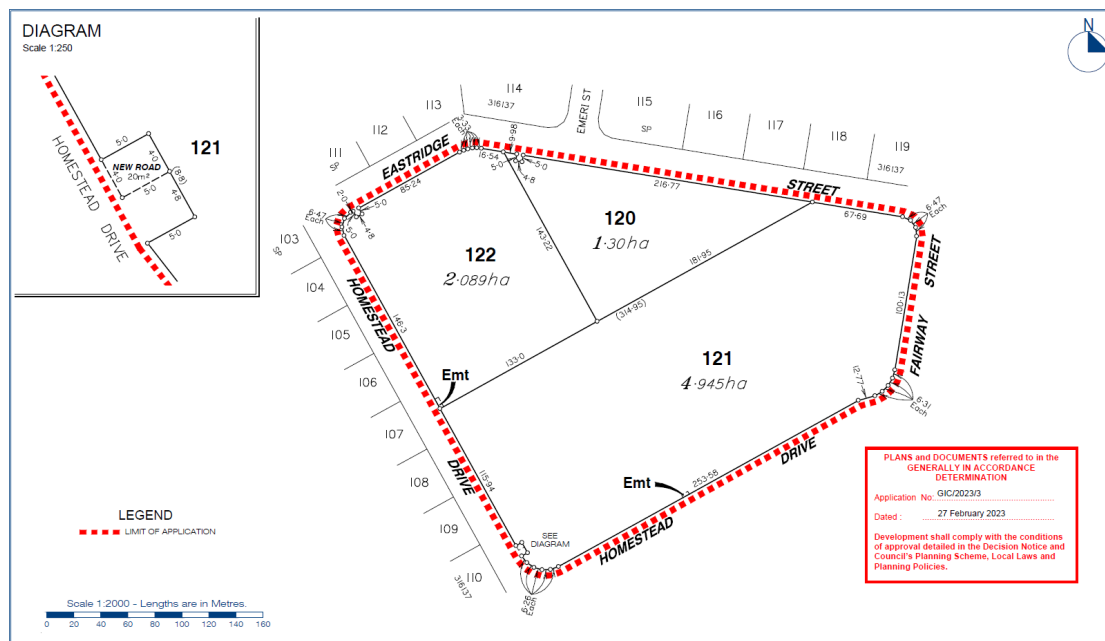


Figure 5 – Approved ROL Plan – GIC/2023/3 (GDP File, 2023)

## 4.0 THE PROPOSED DEVELOPMENT

### 4.1 OVERVIEW

The proposed development seeks to establish an industrial warehouse land use with ancillary office for future users of the estate. The proposal includes provision for fire truck access via an adjacent lot and required earthworks to facilitate the future warehouse and associated carpark and manoeuvring areas. An extract of the proposed development is shown within **Figure 6** below, with full plans available in **Appendix C**.

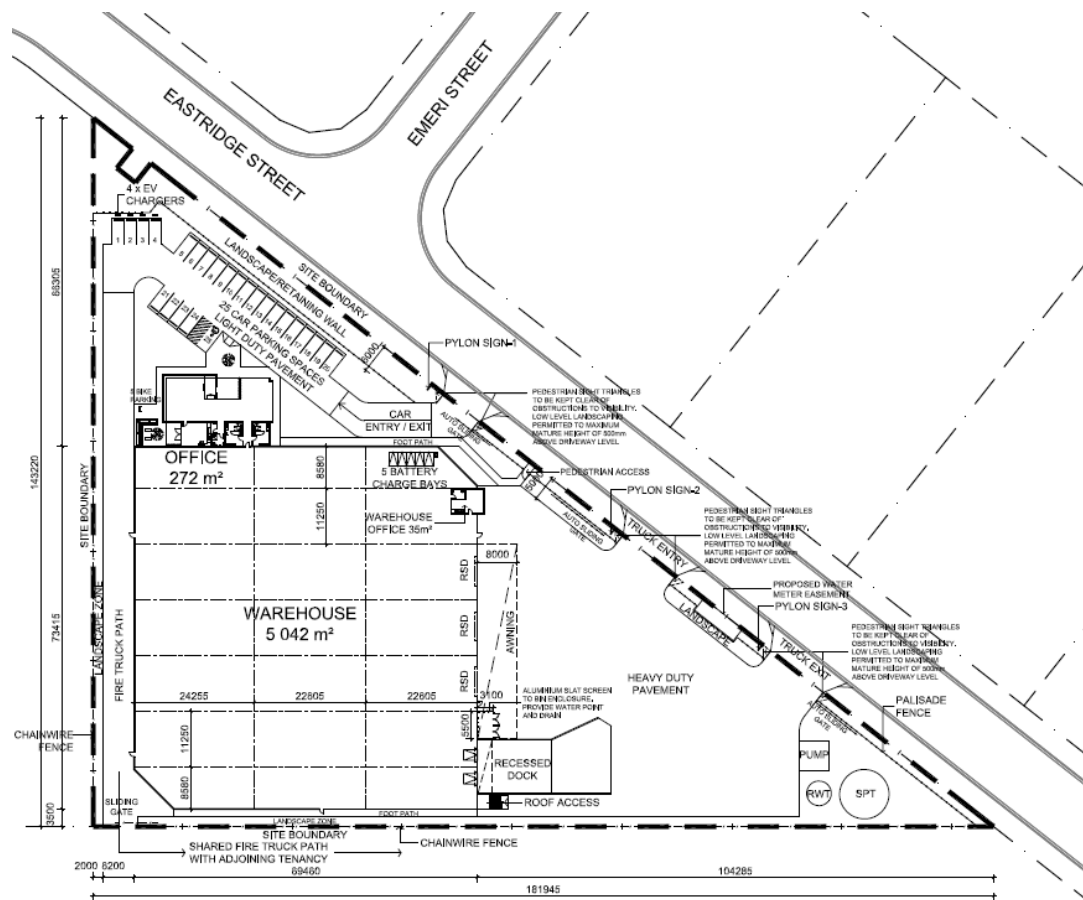


Figure 6 – Proposed MCU Plan of Development (GDP File, 2024)

### 4.2 MATERIAL CHANGE OF USE – WAREHOUSE AND LOW IMPACT INDUSTRY

This part of the development is limited completely to Lot 120 and no part of this permit affects Lot 121. The development will comprise of a singular 5,042m<sup>2</sup> warehouse space, with an attached 272m<sup>2</sup> office space proposed on its northern wall adjacent to the carpark. The overall design and shape of the warehouse has been purposefully generalised to allow the utmost flexibility for whatever the future user may require. The development proposes a total site coverage of 43.8% with the main structure generously setback on all sides. 24/7 operational use rights are sought to be maintained (as per the Preliminary Approval) for all use aspects.

The south-eastern portion of the site is dedicated to loading and manoeuvring areas for heavy vehicles, featuring a 360m<sup>2</sup> awning covered loading area. This area has ingress and egress via the same crossover. The area features five larger steel rolling doors, and approximately 3,235m<sup>2</sup> of heavily paved manoeuvring space. Notably, the light vehicle ingress and egress is achieved via a separated entrance, also accessed off of Eastridge Street, maintaining separation from any heavy vehicle manoeuvring on site, minimising any potential vehicle related risks between light and heavy duty vehicles. The light duty carpark features 25 parking spaces, with the closest space to the ancillary office dedicated as a disabled park. The development also proposes five bicycle parking bays adjacent to the outdoor garden and seating area. A fire truck path can be accessed via the light vehicle carpark, providing access to the full western side of the warehouse. Of note, a footpath connects the fire truck path to the heavy vehicle manoeuvring and loading zone along the site's southern boundary.

The proposed warehouse provides a visually interesting and varied built form along all road frontages, and is further bolstered on all sides by high quality landscaping, upholding the standards set by the Vantage Industrial Estate. The primary road frontage façade is remains visually interesting due to variances in built form via the ancillary office space and angular layout of the warehouse itself.

Solid waste storage and collection will be undertaken on site. General waste will be stored within the refuse collection area identified on the Proposal Plans. The refuse collection area will be enclosed on three sides, with hoses provided for bin wash down, and be approximately 5.5 by 3.1 metres. The refuse area has the capacity to fit up to five, 1,100L bins, future proofing for future users too. The proposed storage and distribution use and nature of the warehouse is unlikely to generate much waste; therefore, the office is more likely to be a larger contributor to the waste generation, especially considering the warehouse staff will also utilize the office space. As such the waste generation calculations reflect this. In total 500m<sup>2</sup> of office space is proposed, to which the prescribed industry rate of 50L/100m<sup>2</sup>/day of refuse storage requirements has been applied. This estimates approximately 150lt/day being generated by the use. In total, the proposed development may generate up to 1,050lt/week of general waste. To cater for this, it is recommended one 1.5m<sup>3</sup> steel bin be kept on site and emptied weekly. The warehouse aspect is more likely to generate recyclable waste due to the nature of the use. Thus, the warehouse is to have a singular large caged area for recyclable waste located indoors out of the weather, collected only when necessary by private contractor.

Whilst the proposal seeks primarily to establish a warehouse use for storage, this application includes a development aspect for Low impact industry, as specifically defined within the Preliminary Approval, which reads:

***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.

Whilst not envisaged as a primary use, it is important to have included, in an ancillary capacity to allow users with a primary warehouse storage and distribution aspect also undertake minimally invasive industrial activities in accordance with the above definition. In our experience, warehouse users will often require this feature for their approvals and inclusion now provides a more streamlined process for them later to enact it. Importantly, this land use is the same level of assessment as the warehouse component and given it cannot under this definition have offsite impacts or be undertaken outdoors, does not require additional technical reporting (such as dust or air quality).

#### 4.3 RECONFIGURING A LOT – ACCESS EASEMENT

The proposed development includes as aspect for Reconfiguring a Lot – Access easement to provide fire truck access for the proposed warehouse. No alternation to the lot boundaries are proposed, only the creation of a new easement on Lot 121. Specifically, the fire truck will enter the subject site from Lot 120 on Eastridge Street and exist via Lot 121, providing fire fighting access to the rear of the building only during an emergency. This access is not to be utilised by delivery vehicles or private vehicles. The extent of the easement is show below in **Figure 7** and a copy of the Reconfiguring a Lot plan provided within **Appendix D**.

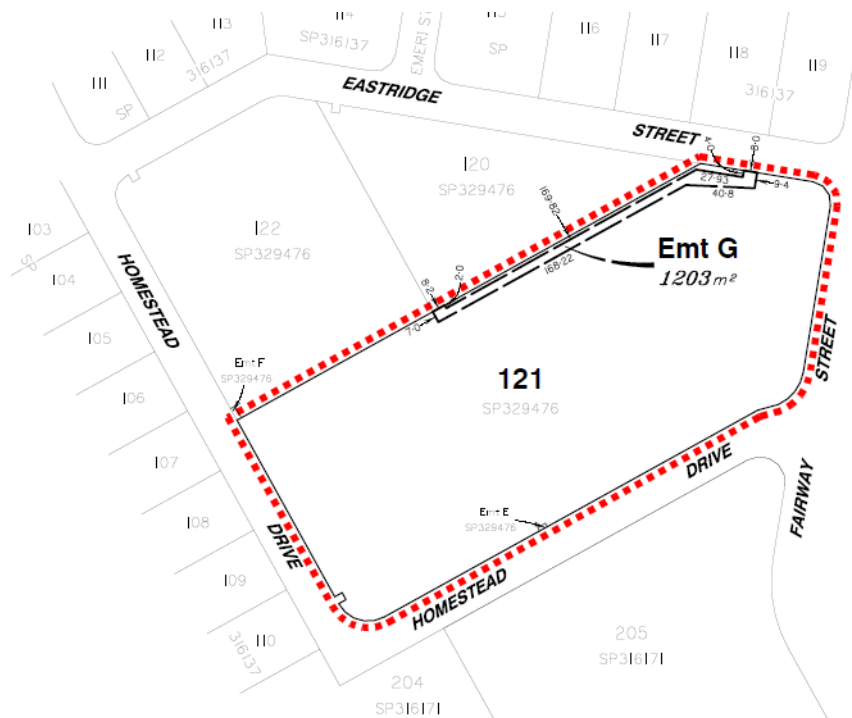


Figure 7 – Proposed ROL Plan of Development (GDP File, 2024)

#### 4.4 CHANGE TO GROUND LEVEL

In order to properly facilitate the establishment of the proposed Warehouse on the subject site, a development permit seeking an Operational Work approval for change to ground level is sought. This aspect proposed seeks to alter the current levels of the site to allow for the development as proposed. The works mainly involve cut which will be exported from the subject site, roughly 7,832 cubic metres being required. The works will require retaining wall in the northern corner of the subject site. Max wall height is 2.7m and is well setback in from the road boundary as per Council development guidelines. The retaining and earthworks will not impact upon the existing PMT.

A full suite of Change to ground level plans has been provided in **Appendix J**.

#### 4.5 SUMMARY OF SUPPORTING SPECIALIST REPORTS/DOCUMENTATION

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

| Table 4 - Supporting Specialist Reports/Documentation |                                  |                                                     |                   |
|-------------------------------------------------------|----------------------------------|-----------------------------------------------------|-------------------|
| CATEGORY                                              | CONSULTANT                       | TITLE OF DOCUMENTS                                  | LOCATION          |
| <b>Forms and Consent</b>                              | Gassman Development Perspectives | DA Form 1<br>Land Owner's Consent                   | <b>Appendix A</b> |
| <b>Preliminary Approval</b>                           | Gassman Development Perspectives | Current Decision Notice<br>MIN/2023/64              | <b>Appendix B</b> |
| <b>Plans and Drawings</b>                             | FPI                              | Proposal Plans                                      | <b>Appendix C</b> |
|                                                       | Gassman Development Perspectives | Reconfiguring a Lot Plan                            | <b>Appendix D</b> |
| <b>Code Assessment</b>                                | Gassman Development Perspectives | Code Assessment                                     | <b>Appendix E</b> |
| <b>Landscape Architecture</b>                         | Gassman Development Perspectives | Landscape Intent Plan                               | <b>Appendix F</b> |
| <b>Traffic</b>                                        | Rytenskild Traffic Engineering   | Traffic Impact Assessment                           | <b>Appendix G</b> |
| <b>Acoustic</b>                                       | Acoustic Works                   | Noise Impact Assessment                             | <b>Appendix H</b> |
| <b>Civil Engineering</b>                              | Gassman Development Perspectives | Engineering Services Report                         | <b>Appendix I</b> |
|                                                       | Gassman Development Perspectives | Change to Ground Level and Engineering Design Plans | <b>Appendix J</b> |

## **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;
- Reconfiguring a Lot; and
- Operation Work.

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

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

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

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

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

## 5.2 SUBORDINATE LEGISLATION

### 5.2.1 PLANNING REGULATION 2017

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

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

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

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

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

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

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

The abovementioned matters are addressed in the following sections.

#### 5.2.1.1 REFERRAL REQUIREMENTS

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

The State Assessment and Referral Agency (SARA) also provides development assessment mapping to assist in the determination of referral requirements. Of note, the subject site is not burdened by any mapped State interests.

##### Threshold Triggers

The PR also identifies a number of uses, works and lot reconfigurations that can be triggered for referral based on their size, type or intensity. The combined size of both lots triggers referral under Schedule 20 of the PR as the proposal includes an aspect of Reconfiguring a Lot. The proposed warehouse does not trigger referral under this matter.

In summary of the above, the development triggers the following referrals:

- Schedule 10, Part 9, Division 4, Subdivision 1 – State transport infrastructure.

## 5.3 STATE PLANNING INSTRUMENTS

### 5.3.1 STATE PLANNING POLICY

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

The SPP applies, to the extent relevant, when:

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

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

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

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

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

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

### 5.3.2 SOUTH EAST QUEENSLAND REGIONAL PLAN 2023



Figure 8 – South East Queensland Regional Plan 2023 mapping (SARA mapping, 2024)

The subject site is located wholly within the Urban Footprint and SEQ major enterprise and industrial area under the *South East Queensland Regional Plan 2017*, as shown in **Figure 8**.

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.

No accommodation activities are proposed which would be considered prohibited development within the SEQ major enterprise and industrial area.

### 5.3.3 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

SDAP set out the matters of interest to the state and provides the criteria for assessing development applications where the State government is the assessment manager or a referral agency. Based on the referral triggers identified above, a response to *State Code 6: Protection of state transport networks*.

## 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 M38 Industrial Place Code this land is divided into the following Land Use Precincts:

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

Please refer to **Figure 9** below, showing proposed development located within Precinct B, and the approximately location of the proposed development within it.

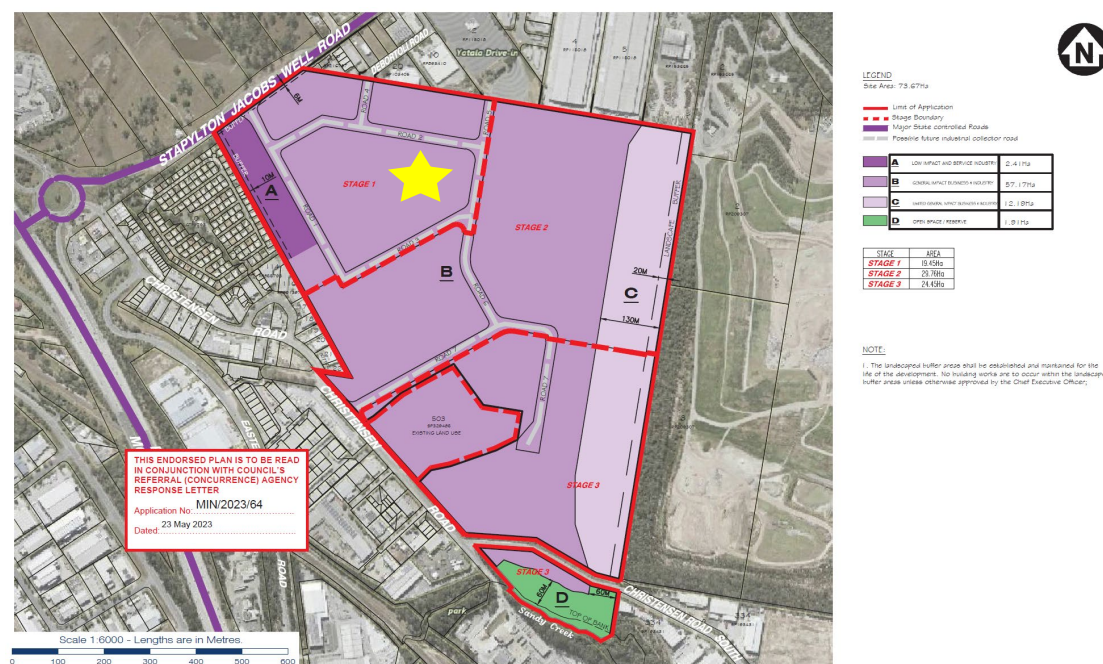


Figure 9 - Land Use Classification and Staging Plan (GDP file, 2024)

### 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 was accordingly approved that incorporated the new Tables of Development and applies to this development application. Under Table A of the Place Code, a Warehouse within Precinct B is identified as self-assessable. However, the proposed development does not strictly comply with all Acceptable Outcomes of the Place Code, hence the level of assessment is elevated to **code assessable**.

In accordance with Table F of the Place Code, Reconfiguring a Lot that does not create a lot less than 2,000m<sup>2</sup> is considered **code assessable**.

### 6.4 M38 INDUSTRIAL PLACE CODE

The proposed development within Precinct B: General Impact Business.

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

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

The proposed development will establish an industrial land use within this precinct, ultimately meeting the intent of this precinct.

### 6.5 IDENTIFIED CONSTRAINTS AND OVERLAYS

The following is a summary of the relevant identified overlays that apply to the subject land. Their applicability to the proposed development is discussed further in **Table 5** below.

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

The subject site is located within the Potential Bushfire Hazard Areas overlay mapping identified in the category of low and medium bushfire hazard areas, reference is made to **Figure 10** below for relevant mapping.

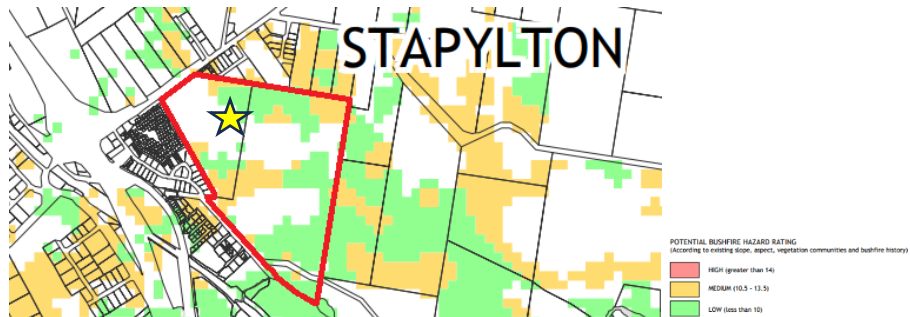


Figure 10 - Potential Bushfire Hazard Overlay Mapping (OM10-1) (Council mapping, 2003)

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

The subject site is located within the Natural Wetland and Waterways Areas overlay identified as 'other natural waterways', reference is made to **Figure 11** below for relevant mapping.

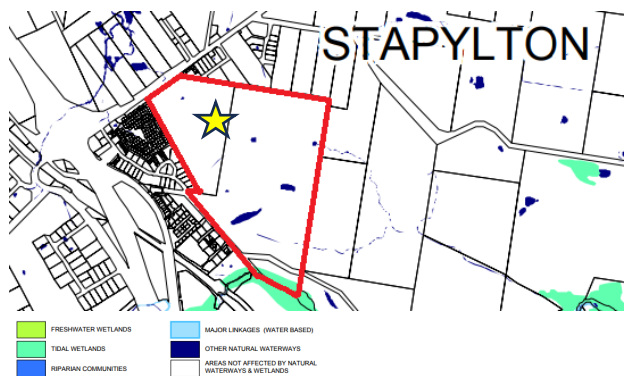


Figure 11 – Natural Wetland and Waterway Areas Overlay Mapping (OM11-1) (Council mapping, 2003)

#### 6.5.3 ACID SULPHATE SOILS OVERLAY MAPING (OM14-1)

The subject site is located within the Acid Sulphate Soil Hazard Areas Overlay Mapping. Reference is made to **Figure 12** below for relevant mapping.



Figure 12 - Acid Sulphate Soil Hazard Areas Overlay Mapping (OM14-1) (Council mapping, 2003)

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

The subject site is located within the Natural Hazard (Flood) Management Areas Overlay Mapping and identified within the Designated flood affected area, reference is made to **Figure 13** below for relevant mapping.

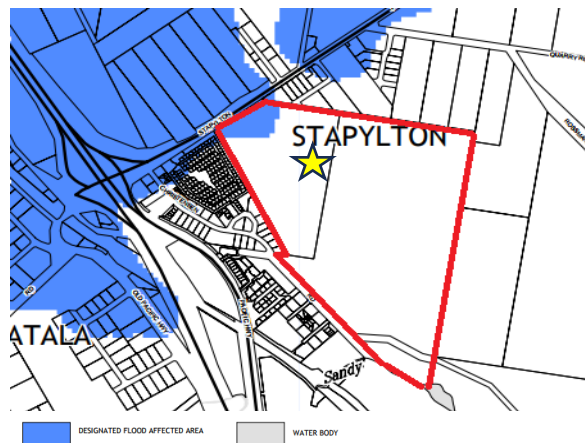


Figure 13 - Natural Hazard (Flood) Management Areas Overlay Mapping (OM17-5) (Council mapping, 2003)

#### 6.5.5 CONSERVATION STRATEGY PLAN OVERLAY MAPPING (OM20-1)

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

Reference is made to **Figure 14** below for relevant mapping.

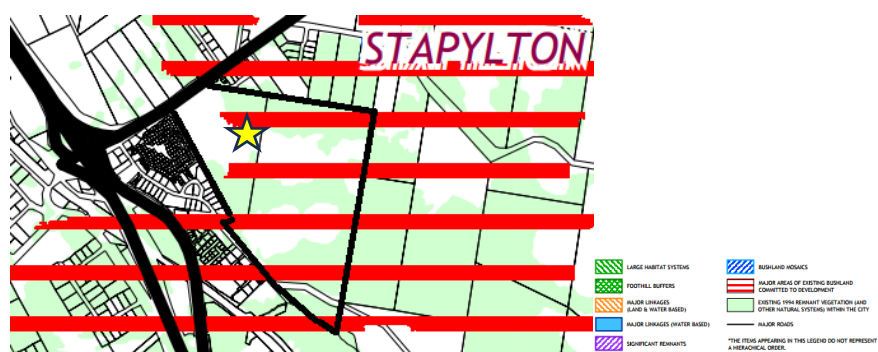


Figure 14 - Conservation Strategy Plan Overlay Mapping (OM20-1) (Council mapping, 2003)

### 6.5.6 SCENIC TOURIST ROUTES OVERLAY MAPPING (OM22-1)

The subject site is located within the Scenic Tourist Routes Overlay Mapping, identified within the land and water routes, reference is made to **Figure 15** below for relevant mapping.

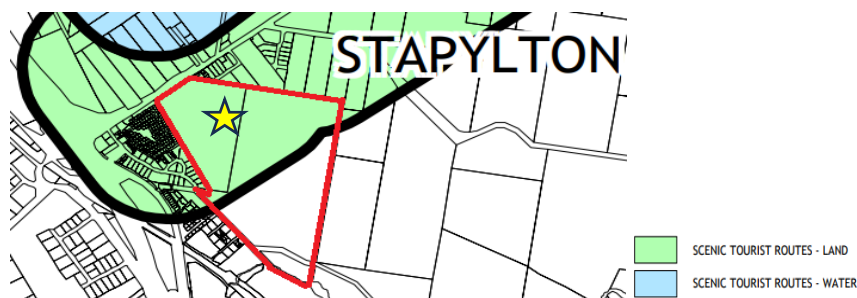


Figure 15 - Scenic Tourist Routes Overlay Mapping (OM22-1) (Council mapping, 2003)

### 6.5.7 EXTRACTIVE RESOURCES OVERLAY MAPPING (OM23-1)

The subject site is located within the Extractive Resources Overlay Mapping – Haul routes (Stapylton Jacobs Well Road), reference is made to **Figure 16** below for relevant mapping.

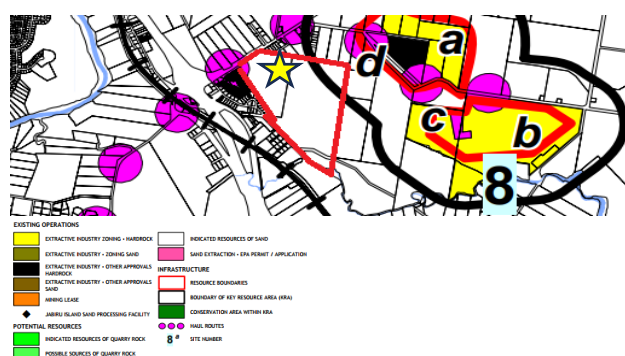


Figure 16 - Extractive Resources Overlay Mapping (OM23-1) (Council mapping, 2003)

## 6.6 APPLICABLE CODES

**Table 5** 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 5 - Relevant Local Planning Codes            |                                                                                                                                                                            |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Place Code                                         |                                                                                                                                                                            |
| M38 Industrial Place Code                          | <b>Applicable</b> - The M38 Industrial Place Code is listed as a relevant code for assessment, therefore this code has been addressed in <b>Appendix D</b> of this report. |
| Specific Development Codes                         |                                                                                                                                                                            |
| Changes to Ground Level<br>Creation of Waterbodies | <b>Applicable</b> – Includes an aspect seeking to Change the ground level in order to properly facilitate the proposed                                                     |

| Table 5 - Relevant Local Planning Codes       |                                                                                                                                                                                                                                                                        |
|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                               | development. Therefore an assessment against this code has been provided in <b>Appendix D</b> of this report.                                                                                                                                                          |
| Landscape Work                                | <b>Applicable</b> - The Landscape work code is listed as a relevant code for assessment within the Place Code, therefore this code has been addressed in <b>Appendix D</b> of this report.                                                                             |
| Reconfiguring a Lot                           | <b>Applicable</b> - Reconfiguring a Lot aspects are proposed, therefore this code has been addressed in <b>Appendix D</b> of this report.                                                                                                                              |
| Vegetation Management                         | <b>Not Applicable</b> - No vegetation clearing is proposed, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.                                                          |
| Works for Infrastructure                      | <b>Applicable</b> - The Works for Infrastructure code is listed as a relevant code for assessment within the Place Code. Therefore, this code has been addressed in <b>Appendix D</b> of this report.                                                                  |
| Constraint Codes                              |                                                                                                                                                                                                                                                                        |
| Bushfire Management Areas                     | <b>Not Applicable</b> – The subject site has been predominantly cleared under historical approvals, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.                  |
| Canals and Waterways                          | <b>Not Applicable</b> – The proposed development area proposed is located completely outside of any mapped waterway, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance. |
| Car Parking, Access and Transport Integration | <b>Applicable</b> - The Car Parking, Access and Transport Integration code is listed as a relevant code for assessment within the Place Code. Therefore, this code has been addressed in <b>Appendix G</b> of this report.                                             |
| Cultural Heritage (Historic)                  | <b>Not Applicable</b> - The subject property is not known to be a listed property, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.                                  |
| Cultural Heritage (Indigenous)                | <b>Not Applicable</b> - The subject property is not known to be a site of indigenous cultural heritage, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.             |
| Flood Affected Areas                          | <b>Not Applicable</b> – The proposed development area is located completely outside of any mapped flood affected areas, therefore a detailed assessment and consideration                                                                                              |

| Table 5 - Relevant Local Planning Codes     |                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                             | of this application against the code was not considered applicable in this particular instance.                                                                                                                                                                                                             |
| Nature Conservation                         | <b>Not Applicable</b> – The proposed development is located within a historically cleared area and will not require any further clearing, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.                 |
| Natural Wetland Areas and Natural Waterways | <b>Not Applicable</b> – The proposed development is located within a historically augmented area and will not require any further earthworks or clearing, therefore a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance. |
| Rail Corridor Environs                      | <b>Not Applicable</b> - The subject property is not near or within a rail corridor, therefore a detailed assessment and consideration of this application against this code was not considered applicable in this particular instance.                                                                      |
| Road, Traffic Noise Management              | <b>Not Applicable</b> - The proposed industrial subdivision does not include or involve a noise sensitive land use. Therefore, a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.                                      |
| Sediment and Erosion Control                | <b>Applicable</b> – The development proposes an aspect of operational works – Change to ground level, and this code is listed as an assessment item. Therefore, this code has been addressed in <b>Appendix D</b> of this report.                                                                           |
| Service Roads (Pacific Motorway)            | <b>Not Applicable</b> - The subject site is not located on the Pacific Highway service road, therefore, a detailed assessment and consideration of this application against the code was not considered applicable in this particular instance.                                                             |
| Steep Slopes or Unstable Soils              | <b>Not Applicable</b> - The subject land is not identified within an area of 'land slip risk of instability', therefore a detailed assessment and consideration of this application against the constraint code was not considered applicable in this particular instance.                                  |
| Unsewered Land                              | <b>Not Applicable</b> - The proposed development is located on an approved industrial lot that will be connected to Council's reticulated sewerage system, therefore a detailed assessment of this application against the constraint code was not considered applicable in this particular instance.       |

## 7.0 KEY CONSIDERATIONS

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

### 7.1 COMPLIANCE WITH PRELIMINARY APPROVAL AND SUBDIVISION APPROVAL

The Vantage Industrial Estate seeks to deliver an envisaged industrial product consistent with the outcomes prescribed within the overarching Preliminary Approval. Importantly, essential aspects of the Preliminary Approval are reflected within the proposed development, demonstrated by compliance with relevant acceptable outcomes and performance outcomes of the Industrial Place Code. Of particular importance, there are no specific conditions of the Preliminary Approval that require specific action for the subject site.

Condition 12 of the subdivision approval speaks to future development landscaping within Stage 1 lots. Specifically, requiring a minimum of 1.5 metres along all street frontages with an average depth of three metres. As per the proposal plans, the landscaping outcomes proposed on site well exceed this requirement and is therefore considered consistent with Condition 12.

### 7.2 CAR PARKING

As per Table to Acceptable Solutions AS8.1.2 of the Place Code the proposed development requires approximately 54 parking spaces (based off 4,674m<sup>2</sup> Total Use Area), whereas 25 are proposed. Although the development does not meet the required parking capacity, it is considered that this parking rate delivers ample parking considering the nature of the use. Further justification for the adopted parking rate is provided within the Traffic Assessment Report, in **Appendix G**. We note whilst this rate reflects a reduce number of carparks, this is a common provision for warehouses of this nature that mostly consistent of storage and smaller workforce and visitor requirements.

### 7.3 STAFFING AND HOURS OF OPERATION

Facilities or uses of this nature generally do not require a large number of staff for effective operation, nor do they result in a high volume of daily visitors. Between 15 and 20 members of staff could be working on site at any one time during normal operating hours (accounting for future growth of operations). Given the nature of the use, visitors to the facility are expected to be minimal and as such the provision of visitor spaces during operative hours has been minimised. As such, during normal hours, approximately two spaces will be left for visitor use, as this is considered adequate for a development of this nature. Although the facility will generally operate under normal working hours 7am – 6pm, 24/7 operational use rights are sought to be maintained (as per the Preliminary Approval) for all use aspects to allow for the facility to deal with potential fluctuations in demand and or business.

#### **7.4 FLEXIBILITY FOR FUTURE USES**

The proposed facility has been designed and sited in such a way as to ensure maximised flexibility for users. This will allow a variety of industrial, warehouse-based users to easily fit and utilise this warehouse long term and will require very minimal internal works to suit any use. The generalised shape, ancillary office inclusion and ample manoeuvring provides the utmost flexibility for future users.

#### **7.5 BUILDING FAÇADE TREATMENT**

The proposed development focuses façade treatments on the northern and eastern sides of the building. The northern façade includes the office and various vertical variation in colour. The eastern façade provides variation in form via number roller doors and the awning attached to the building.

Notably, minimal façade variation is proposed on the southern and western sides of the building. This is warranted by the fact both of these facades face adjoining warehouses that have been built/approved and will block any visual of these facades from the street. It is also important to remember the site will be effectively lowered by the proposed earthworks to ensure it will not be visible behind the other warehouses.

## **8.0 SUMMARY OF FINDINGS AND CONCLUSION**

The proposal will formalise a high quality, long term warehouse suitable for a wide variety of future industrial uses within the thriving Yatala Enterprise Area, specifically 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 Place Code;
- Consistent with the Preliminary Approval that applies over the land;
- Consistent with the intent and content of the industrial precincts;
- Generally, in accordance with the performance criteria and acceptable solutions of the applicable development codes; and
- Appropriate within the context of the site and its surrounds without adversely impacting on the surrounding area and land uses.

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

# APPENDIX E

## CODE ASSESSMENT



gassman  
development  
perspectives

planning  
environment  
landscape  
engineering  
survey

# M38 INDUSTRIAL ESTATE

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## 6.0 M38 INDUSTRIAL ESTATE PLACE CODE DEVELOPMENT REQUIREMENTS

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### 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.

# M38 INDUSTRIAL ESTATE

## 6.3 DEVELOPMENT REQUIREMENTS

### M38 INDUSTRIAL ESTATE PLACE CODE

| PERFORMANCE CRITERIA                                                                                                                                                                                                                                                             | ACCEPTABLE SOLUTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | DOES THE PROPOSAL MEET THE ACCEPTABLE SOLUTION? If not justify how the proposal meets the performance criteria                                                                                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACTASSESSABLE</b>                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                        |
| <b>BUILDING HEIGHT</b>                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                        |
| <b>PC1</b><br>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.                           | <b>AS1</b><br>The building has a maximum of 15 metres.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>COMPLIES WITH AS1</b><br>The development proposes a maximum building height of 14.6m, thereby achieving compliance with AS1.                                                                                                                                                                                                        |
| <b>ACCOMMODATION DENSITY</b>                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                        |
| <b>PC2</b><br>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.                                                                          | <b>AS2</b><br>The maximum dwelling density does not exceed one dwelling per lot.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>AS2 NOT APPLICABLE</b><br>The proposed development does not contain an aspect proposing a dwelling.                                                                                                                                                                                                                                 |
| <b>SITE COVERAGE</b>                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                        |
| <b>PC3</b><br>The site coverage of development shall be in accordance with the open space landscape character of the YEA.                                                                                                                                                        | <b>AS3</b><br><b>Precinct A, B &amp; C:</b> The maximum site coverageshall not exceed 70%.<br><b>Precinct D:</b> The maximum site coverage shallnot exceed 10%.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>COMPLIES WITH AS3</b><br>The proposed development has a site coverage of 43.8%.                                                                                                                                                                                                                                                     |
| <b>BUILDING SETBACK</b>                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                        |
| <b>PC4</b><br>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. | <b>Precinct A</b><br><b>AS4.1</b><br>Buildings are set back from frontages:<br>a) 5 metres from the primary frontage;<br>b) (i) 6 metrrs from the Stapylton Jacobs wellRoad frontage;<br>(ii) 1.5 metres from the secondary frontage; and<br>c) 10 metres from the western boundaryadjoining the existing residential uses.<br><br><b>Precincts B, C &amp; D</b><br><b>AS4.2</b><br>Buildings are set back from frontages:<br>a) 5 metres from the primary frontage; and<br>b) 1.5 metres from the secondary frontage.<br><br><b>AS4.3</b><br>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;<br>a) a landscape buffer strip a minimum | <b>COMPLIES WITH AS4.2</b><br>The proposed warehouse is setback approximately seven metres from the primary road (Eastridge Street).<br><br><b>AS4.1, 4.3 &amp; 4.4 ARE NOT APPLICABLE</b><br>The proposed development is not located in Precinct A, does not adjoin Public Open Space Area nor does it adjoin the Stapylton Landfill. |

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|                                                                                                                                                                                | <p>width of two metres; and</p> <p>b) fencing of the common boundary between the private lot and public open space.</p> <p>AS4.4</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                |
| <b>BOUNDARY FENCING</b>                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                |
| <p>PC5</p> <p>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.</p> | <p>AS5.1</p> <p>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 <b>Figure to AS5.1</b> 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.</p> <p>AS5.2</p> <p>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.</p>                                                                                                                                              | <p><b>COMPLIES WITH AS5.1</b></p> <p>The development proposes palisade fencing along the street frontage.</p> <p><b>AS5.2 COMPLIES</b></p> <p>Side boundary fencing is transparent and does not exceed 2m.</p> |
| <b>DESIGN OF DEVELOPMENT NEAR MAJOR ROADS</b>                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                |
| <p>PC6</p> <p>Those developments visible from, or facing Stapylton-Jacobs Well Road must exhibit a high standard of architectural presentation.</p>                            | <p>AS6</p> <p>Facades visible from, or facing Stapylton-Jacobs Well Road are designed to incorporate:</p> <p>a) materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief;</p> <p>b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided);</p> <p>c) horizontal/vertical articulation of walls at least at 15 metre intervals;</p> <p>d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration;</p> <p>e) other features which contribute to an interesting and attractive appearance</p> <p>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.</p> | <p><b>AS6 NOT APPLICABLE</b></p> <p>The subject site will not be visible from Stapylton Jacobs Well Road as there will be a number of industrial uses between the lot and Stapylton Jacobs Well Road.</p>      |
| <b>VEHICULAR CROSSINGS</b>                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                |
| <p>PC7</p> <p>Vehicular crossings associated with the development must be designed and constructed</p>                                                                         | <p>AS7</p> <p>Driveways are designed and constructed in accordance with relevant sections of <b>Planning Scheme Policy 11 – Land Development Guidelines</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p><b>COMPLIES WITH AS7</b></p> <p>All driveways which form part of the proposed development are designed, and will be constructed, accordingly.</p>                                                           |

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| <p>to ensure:</p> <ul style="list-style-type: none"> <li>a) A safe footpath environment;</li> <li>b) Safe vehicular access to the property;</li> <li>c) Appropriate hydraulic performance of the stormwater infrastructure;</li> <li>d) No damage to vehicle or road infrastructure;</li> <li>e) Minimal loss of on-street parking spaces;</li> <li>and f) Continued amenity of the neighbourhood.</li> </ul>                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>VEHICULAR PARKING</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>PC8</p> <p>On-site vehicle parking is provided to meet expected demand, having regard to:</p> <ul style="list-style-type: none"> <li>a) The size of the proposed workforce;</li> <li>b) The likely number of visitors to the site;</li> <li>c) The likely size and number of service and transport vehicles to be on the site at any one time;</li> <li>d) On-site parking and loading/unloading activities within sites;</li> <li>e) The availability of conveniently located on-street parking;</li> <li>f) Any possible future expansion, redevelopment or change of use.</li> </ul> | <p>AS8.1.1</p> <p>The number of car parking spaces provided on-site generally meets the standards set out in the <b>Constraint Code 4 - Car Parking, Access and Transport Integration</b> in the Gold Coast City Planning Scheme (version 1.1 Amended January 2007);</p> <p>OR</p> <p>AS8.1.2</p> <p>The number of car parking spaces provided on-site is generally in accordance with <b>Table to Acceptable Solutions AS8.1.2</b>.</p> <p>AS8.2</p> <p>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.</p> <p>AS8.3</p> <p>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</p> | <p><b>COMPLIES WITH PC8</b></p> <p>Based on a Total Use Area of 4,674m<sup>2</sup>, the development is required to provide a minimum of 54 parking spaces. However, the development actually provides 25 spaces.</p> <p>Reduced parking supply is considered appropriate as it is reflective of the parking demand for typical Warehouse uses which tend to be space intensive, but not staff intensive.</p> <p>Further justification for the reduced parking demand is provided within the Traffic Impact Assessment (<b>Appendix G</b>).</p> |
| <b>ENVIRONMENTAL MANAGEMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>PC9</p> <p>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,</p>                                                                                                                                                                                                                                                    | <p>AS9</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p><b>NOT APPLICABLE</b></p> <p>The subject site is located within Precinct B.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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|                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| odour, emissions and dust.                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>REFUSE FACILITIES</b>                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>PC10</p> <p>Refuse facilities must be provided on site to service the needs of the development.</p>                                                                          | <p>AS10.1</p> <p>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";</p> <p>AS10.2</p> <p>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;</p> <p>AS10.3</p> <p>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</p> <p>AS10.4</p> <p>The refuse storage area is effectively screened from view with landscaping</p> | <p><b>COMPLIES WITH AS10.1</b></p> <p>The development proposes a waste storage area to the front of the building which will be screened appropriately.</p> <p><b>COMPLIES WITH PC10</b></p> <p>The refuse storage area is located in excess of 3m to the front boundary and 1.5m from any side/rear boundary, however, provides a logical and accessible refuse collection area.</p> <p><b>COMPLIES WITH AS10.3</b></p> <p>The refuse storage area is enclosed as required and detailed on the proposal plans.</p> <p><b>COMPLIES WITH AS10.4</b></p> <p>The refuse storage area is adequately screened from view by its enclosure. The location of the bin storage area behind landscaping means it is not visible from any street.</p> |
| <b>BUILDING DESIGN</b>                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>PC11</p> <p>All buildings within Precinct A must be acoustically treated, to minimise nuisance to the adjoining and surrounding residential development.</p>                 | <p>AS11</p> <p>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).</p>                                                                                                                                                                                                                                                                                                                                                                                                               | <p><b>NOT APPLICABLE</b></p> <p>The proposed development is located within Precinct B.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>HOURS OF OPERATION</b>                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>PC12</p> <p>All activities within Precinct A must be undertaken within appropriate hours, to minimise nuisance to the adjoining and surrounding residential development.</p> | <p>AS12</p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                 | <p><b>NOT APPLICABLE</b></p> <p>The proposed development is located within Precinct B and will retain 24/7 use rights.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



## Part 7 Codes

### Division 2 Specific Development Codes

#### Chapter 11 Changes to Ground Level and Creation of New Waterbodies

##### 1.0 Purpose

This code seeks to ensure that changes to existing ground levels, including the creation of new waterbodies, do not adversely affect other properties or the general amenity of the locality in which the works are occurring. Ground level changes must be geotechnically and ecologically sound and, where a flood affected site is proposed to be developed, adequate measures will be taken to ensure that the development achieves no increase in risk of flood damage to life or to property for existing and proposed residential dwellings. The code also seeks to prevent any increase in runoff that might occur from development that would increase the rate of runoff or the magnitude of the flood volume that would run off during a flood emergency.

Best land management development practices, consistent with the principles of ecologically sustainable development, shall be employed.

This code also seeks to regulate development of land containing potential and actual acid sulfate soils so as to minimise the potential for environmental harm that may arise as a result of disturbances to these soils. In turn, this will minimise short and long term damage to corrodible infrastructure and natural ecosystems.

##### 2.0 Application

- 2.1 This code applies to development indicated as 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 The provisions of this code apply to the life of any development, as well as to the construction period of the development. All information required to support an application, including engineering analyses, calculations, reports and drawings, shall be in accordance with **Planning Scheme Policy 11 – Land Development Guidelines**.
- 2.3 Performance Criteria PC1-PC20 apply to all code and impact assessable development subject to this code.

##### 3.0 Development Provisions

| Performance Criteria | Acceptable Solutions | How does the proposal comply with the Acceptable Solution or Performance Criteria? | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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#### Development that is Code Assessable or Impact Assessable

##### Acid Sulfate Soils

|                                                                                                           |                                                                                                                                                                                                             |                                                                                                                                                                 |  |
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| PC1<br>Development on land containing acid sulfate soils must not result in environmental harm or damage. | AS1.1.1<br>The land is at or below AHD 5 and is assessed for acid sulfate soil, in accordance with <b>Planning Scheme Policy 14 – Management of Activities Located Within Areas of Acid Sulfate Soils</b> . | <b>AS1.1.1 – COMPLIES</b><br>The proposed development is subject to Condition 12 of the Preliminary Approval that has approved an Acid Sulfate Management Plan. |  |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|



| Performance Criteria                                                                                                                                                                                              | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                    | How does the proposal comply with the Acceptable Solution or Performance Criteria?                                                                                                                                   | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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|                                                                                                                                                                                                                   | <p>AS1.1.2</p> <p>The land is at or below AHD 20 and excavation is proposed to levels below AHD 5 and the development is assessed for acid sulfate soil, in accordance with <b>Planning Scheme Policy 14 – Management of Activities Located Within Areas of Acid Sulfate Soils</b>.</p>                                                                                 | <p><b>AS1.1.2 – COMPLIES</b></p> <p>The proposed development is subject to Condition 12 of the Preliminary Approval that has approved an Acid Sulfate Management Plan.</p>                                           |                                                                                                                                                            |
| <b>Stormwater Drainage Considerations</b>                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                      |                                                                                                                                                            |
| <p>PC2</p> <p>Development must not cause adverse stormwater drainage impacts on areas external and internal to the site.</p>                                                                                      | <p>AS2.1</p> <p>The change to ground level maintains flood storage volume over the site for the 20 year ARI storm event.</p> <p>AS2.2</p> <p>The change in ground level does not involve filling below Q100.</p> <p>AS2.3</p> <p>The change in ground level does not impound or divert rainfall runoff.</p>                                                             | <p><b>NOT APPLICABLE</b></p> <p>Flood overlay mapping does not impact the subject site.</p>                                                                                                                          |                                                                                                                                                            |
| <b>Geotechnical Site Requirements</b>                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                      |                                                                                                                                                            |
| <p>PC3</p> <p>All earthworks must be carried out in a location which is not at risk from:</p> <p>a) geotechnical instability at a nearby location; or</p> <p>b) geotechnical instability on the subject site.</p> | <p>AS3.1</p> <p>The site is:</p> <p>a) located in areas free of compressible soils;</p> <p>b) designated as having very low to low slope instability.</p> <p>AS3.2</p> <p>The site is not identified on <b>Overlay Map OM16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard</b> as an area with moderate, high and very high risk of instability.</p> | <p><b>AS3.1 – COMPLIES</b></p> <p>No earthworks are to be carried out on areas of geotechnical instability land.</p> <p><b>AS3.2 – NOT APPLICABLE</b></p> <p>Subject land is not identified on overlay map OM16.</p> |                                                                                                                                                            |
| <p>PC4</p> <p>All earthworks must be geotechnically stable, and must not decrease the geotechnical</p>                                                                                                            | <p>AS4</p> <p>The earthworks are undertaken in a manner which:</p>                                                                                                                                                                                                                                                                                                      | <p><b>PC4 – COMPLIES</b></p> <p>All earthworks are subject to detail civil design and geotechnical stability engineering.</p>                                                                                        |                                                                                                                                                            |



| Performance Criteria                                                                                                                                                                             | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | How does the proposal comply with the Acceptable Solution or Performance Criteria?                                                                                                                                                                                                                                                                                                      | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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| stability of the subject or adjacent sites.                                                                                                                                                      | a) involves a maximum cut and/or fill of less than 1 metre in height;<br>b) involves batters no steeper than one in two.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                            |
| <b>Local Amenity, Noise and Emissions</b>                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                            |
| <b>PC5</b><br>All activities carried out for or associated with changes to ground level must be conducted in a manner which ensures minimal disturbance to the amenity of the built environment. | <b>AS5.1</b><br>The development involves work which has the potential to generate dust, and the following control measures are implemented:<br>a) daily water spraying of exposed areas;<br>b) provision of sealed roads;<br>c) protective covering of exposed areas;<br>d) the installation of wind barriers.<br><b>AS5.2</b><br>All earthworks on the property are undertaken only during the hours of 6am to 6pm, Monday to Friday, and 7am to 6pm on Saturday. No work is undertaken on Sunday.                                                                                                                                                                                                               | <b>AS5.1 – WILL COMPLY</b><br>The proposed development will ensure that the proposed change to ground level works will be conducted so as not to impact or affect the amenity of the surrounding area.<br><br><b>AS5.2 – WILL COMPLY</b><br>All works will be conducted between the hours of 6am to 6pm, Monday to Friday, and 7am to 6pm on Saturday. No work is undertaken on Sunday. |                                                                                                                                                            |
| <b>PC6</b><br>All work associated with any development must not create a negative impact upon the amenity of surrounding properties.                                                             | <b>AS6.1</b><br>The cut and/or fill is retained, and the retaining wall is set back from any boundary at least one quarter of its height, with a minimum distance of 300mm, and:<br>a) the site is located within a residential domain or adjacent to a site in a residential domain, and the retaining wall is stepped 1.5 metres for every 1.5 metres in height, and the terraces are landscaped; or<br>b) the site is located within a non-residential domain, and the retaining wall is stepped 1.5 metres for every three metres in height, and the terraces are landscaped.<br><b>AS6.2</b><br>The cut and/or fill is not retained, and the toe of any batter is no closer than 300mm from a boundary, and: | <b>AS6.1 – COMPLIES</b><br>Proposed earthworks will be in accordance with the Bulk Earthworks plans and Statement of Landscape Intent.<br><br><b>AS6.2 –COMPLIES</b><br>Proposed earthworks will be in accordance with the Bulk Earthworks plans and Statement of Landscape Intent.                                                                                                     |                                                                                                                                                            |



| Performance Criteria                                                                                                                                                           | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | How does the proposal comply with the Acceptable Solution or Performance Criteria?                                                                                                                                                                                             | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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|                                                                                                                                                                                | <p>a) the site is located within a residential domain or adjacent to a site in a residential domain, and batters along boundaries are no steeper than one in four and landscaped; or</p> <p>b) the site is located within a non-residential domain, and batters along boundaries are no steeper than 1 in 2 and landscaped.</p>                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                |                                                                                                                                                            |
| <b>Managing Contamination Risk</b>                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                |                                                                                                                                                            |
| <p>PC7</p> <p>Any filling or excavation must not result in the contamination of land.</p>                                                                                      | <p>AS7</p> <p>The fill material is solid clean earth or clean inert material, free of organic, putrescible or refuse matter.</p>                                                                                                                                                                                                                                                                                                                                                                                                                   | <p><b>AS7 – WILL COMPLY</b></p> <p>All filling will be solid clean earth material.</p>                                                                                                                                                                                         |                                                                                                                                                            |
| <b>Geotechnical Fill Considerations</b>                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                |                                                                                                                                                            |
| <p>PC8</p> <p>Any materials used as fill must be able to adequately support future development of the land.</p>                                                                | <p>AS8</p> <p>The proposed type, composition and source of fill material is geotechnically suitable, and is adequately compacted to support future development, in accordance with the requirements of <b>Planning Scheme Policy 11 – Land Development Guidelines</b>.</p>                                                                                                                                                                                                                                                                         | <p><b>AS89 – WILL COMPLY</b></p> <p>All proposed fill material will be geotechnically suitable, and adequately compacted (98% based on industrial land designation) to support future development, in accordance with the requirements of the Land Development Guidelines.</p> |                                                                                                                                                            |
| <b>Hydraulic Considerations</b>                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                |                                                                                                                                                            |
| <p>PC9</p> <p>Any change to the level of the land must not have an adverse flooding impact on the flooding and drainage characteristics of external sites and/or premises.</p> | <p>AS9</p> <p>As demonstrated by a hydraulic report prepared in accordance with Council's Hydraulic Report Requirements, the filling or excavation does not:</p> <ul style="list-style-type: none"> <li>a) cause ponding on the site or nearby land;</li> <li>b) increase flooding which adversely affects the safety or use of any land upstream and downstream;</li> <li>c) adversely affect the flow of water in any overland flow path; or otherwise</li> <li>d) contravene the intent of Constraint Code 8 - Flood Affected Areas.</li> </ul> | <p><b>AS9 – NOT APPLICABLE</b></p> <p>The subject site is not located within a flood affected area.</p>                                                                                                                                                                        |                                                                                                                                                            |



| Performance Criteria                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | How does the proposal comply with the Acceptable Solution or Performance Criteria?                                                                                                                                                                                                                                                                           | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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| <p>PC10</p> <p>Development upstream of areas with over floor flooding shall not increase the contribution of floodwater from the catchment. Over floor flooding occurs adjacent to:</p> <ul style="list-style-type: none"> <li>a) Currumbin Creek, downstream of weir near Stackpole Street;</li> <li>b) Tallegbudgera Creek, downstream of Benardon Court;</li> <li>c) Mudgeeraba Creek, downstream of Berrigans Road;</li> <li>d) Nerang River, east of the Pacific Motorway;</li> <li>e) Coomera River, east of the Oxenford - Tamborine Road;</li> <li>f) Coombabah Creek, downstream of the Pacific Highway;</li> <li>g) Saltwater Creek, downstream of its crossing by Kopps Road.</li> </ul> | <p>AS10.1</p> <p>Flood storage detention facilities are provided, where possible, on public land, of sufficient capacity to retain runoff such that the total peak runoff rate and volume released during the flood is not greater than would have been the case prior to development.</p> <p>AS10.2</p> <p>A certified hydraulic study (and, if necessary, a hydrologic study) is prepared by a suitably qualified and experienced engineer to investigate the characteristics of both the undeveloped and developed site, and determines to the satisfaction of the Assessment Manager that a detention storage is not required, and a contribution is made by the developer to a Council sponsored community flood detention facility.</p> | <p><b>AS10.1 – NOT APPLICABLE</b></p> <p>The subject site is not located within a flood affected area.</p> <p><b>AS10.2 – NOT REQUIRED</b></p> <p>The subject site is not located within a flood affected area.</p>                                                                                                                                          |                                                                                                                                                            |
| <p>PC11</p> <p>All development must ensure that there is no impact to local drainage regimes, such that no real damage is caused to any properties upstream or downstream of the site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>AS11</p> <p>Stormwater drainage is provided in accordance with <b>Planning Scheme Policy 11 – Land Development Guidelines</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>AS11 – COMPLIES</b></p> <p>The development will be in accordance with the approved SWMP for the wider industrial estate.</p>                                                                                                                                                                                                                           |                                                                                                                                                            |
| <b>Haulage Activity and Amenity</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                            |
| <p>PC12</p> <p>All activities carried out for or associated with changes to ground level, including haulage activity, must be conducted in a manner which ensures minimal disturbance to the amenity of the built environment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>AS12.1</p> <p>The development involves the transportation of fill material to and/or from the site, and the following measures are taken:</p> <ul style="list-style-type: none"> <li>a) loads are covered;</li> <li>b) spilled or wheel tracked material is immediately cleaned up from external roads; and</li> <li>c) heavy vehicle traffic is controlled.</li> </ul> <p>AS12.2</p> <p>All waste material, including vegetation, is transported from the site and disposed of in an approved location.</p>                                                                                                                                                                                                                               | <p><b>AS12.1 – WILL COMPLY</b></p> <p>The proposed development will undertake measures to ensure the transportation of fill material to and/or from the site does not impact on the surrounding environment.</p> <p><b>AS12.2 – WILL COMPLY</b></p> <p>All waste will be transported to an appropriate landfill site.</p> <p><b>AS12.3 – WILL COMPLY</b></p> |                                                                                                                                                            |



| Performance Criteria                                                                                                                                                 | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                            | How does the proposal comply with the Acceptable Solution or Performance Criteria?                                                                                                                                                                                                                                 | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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|                                                                                                                                                                      | <p>AS12.3<br/>All haulage routes are approved by the Department of Transport for declared main roads, and by Council for all other roads.</p> <p>AS12.4<br/>All haulage to and from the site is to be undertaken only during the hours of 6am to 6pm Monday to Friday and 7am to 6pm on Saturdays.</p>                                                          | <p>Transportation activities associated with the change to ground level will comply with the state and Local Government requirements.</p> <p><b>AS12.4 – WILL COMPLY</b><br/>All haulage to and from the site will be carried out during the hours of 6am to 6pm Monday to Friday and 7am to 6pm on Saturdays.</p> |                                                                                                                                                            |
| <b>Treatment of Fill and Retaining Walls</b>                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                            |
| <p>PC13<br/>All work associated with any development must not create a negative impact upon the amenity of surrounding properties.</p>                               | <p>AS13.1<br/>Filling material is placed on the development site and is maintained within the subject property, unless alternative arrangements are agreed by the affected neighbouring property owner.</p> <p>AS13.2<br/>Any retaining walls which present to the street or adjoining land, have a finish that is compatible with surrounding development.</p> | <p><b>AS13.1 – WILL COMPLY</b><br/>All materials to be maintained on the subject site.</p> <p><b>AS13.2 – COMPLIES</b><br/>The proposed retaining walls will feature an appropriate sandstone block finish consistent with others in the estate.</p>                                                               |                                                                                                                                                            |
| <b>Water Quality</b>                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                            |
| <p>PC14<br/>Development must not have an adverse impact upon the City's ground water, waterways and wetlands.</p>                                                    | <p>AS14<br/>Sediment and erosion control measures are implemented with the filling/excavation work.</p>                                                                                                                                                                                                                                                         | <p><b>AS14 – COMPLIES</b><br/>Sediment and erosion control plans form part of the bulk earthworks plans.</p>                                                                                                                                                                                                       |                                                                                                                                                            |
| <p>PC15<br/>The natural hydrological regimes of the site, including natural water quality, quantity and groundwater conditions, must be maintained and enhanced.</p> | <p>AS15.1<br/>Sediment and erosion control measures are implemented with the filling/excavation work, in accordance with an approved Erosion and Sedimentation Control Program.</p> <p>AS15.2<br/>The methods of stormwater run-off control and the design of the stormwater system</p>                                                                         | <p><b>AS15.1 – COMPLIES</b><br/>Sediment and erosion control plans form part of the bulk earthworks plans.</p> <p><b>AS15.2 – COMPLIES</b><br/>The development complies with the approved SWMP for the wider estate.</p>                                                                                           |                                                                                                                                                            |



| Performance Criteria                                                                                                                                                         | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                         | How does the proposal comply with the Acceptable Solution or Performance Criteria?                                                                                                                                                                  | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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|                                                                                                                                                                              | <p>does not create a point source discharge to waterbodies.</p> <p>AS15.3<br/>A Stormwater Management Intent is prepared for the site which demonstrates that:</p> <ul style="list-style-type: none"> <li>a) stormwater is treated prior to discharge into any waterways;</li> <li>b) the velocity and quality of stormwater to be discharged into the waterways does not degrade the environmental values of the adjoining site.</li> </ul> | <p><b>AS15.3- COMPLIES</b></p> <p>The development complies with the approved SWMP for the wider estate.</p>                                                                                                                                         |                                                                                                                                                            |
| <b>Finished Surface Levels</b>                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                     |                                                                                                                                                            |
| <p>PC16</p> <p>All development must have a finished surface level which is free draining and free from flooding.</p>                                                         | <p>AS16.1.1</p> <p>The development is free draining and the surface gradient of the fill and/or excavated area is within the range 0.5% to 1.5%.</p> <p>OR</p> <p>AS16.1.2</p> <p>The development includes steep surface gradients, which achieve integration with the surrounding topography, and the finished profile does not interrupt or materially change the surface water drainage, from or onto adjoining land.</p>                 | <p><b>AS161.1- COMPLIES</b></p> <p>Earthworks are designed as free draining within the range of 0.5% to 1.5%.</p> <p><b>AS16.2 – COMPLIES</b></p> <p>Please refer to the submitted change to ground level drawings which demonstrate compliance</p> |                                                                                                                                                            |
| <b>Construction of New Waterbodies</b>                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                     |                                                                                                                                                            |
| <p>PC17</p> <p>The new waterbodies must be suitable for their intended uses, and must maintain and enhance the water quality of existing waterbodies connecting to them.</p> | <p>AS17.1</p> <p>A Water Quality Management Plan, which is prepared by a competent person, demonstrates that:</p> <ul style="list-style-type: none"> <li>a) the water quality of the new waterbodies is of the same or higher standard as the existing water quality;</li> <li>b) long term maintenance of the desired water quality is achieved;</li> <li>c) breeding potential of biting insects is minimised.</li> </ul> <p>AS17.2</p>    | <p><b>AS17.1 to AS17.4 – NOT APPLICABLE</b></p> <p>No waterbodies are proposed as part of this application.</p>                                                                                                                                     |                                                                                                                                                            |



| Performance Criteria                                                                                                                                                                                                                        | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                          | How does the proposal comply with the Acceptable Solution or Performance Criteria?              | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
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|                                                                                                                                                                                                                                             | <p>The water body does not have deep, isolated holes that stratify and increase the possibility of algal blooms occurring, if that stratification breaks down.</p> <p>AS17.3<br/>Pumping for the purposes of maintaining water quality is avoided.</p> <p>AS17.4<br/>The water body is designed with a suitable outlet to ensure that flushing, if required, is possible.</p> |                                                                                                 |                                                                                                                                                            |
| <p>PC18<br/>Operational work must not cause geotechnical bank instability, erosion, bed scour or revetment wall collapse to adjacent waterbodies or to newly constructed waterbodies.</p>                                                   | <p>AS18<br/>Edge treatment to the embankments of the waterbodies is in place during and after construction, in a manner certified by a competent person.</p>                                                                                                                                                                                                                  | <p><b>AS18– NOT APPLICABLE</b><br/>No waterbodies are proposed as part of this application.</p> |                                                                                                                                                            |
| <p>PC19<br/>New waterbodies to be transferred to public ownership must have regard to public safety.</p>                                                                                                                                    | <p>AS19<br/>The water body includes:<br/>a) warning signs;<br/>b) fencing of areas where access is restricted, such as steep sided embankments or large drops.</p>                                                                                                                                                                                                            | <p><b>AS19– NOT APPLICABLE</b><br/>No waterbodies are proposed as part of this application.</p> |                                                                                                                                                            |
| <b>Access to New Waterbodies</b>                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                 |                                                                                                                                                            |
| <p>PC20<br/>Development incorporating new waterbodies must be designed to provide suitable access for maintenance of revetment walls and cleaning of the water body, including the removal of rubbish, reeds and surplus aquatic flora.</p> | <p>AS20<br/>Access is provided to the owner/s of the waterbodies, by:<br/>a) dedication of land to the Crown, for this purpose; or<br/>b) existing access arrangements.</p>                                                                                                                                                                                                   | <p><b>AS20– NOT APPLICABLE</b><br/>No waterbodies are proposed as part of this application.</p> |                                                                                                                                                            |



## 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 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------|
| <b>Development that is Self-Assessable, Code Assessable or Impact Assessable</b>                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                          |              |
| <b>Protection and Preservation of Areas Required for Road Widening, the Provision of Public Transport Facilities or New Transport Corridors</b>                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                          |              |
| <p>PC1</p> <p>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.</p>                                                                                                                                              | <p>AS1</p> <p>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.</p>                                                                                                         | <p><b>AS1 – NOT APPLICABLE</b></p> <p>The proposed development is not affected by future road requirement.</p>           |              |
| <b>Port Cocheres</b>                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                          |              |
| <p>PC2</p> <p>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.</p> | <p>AS2</p> <p>The <i>porte cochere</i> has a minimum vertical clearance of 4.5 metres.</p>                                                                                                                                                                                                                                                                                                                                        | <p><b>AS2 - NOT APPLICABLE</b></p> <p>There is no Porte Cochere proposed.</p>                                            |              |
| <b>Design of Car Parking Areas and Car Park Spaces</b>                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                          |              |
| <p>PC3</p> <p>All car parking spaces must be constructed and linemarked to the correct size and standard.</p>                                                                                                                                                                                                                              | <p>AS3.1</p> <p>All car parking spaces are constructed in compliance with <b>AS2890.1 – Parking Facilities Part 1: Off Street Car Parking.</b></p> <p>AS3.2</p> <p>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 <b>AS2980.1 – Parking Facilities Part 1: Off Street Car Parking.</b></p> | <p><b>COMPLIES WITH AS3.1 - AS3.2</b></p> <p>The proposed parking spaces are compliant with the listed requirements.</p> |              |



|                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                     |  |
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| <p>PC4<br/>Car parking areas must be landscaped to reduce visual impact and to provide opportunities for shade.</p>                                                                                                                                                                                                                                                                                                                                     | <p>AS4<br/>In car parking areas exceeding 300m<sup>2</sup> in site area:</p> <ul style="list-style-type: none"> <li>a) at least 5% of the area is landscaped;</li> <li>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</li> <li>c) one landscaped tree bay is to be provided for every 21 car parking spaces.</li> </ul>                                                                                                                                                          | <p><b>COMPLIES WITH AS4</b><br/>The development does comply with AS4 given that:</p> <ul style="list-style-type: none"> <li>• at least 5% of the parking area is landscaped;</li> <li>• a landscaping buffer along the site's frontage is provided; and</li> <li>• and a landscaped tree bay is included (given more than 21 parking bays are proposed).</li> </ul> |  |
| <p><b>Signs and Line Marking</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                     |  |
| <p>PC5<br/>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:</p> <ul style="list-style-type: none"> <li>a) a car park is located at the rear of the site;</li> <li>b) access to the car park is not located in the main frontage road;</li> <li>c) there are a number of access points serving different parts of the site.</li> </ul> | <p>AS5.1<br/>Signs incorporate the standard Service Sign Series 'P' sign, as detailed under <b>Guide Signs</b> in the <b>Manual of Uniform Traffic Control Devices, Queensland</b>. (This does not apply to residential developments with less than 10 units)</p> <p>AS5.2<br/>Signs are used to mark car parking bays which are provided for disabled drivers, motorcycles and special zones, such as bus zones.</p>                                                                                                                                                                                             | <p><b>COMPLIES WITH AS5.1 – AS5.2</b><br/>Parking areas will be appropriately marked and signed.</p>                                                                                                                                                                                                                                                                |  |
| <p><b>Tandem Car Spaces</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                     |  |
| <p>PC6<br/>Tandem car parking must only be used in circumstances where no inconvenience arises from its use.</p>                                                                                                                                                                                                                                                                                                                                        | <p>AS6.1<br/>Tandem car parking spaces (ie. two car parking spaces, nose to tail) are counted as one space, except in the following cases:</p> <ul style="list-style-type: none"> <li>a) the development is for residential purposes;</li> <li>b) the tandem spaces are to be used by the occupants of the site, in one tenancy;</li> <li>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.</li> </ul> <p>AS6.2<br/>The minimum length of the tandem car space is 10.4 metres.</p> <p>AS6.3</p> | <p><b>AS6.1 – AS6.3 - NOT APPLICABLE</b><br/>The development does not propose tandem bays.</p>                                                                                                                                                                                                                                                                      |  |



|                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                        |  |
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|                                                                                                                                                                      | Tandem garages have a minimum internal length of 11 metres.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                        |  |
| <b>Access to Car Park Areas</b>                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                        |  |
| <p><b>PC7</b><br/>Car parking areas must not cause vehicle queues into the frontage road system or encourage drivers to reverse into the road system.</p>            | <p><b>AS7.1</b><br/>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.<br/><b>OR</b><br/><b>AS7.2</b><br/>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.<br/><b>AS7.3</b><br/>Provision is made for a defined queuing area, free of any parking manoeuvres or internal intersections in accordance with the provisions of the <b>Table to Acceptable Solution AS7.3</b>, for developments comprising of more than two dwelling units and where a security gate is proposed.</p> | <p><b>AS7.1 – NOT APPLICABLE</b><br/>The proposal does not involve residential development.</p> <p><b>COMPLIES WITH AS7.2</b><br/>The development has been designed so that all vehicles are able to enter and exit in forward gear.</p> <p><b>AS7.3 – NOT APPLICABLE</b><br/>The proposal is not for residential dwelling units, nor is a security gate proposed.</p> |  |
| <p><b>PC8</b><br/>Car parking areas providing more than 20 car parking spaces must allow for the separation of vehicles and pedestrians.</p>                         | <p><b>AS8</b><br/>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p><b>COMPLIES WITH AS8</b><br/>A pedestrian footpath is provided adjacent the carpark to the front door of the building.</p>                                                                                                                                                                                                                                          |  |
| <p><b>PC9</b><br/>Access to car parking spaces must be provided for employees and visitors.</p>                                                                      | <p><b>AS9.1</b><br/>Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>COMPLIES WITH AS9.1</b><br/>The proposed security gates will remain open during all business hours to ensure vehicular access for employees and visitors is not restricted.</p>                                                                                                                                                                                  |  |
| <b>Driveways and Crossovers</b>                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                        |  |
| <p><b>PC10</b><br/>Driveways from car parks or developments into public roads must be minimised to reduce interference with public road traffic and pedestrians.</p> | <p><b>AS10.1</b><br/>The maximum number of crossovers for residential developments is one for detached dwelling properties and two for multiple unit dwelling complexes.<br/><b>AS10.2</b><br/>The maximum number of crossovers for non-residential developments is two crossovers per property.<br/><b>AS10.3</b><br/>A vehicle crossover is separated from any other vehicle crossover by a minimum distance of three metres.</p>                                                                                                                                                                                                                                                                                                            | <p><b>AS10.1 – NOT APPLICABLE</b><br/>The development is not for residential development.</p> <p><b>COMPLIES WITH AS10.2</b><br/>The development proposes a single crossover.</p> <p><b>COMPLIES WITH AS10.3</b><br/>The proposed vehicular crossover is separated from any other vehicular crossover by at least three metres.</p>                                    |  |
| <p><b>PC11</b></p>                                                                                                                                                   | <p><b>AS11.1</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p><b>COMPLIES WITH AS11.1 – AS11.2</b></p>                                                                                                                                                                                                                                                                                                                            |  |



|                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
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| <p>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.</p>     | <p>The geometric design of entry and exit driveways conforms with <b>Standard Drawing No 59218</b> of <b>Planning Scheme Policy 11 – Land Development Guidelines</b>.</p> <p>AS11.2<br/>Access to roads or streets adjacent to the site is consistent with <b>AS2890.1 – Parking Facilities Part 1: Off Street Car Parking</b> and <b>AS2890.2 – Off Street Parking Part 2: Commercial Vehicles</b>.</p> <p>AS11.3<br/>Where separate entry and exit driveways are used, the first driveway reached from the kerbside land is clearly delineated and sign-posted.</p> <p>AS11.4.1<br/>Access to developments on dual carriageway roads is left in/left out.</p> <p>OR</p> <p>AS11.4.2<br/>A new intersection is provided between the access way and the dual carriageway.</p> <p>AS11.5<br/>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.</p> <p>AS11.6<br/>The boundaries of the frontage road are modified to accommodate all intersection infrastructure within the public road.</p> <p>AS11.7<br/>Developments with new traffic signal controlled access, within network traffic systems, provide the necessary infrastructure to integrate the new signals.</p> | <p>The proposed crossovers will be designed in accordance with the necessary requirements and provide safe access to the public roads with ample sight lines and unobstructed access.</p> <p><b>AS11.3 – NOT APPLICABLE</b><br/>Separate entry and exit driveways are not proposed.</p> <p><b>AS11.4 – NOT APPLICABLE</b><br/>The subject site does not propose access to a dual carriageway road.</p> <p><b>AS11.5 - AS11.7 – NOT APPLICABLE</b></p> |  |
| <p><b>Internal Circulation</b></p>                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| <p>PC12<br/>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.</p> | <p>AS12.1<br/>The internal layout of the site is consistent with <b>AS2890.1 – Parking Facilities Part 1: Off Street Car Parking</b> and <b>AS2890.2 – Off Street Parking Part 2: Commercial Vehicles</b>.</p> <p>AS12.2<br/>Parking and circulation aisles have a maximum length of 100 metres.</p> <p>AS12.3<br/>Dead end aisles do not exceed 20 metres in length.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p><b>COMPLIES WITH AS12.1 – AS12.7</b> – The proposed development provides appropriate internal circulation in accordance with the relevant Australian Standards.</p>                                                                                                                                                                                                                                                                                |  |



|                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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|                                                                                                                                                                                                                                                                                                                | <p>AS12.4<br/>Aisle design does not include cross intersections.</p> <p>AS12.5<br/>Car parking space/s is/are not located in areas used for manoeuvring of heavy vehicles.</p> <p>AS12.6<br/>Car parks are designed so that vehicles do not reverse across pedestrian crossings.</p> <p>AS12.7<br/>Speed humps are not provided in entry or exit queuing areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| <b>Loading Bay and Set Down Area Requirements</b>                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| <p>PC13<br/>Development must make provision for loading bays and set down areas for the:</p> <ul style="list-style-type: none"> <li>a) collection and set down of passengers;</li> <li>b) parking of trailers;</li> <li>c) service vehicle parking; and</li> <li>d) loading and unloading of goods.</li> </ul> | <p>AS13<br/>Loading and set down areas are provided consistent with the <b>AS2890.2 – Off Street Parking Part 2: Commercial Vehicles</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p><b>COMPLIES WITH AS13</b> – The development provides loading and set down areas in accordance with the required Australian Standards.</p>                                                                                                                                                                                                                                                                                                                                                                   |  |
| <b>Design Service Vehicle Requirements</b>                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| <p>PC14<br/>Development must provide for the required 'design service vehicle' to service the development.</p>                                                                                                                                                                                                 | <p>AS14.1<br/>Provision is made for service vehicles, in accordance with the <b>Table to Acceptable Solution AS14.1</b>.</p> <p>AS14.2<br/>Provision is made for service vehicles, in accordance with the <b>Table to Acceptable Solution AS14.2</b>, for sites less than 4,000m<sup>2</sup> in area that require access by service vehicles.</p> <p>AS14.3<br/>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.</p> <p>AS14.4<br/>A driveway which caters for heavy vehicles is designed in accordance with <b>AS2890.2 – Off Street Parking Part 2: Commercial Vehicles</b> and <b>Standard Drawing No 59218 Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines</b>.</p> | <p><b>COMPLIES WITH AS14.1</b><br/>The development provides for an AV service vehicle.</p> <p><b>COMPLIES WITH AS14.2</b><br/>The development provides full on-site maneuvering for an AV service vehicle.</p> <p><b>COMPLIES WITH AS14.3</b><br/>The development provides for a height clearance in excess of 6.5m for the proposed eastern awning.</p> <p><b>COMPLIES WITH AS14.4</b><br/>The driveway will be designed in accordance with the required Australian Standards and Planning Scheme Policy.</p> |  |
| <b>Provision of Bicycle Parking Spaces</b>                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |



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| <p>PC15<br/>Bicycle parking must be provided for all non-residential developments where the required car parking provision exceeds 20 parking spaces.</p>                                                                                                                                                                             | <p>AS15.1<br/>Where non-residential development requires the provision of more than 20 car parking spaces, bicycle parking is provided in accordance with the <b>AustroadsGuide to Traffic Engineering Practice: Part 14: Table 10.1.</b></p> <p>AS15.2<br/>Where bicycle parking is to be provided, additional facilities for bicycle users are designed and constructed in accordance with <b>AS2890.3 – Parking Facilities Part 3: Bicycle Parking Facilities.</b></p>                                                                                                                                     | <p><b>COMPLIES WITH AS15.1</b> – The proposed development provides five bicycle parking spaces in accordance with the relevant Australian Standards.</p> <p><b>COMPLIES WITH AS15.2</b><br/>The development provides facilities for bicycle users in accordance with the relevant Australian Standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| <p><b>Provision of Car Parking Spaces</b></p>                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| <p>PC16<br/>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.</p> | <p>AS16.1<br/>Car parking is provided in accordance with the number of spaces required for the specific use listed in the <b>Table to Acceptable Solution AS16.1.</b></p> <p>AS16.2<br/>If an additional building is constructed, or an existing building is extended, the car space requirements determined from <b>Table to Acceptable Solution AS16.1</b> 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.</p> | <p><b>COMPLIES WITH PC16</b> – The proposed development requires 54 parking spaces as per the requirements of the M38 Industrial Estate Place Code which overrides the <i>Table to Acceptable Solution AS16.1</i>.</p> <p>However, the development proposes 25 parking spaces which represents a shortfall of 29 spaces.</p> <p>Reduced parking supply is considered appropriate as it is reflective of the parking demand for typical Warehouse uses which tend to be space intensive, but not staff intensive.</p> <p>Further justification for the reduced parking demand is provided within the Traffic Impact Assessment (<b>Appendix G</b>).</p> <p><b>AS16.2 NOT APPLICABLE</b><br/>The proposal does not involve an extension to existing development.</p> |  |
| <p>PC17<br/>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.</p>                                                                                                                                                                           | <p>AS17.1.1<br/>Any car parking spaces lost are replaced elsewhere on the site.</p> <p>OR</p> <p>AS17.1.2<br/>A monetary contribution is provided to Council for those car parking spaces lost, consistent with <b>AS16.2.</b></p> <p>OR</p> <p>AS17.1.3<br/>The Building Work is associated with a Material Change of Use that requires a lesser number of parking spaces than the existing use.</p>                                                                                                                                                                                                         | <p><b>AS17.1.1 – AS17.1.3 NOT APPLICABLE</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| <p><b>Driveways and Crossovers</b></p>                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| <p>PC18<br/>Vehicle crossovers must be</p>                                                                                                                                                                                                                                                                                            | <p>AS18<br/>Access to developments with more than one frontage road is</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>AS18 – NOT APPLICABLE</b> – The subject site has only a single frontage.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |



|                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                         |  |
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| constructed to minimise conflict with passing traffic and pedestrians.                                                                                                                    | via minor roads. Impacts of driveway traffic are concentrated on less busy roads, with traffic distributed to major roads via existing intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                         |  |
| <b>Safe Pedestrian Access</b>                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                         |  |
| <p>PC19<br/>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.</p> | <p>AS19.1<br/>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.</p> <p>AS19.2<br/>Landscaping surrounding the pedestrian walkways and shelters is no higher than 600mm and incorporates trees with branching not lower than 2m (clear stem trees).</p> <p>AS19.3<br/>Solid walls and fences are avoided adjacent to pedestrian walkways to improve actual and perceived safety.</p> <p>AS19.4<br/>Security is to be enhanced by passive surveillance over the car parking area from nearby residences or other activities, where practicable.</p> | <p><b>COMPLIES WITH AS19.1 – AS19.4</b> – The proposed development provides ample pedestrian access. 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.</p> |  |
| <b>Safe Pedestrian and Cyclist Facilities</b>                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                         |  |
| <p>PC20<br/>The design of pedestrian and cyclist facilities must be safe, useable and readily accessible.</p>                                                                             | <p>AS20<br/>Pedestrian and cyclist facilities are designed to encourage the use of these modes by:</p> <ul style="list-style-type: none"> <li>a) minimising distances, and providing safe grading paths, separated from motorised traffic;</li> <li>b) using even, non-slippery pavement materials.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                   | <p><b>COMPLIES WITH AS20</b> – the development provides appropriate pedestrian and cyclist facilities. Notably, these are at a lesser rate given the fact few industrial workforces generate a need for this type of transport medium.</p>                                              |  |
| <b>Integration of Development with Public Transport</b>                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                         |  |
| <p>PC21<br/>Development that attracts a high proportion of people dependent on public transport must provide facilities to accommodate public transport servicing requirements.</p>       | <p>AS21.1<br/>Any development that includes activities listed in the <b>Table to Acceptable Solution AS21.1</b> provides a bus set down facility on and off-site, in close proximity to the entrance of the development.</p> <p>AS21.2<br/>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).</p>                                                                                                                                                                                                           | <p><b>NOT APPLICABLE</b> – Public transport facilities are not required.</p>                                                                                                                                                                                                            |  |



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| <p>PC22<br/>Development that attracts a reasonable proportion of people dependent on public transport must assist in supporting facilities for public transport servicing.</p>                                                                                                                   | <p>AS22.1<br/>Any development that includes activities listed in the <b>Table to Acceptable Solution AS22.1</b> provides a busstop and/or a bus shelter, if the entry to the development is not within 400 metres of an existing bus stop or within 800 metres of a railway station.</p> <p>AS22.2<br/>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.</p>                                                                                                                                                                                                                  | <p><b>NOT APPLICABLE</b> – Public transport facilities are not required.</p>                                                                                         |  |
| <p><b>Cash In Lieu of Car Park Spaces Required</b></p>                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                      |  |
| <p>PC23<br/>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.</p>                                                                                                                       | <p>AS23.1.1<br/>The car parking spaces required by <b>Table to Acceptable Solution AS16.1</b> are provided on the subject site.</p> <p>OR AS23.1.2<br/>A monetary contribution for all or part of the required car parking may be made towards one or more of the following:</p> <ul style="list-style-type: none"> <li>a) provision of off-street car parking in the vicinity of the development;</li> <li>b) provision of improved on street car parking and streetscape improvement works, in the vicinity of the development; and/or</li> <li>c) provision of improved public transport facilities and services in the vicinity of the development.</li> </ul> | <p><b>AS23.1.1 AND AS23.1.2 – NOT APPLICABLE</b><br/>Despite the development proposing a reduced parking supply, cash-in-lieu of parking spaces is not proposed.</p> |  |
| <p><b>Traffic Impact</b></p>                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                      |  |
| <p>PC24<br/>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.</p> | <p>AS24<br/>A Traffic Impact Report is prepared and implemented, unless:</p> <ul style="list-style-type: none"> <li>a) the development has less than 250 high turnover or 500 low turnover parking spaces; or</li> <li>b) it has less than 100 parking spaces with direct access to a major road; or</li> <li>c) the Assessment Manager advises a Traffic Impact Report is not required.</li> </ul> <p>This Traffic Impact Report shows how the proposed development is able to comply with the provisions of this code and <b>Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines</b>.</p>                                                     | <p><b>COMPLIES WITH AS24</b> – A Traffic Impact Assessment is provided with <b>Appendix G</b>.</p>                                                                   |  |





**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:<br>a) squash court or any other court game;<br>b) meeting place, public hall, pinball parlour, amusement arcade;<br>c) theatre, cinema;<br>d) licensed club;<br>e) skating rink, swimming pool;<br>f) gymnasium; and<br>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:<br>a) tennis court or other court game (where not ancillary to other development);<br>b) lawn bowls;<br>c) skating rinks, swimming pools;<br>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 <sup>2</sup>                                                                                                                                               | SRV                        |
| Shop with GFA 400m <sup>2</sup> – 1500m <sup>2</sup>                                                                                                                                       | HRV                        |
| Shop with GFA larger than 1500m <sup>2</sup>                                                                                                                                               | 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 <sup>2</sup> )             | Requirement                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Less than 1000m <sup>2</sup>            | Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring are not required.<br>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 <sup>2</sup> – 2000m <sup>2</sup> | a) service bay for HRV is required.<br>b) restricted manoeuvring on site for HRV or AV (as required).<br>c) full on-site manoeuvring for other classes of service vehicle is required.                                                                                                                                                                                                                                                              |
| 2000m <sup>2</sup> – 4000m <sup>2</sup> | a) service bay to be provided for HRV or AV (as required).<br>b) restricted manoeuvring on site for AV (as required).<br>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;<br>b) one (1) space per two hostel units;<br>c) one (1) space per four nursing home beds;<br>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 <sup>2</sup> of GFA – one (1) space per 20m <sup>2</sup> .                                                                                                                                                                                                                                                   |



| Apartments           | <p>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.</p> <p>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.</p> <p>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.</p> <p>d) for mixed-use development with a single apartment, visitor parking for the apartment is not required.</p> <p>e) where development:</p> <ul style="list-style-type: none"> <li>■ is on a site that only has frontage to a road listed below; or</li> <li>■ the access to the proposed development is to a road listed below; and</li> <li>■ where the frontage is included in that part of the road listed below;</li> </ul> <p>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.</p> <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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| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                       |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                      |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |



| Material Change of Use | Minimum Number of Car Parking Spaces to be Provided                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
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| Attached Dwelling      | <p>a) 2 spaces per dwelling, of which one (1) is to be covered, plus one (1) space per two dwellings for visitor parking.</p> <p>b) where development:</p> <ul style="list-style-type: none"> <li>■ is on a site that only has frontage to a road listed below; or</li> <li>■ the access to the proposed development is to a road listed below; and</li> <li>■ where the frontage is included in that part of the road listed below;</li> </ul> <p>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.</p> <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> <p><b>Note:</b> <i>The visitor parking space may be provided on street in the case of a duplex development.</i></p> | 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 |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| 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 <sup>2</sup> of Total Use Area (one (1) space per 50m <sup>2</sup> of Total Use Area).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Cafe                   | 6.7 spaces per 100m <sup>2</sup> of GFA (including any outdoor dining areas) (one (1) space per 15m <sup>2</sup> 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 <sup>2</sup> of GFA (one (1) space per 25m <sup>2</sup> 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |



| Material Change of Use                                                                                                  | Minimum Number of Car Parking Spaces to be Provided                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |
|-------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------|------------|-----------|----------------|--------------------|-------------|-----------|---------------|-----------|-----------------|-----------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------|
| Community Purposes                                                                                                      | as determined by Council.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |
| Convenience Shop                                                                                                        | 6.7 spaces per 100m <sup>2</sup> of GFA (one (1) space per 15m <sup>2</sup> 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:<br>a) primary school<br>b) secondary school<br>c) tertiary and further education<br>d) other | a) one (1) space per staff member;<br>b) one (1) space per staff member, plus one (1) space per each ten Year 12 students enrolled;<br>c) as determined by Council, requiring Traffic Impact Report; and<br>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 <sup>2</sup> of GFA;<br>OR<br>b) 10 spaces per 100m <sup>2</sup> of GFA, plus 20 spaces per 100m <sup>2</sup> of GFA outdoor seating areas,<br>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 <sup>2</sup> of GFA (one (1) space per 10m <sup>2</sup> 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 <sup>2</sup> of the total sleeping accommodation area, plus one (1) car space for any manager's or caretakers unit.<br>b) where development: <ul style="list-style-type: none"> <li>■ is on a site that only has frontage to a road listed below; or</li> <li>■ the access to the proposed development is to a road listed below; and</li> <li>■ where the frontage is included in that part of the road listed below.</li> </ul> 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> </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 |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |

| Material Change of Use                                                                                                                                                                                                                                                                                                                    | Minimum Number of Car Parking Spaces to be Provided                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Hostel Accommodation (cont.)                                                                                                                                                                                                                                                                                                              | <p>Garfield Terrace The whole</p> <p>Hedges Avenue The whole</p> <p>Jefferson Lane North of Third Avenue</p> <p>Lennie Avenue The whole</p> <p>Little Norman Street The whole</p> <p>Montgomery Avenue The whole</p> <p>Mountbatten Avenue The whole</p> <p>Northcliffe Terrace The whole</p> <p>Nagel Avenue Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</p> <p>O'Connor Street Western alignment from Wybera Street to and including Lot 26 RP 49999</p> <p>Owens Lane The whole</p> <p>Pacific Parade The whole</p> <p>Park Lane The whole</p> <p>Peak Avenue The whole</p> <p>Schuster Avenue The whole</p> <p>Sunshine Court The whole</p> <p>Swan Lane The whole</p> |
| Indoor Recreation Facility:<br>a) squash court or any other court game<br>b) meeting place, public hall<br>c) pinball parlour, amusement arcade<br>d) theatre, cinema<br>e) licensed club<br>f) skating rink or swimming pool<br>g) gymnasium<br>h) public library, public lecture hall, art gallery, museum, any other indoor recreation | a) 4 spaces per court;<br>b) 10 spaces per 100m <sup>2</sup> of GFA (one (1) space per 10m <sup>2</sup> of GFA);<br>c) 5 spaces per 100m <sup>2</sup> of GFA (one (1) space per 20m <sup>2</sup> of GFA);<br>d) as determined by Council, requiring Traffic Impact Report;<br>e) 6 spaces per 100m <sup>2</sup> of GFA (one (1) space per 17m <sup>2</sup> of GFA), additional parking for gaming machines at the rate of one (1) space per 3 gaming machines;<br>f) 15 spaces, plus one (1) space per 100m <sup>2</sup> of GFA;<br>g) 10 spaces per 100m <sup>2</sup> of GFA;<br>h) as determined by Council or its delegate.                                                                                  |
| Industry                                                                                                                                                                                                                                                                                                                                  | 2.5 spaces per 100m <sup>2</sup> of GFA (one (1) space per 40 m <sup>2</sup> 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 <sup>2</sup> of GFA (one (1) space per 20m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Manufacturers Shop                                                                                                                                                                                                                                                                                                                        | a) 6.7 spaces per 100m <sup>2</sup> of area used for retail (one (1) space per 15m <sup>2</sup> of area used for retail);<br>b) 2.5 spaces per 100m <sup>2</sup> of area used for manufacturing (one (1) space per 40m <sup>2</sup> of area used for industry).                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Marina                                                                                                                                                                                                                                                                                                                                    | a) 0.6 spaces for each wet berth designed for boats ten metres and under;<br>b) 0.8 spaces for each wet berth designed for boats between ten metres and 15 metres;<br>c) one (1) space for each wet berth designed for boats greater than 15 metres;<br>d) 0.2 spaces for each dry berth or swing mooring; plus<br>e) 0.5 spaces for each employee;<br>f) one (1) space per 50m <sup>2</sup> of GFA of ancillary activities associated with the marina;<br>g) one (1) space for each wet berth designed for boats greater than 15 metres.                                                                                                                                                                       |



| Material Change of Use   | Minimum Number of Car Parking Spaces to be Provided                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
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| Marina Shop              | 6.7 spaces per 100m <sup>2</sup> of GFA (one (1) space per 15m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Market                   | as determined by Council, requiring Traffic Impact Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Medical Centre           | 5 spaces per 100m <sup>2</sup> of GFA (one (1) space per 20m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Mini-Storage Warehousing | a) one (1) space per ten (10) storage sheds; plus<br>b) one (1) space per 30m <sup>2</sup> GFA administration office area; plus<br>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.<br>b) where a restaurant is included, 0.15 spaces per seat or 3.5 spaces per 100m <sup>2</sup> of the restaurant GFA, whichever is the greater.<br>c) where development: <ul style="list-style-type: none"> <li>■ is on a site that only has frontage to a road listed below; or</li> <li>■ the access to the proposed development is to a road listed below; and</li> <li>■ where the frontage is included in that part of the road listed below.</li> </ul> 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 |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Motor Vehicle Workshop   | 6.7 spaces per 100m <sup>2</sup> of GFA (one(1) space per 15m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Night Club               | 6 spaces per 100m <sup>2</sup> of GFA (one (1)space per 17m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Office                   | 3 spaces per 100m <sup>2</sup> of GFA (one (1) space per 33m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |

| Material Change of Use                                                                                                                                                                                                                       | Minimum Number of Car Parking Spaces to be Provided                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
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| Outdoor Sport and Recreation:<br>a) tennis court or other court game (where not ancillary to other development)<br>b) lawn bowls<br>c) skating rinks, swimming pools<br>d) golf course<br>e) racecourse<br>f) sporting arena<br>g) clubhouse | a) 4 spaces per court;<br>b) 20 spaces per green;<br>c) 15 spaces, plus one (1) space per 100m <sup>2</sup> of Total Use Area;<br>d) the greater of:<br>■ 4 spaces per hole, plus 3 spaces per 100m <sup>2</sup> of GFA of club house area; or<br>■ 6 spaces per 100m <sup>2</sup> of GFA of club house area;<br>e) as determined by Council, requiring Traffic Impact Report;<br>f) as determined by Council, requiring Traffic Impact Report;<br>g) 6 spaces per 100m <sup>2</sup> of GFA (one (1) space per 17m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Place of Worship                                                                                                                                                                                                                             | 10 spaces per 100m <sup>2</sup> of GFA (one (1) space per 10m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |
| Reception Room                                                                                                                                                                                                                               | 6 spaces per 100m <sup>2</sup> of GFA (one (1) space per 17m <sup>2</sup> 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 <sup>2</sup> of GFA lounge, bar and beer garden area; plus<br>b) 10 spaces per 100m <sup>2</sup> of GFA retail floor area for liquor barns or bulk liquor sales; plus<br>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.<br>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.<br>c) where development:<br>■ is on a site that only has frontage to a road listed below; or<br>■ the access to the proposed development is to a road listed below; and<br>■ 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 |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |      |              |            |           |                |                    |             |           |               |           |                 |           |             |                                                                                                                                                      |              |           |                  |           |               |           |                |                       |               |           |                      |           |                   |           |                    |           |                     |           |              |                                                                                  |                 |                                                                       |            |           |                |           |           |           |             |           |                 |           |                |           |           |           |



| Material Change of Use                                                                                                                                                                           | Minimum Number of Car Parking Spaces to be Provided                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Restricted Club                                                                                                                                                                                  | 6 spaces per 100m <sup>2</sup> of GFA (one (1) space per 17m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                            |
| Restaurant                                                                                                                                                                                       | 6.7 spaces per 100m <sup>2</sup> of GFA (including any outdoor dining areas) (one (1) space per 15 m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                    |
| Retail Plant Nursery                                                                                                                                                                             | 10 spaces, plus one (1) space per 100m <sup>2</sup> 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 <sup>2</sup> of Total Use Area, with a minimum of five spaces.                                                                                                                                                                                                                                                                                                                             |
| Serviced Apartment                                                                                                                                                                               | <p>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;</p> <p>OR</p> <p>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.</p>           |
| Service Industry                                                                                                                                                                                 | 2.5 spaces per 100m <sup>2</sup> of GFA (one (1) space per 40m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                          |
| Service Station                                                                                                                                                                                  | <p>a) 2 spaces, plus 5 spaces per service bay; plus</p> <p>b) 4 spaces per 100m<sup>2</sup> of GFA of shop sales area of less than 150m<sup>2</sup>; plus</p> <p>c) 5 spaces per 100m<sup>2</sup> of GFA of shop sales area exceeding 150m<sup>2</sup>; plus</p> <p>d) 10 spaces per 100m<sup>2</sup> of GFA of restaurant or café, or 0.4 spaces per seat, whichever is the greater.</p>                     |
| Shop                                                                                                                                                                                             | 6.7 spaces per 100m <sup>2</sup> of GFA (one (1) space per 15m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                          |
| Shopping Centre Development:<br>a) 0 – 10,000m <sup>2</sup> of EGFA<br>b) 10,000 – 20,000m <sup>2</sup> of EGFA<br>c) 20,000 – 30,000m <sup>2</sup> of EGFA<br>d) > 30,000m <sup>2</sup> of EGFA | <p>a) 7 spaces per 100m<sup>2</sup> of EGFA (one (1) space per 15m<sup>2</sup> of EGFA);</p> <p>b) 6.5 spaces per 100m<sup>2</sup> of EGFA (one (1) space per 16m<sup>2</sup> of EGFA);</p> <p>c) 5 spaces per 100m<sup>2</sup> of EGFA (one (1) space per 20m<sup>2</sup> of EGFA);</p> <p>d) 4.5 spaces per 100m<sup>2</sup> of EGFA (one (1) space per 23m<sup>2</sup> of EGFA).</p>                       |
| Showroom                                                                                                                                                                                         | 2 spaces per 100m <sup>2</sup> of GFA (one (1) space per 50m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                            |
| Special Accommodation                                                                                                                                                                            | 2 spaces.                                                                                                                                                                                                                                                                                                                                                                                                     |
| Stall                                                                                                                                                                                            | 4 spaces.                                                                                                                                                                                                                                                                                                                                                                                                     |
| Storage                                                                                                                                                                                          | <p>a) one (1) space per ten (10) storage sheds; plus</p> <p>b) one (1) space per 30m<sup>2</sup> GFA administration office area; plus</p> <p>c) a minimum traffic circulation aisle width of 6.5 metres.</p>                                                                                                                                                                                                  |
| Take-Away Food Premises                                                                                                                                                                          | 6.7 spaces per 100m <sup>2</sup> of GFA (one (1) space per 15m <sup>2</sup> of GFA).                                                                                                                                                                                                                                                                                                                          |
| Tavern                                                                                                                                                                                           | <p>a) 10 spaces per 100m<sup>2</sup> of GFA lounge, bar and beer garden area,(excluding 'staff only' areas); plus</p> <p>b) 10 spaces per 100m<sup>2</sup> of GFA retail floor area for liquor barns or bulk liquor sales; plus</p> <p>c) a reservoir space for 12 cars for a drive in bottle shop;</p> <p>d) additional parking for gaming machines, at the rate of one (1) space per 3 gaming machines.</p> |
| 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 <sup>2</sup> of GFA (one (1) space per 20m <sup>2</sup> 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 <sup>2</sup> , whichever is the greater.                                                                                                                                                                                                        |
| Vehicle Hire Premises                    | one (1) car space per employee, or one (1) car space per 30m <sup>2</sup> , 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 <sup>2</sup> of GFA plus 0.5 spaces per 100m <sup>2</sup> 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 <sup>2</sup> of GFA up to 500m <sup>2</sup> plus one (1) space per 100m <sup>2</sup> of GFA over 500m <sup>2</sup> .                                                                                                                                  |
| Waterfront (or Marine) Industry          | 2 spaces per 100m <sup>2</sup> of GFA (one (1) space per 50m <sup>2</sup> 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 4,000m<sup>2</sup> 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 2,000m<sup>2</sup> 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 3 Constraint Codes

#### Chapter 14 Sediment and Erosion Control

##### 1.0 Purpose

This code seeks to minimise environmental harm caused by the effects of erosion and sedimentation, associated with the development of land. This code also seeks to ensure that ecologically sustainable management practices are undertaken during and following the development of land by:

- requiring the conservation of existing vegetation, including ground cover, on the land or, if cleaning is essential, replanting of vegetation and grass;
- ensuring that soil and other debris (whether transported by water or wind) do not leave the development site;
- minimising water flow paths and water volumes which traverse development sites, and avoiding where possible sediments leaving the site;
- ensuring the prompt and effective stabilisation and restoration of disturbed lands;
- requiring, when appropriate, an Erosion and Sedimentation Control Program;
- minimising the area and exposure time of disturbed land;
- minimising stormwater runoff events from disturbed areas;
- requiring the monitoring of impacts on receiving water bodies, as a measure of the effectiveness of the control devices.

##### 2.0 Application

- 2.1 This code applies to development that is indicated as code or impact assessable by the Table of Development of the domain or Local Area Plan (LAP) within which the development is proposed.
- 2.2 Performance Criteria PC1-PC3 apply to all development referred to in this code.

##### 3.0 Development Requirements

| Performance Criteria                                                                | Acceptable Solutions                                                                                                                                                                                                    | How does the proposal comply with the Acceptable Solution or Performance Criteria?                  | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Development that is Code Assessable or Impact Assessable</b>                     |                                                                                                                                                                                                                         |                                                                                                     |                                                                                                                                                            |
| <b>Erosion Risk</b>                                                                 |                                                                                                                                                                                                                         |                                                                                                     |                                                                                                                                                            |
| PC1<br>All development must not cause erosion or allow sediments to leave the site. | AS1<br>An Erosion and Sedimentation Hazard Assessment has been undertaken in accordance with the criteria listed in <b>Table 14-1 – Erosion Hazard Assessment Form</b> , and the total score does not exceed 11 points. | <b>AS1 – COMPLIES</b><br>Sediment and erosion control plans form part of the bulk earthworks plans. |                                                                                                                                                            |



| Performance Criteria                                                                       | Acceptable Solutions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | How does the proposal comply with the Acceptable Solution or Performance Criteria?                  | Internal Use:<br>Has compliance with the Acceptable Solution/<br>Performance Criteria been demonstrated?<br>Is a request for further information required? |
|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Erosion Control</b>                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                     |                                                                                                                                                            |
| <b>PC2</b><br>All development must not cause erosion or allow sediments to leave the site. | <b>AS2</b><br>An Erosion and Sedimentation Control Program has been prepared by a competent person, in accordance with Soil Erosion and Sediment Control Engineering Guidelines for Queensland Construction Sites, and demonstrates that: <ul style="list-style-type: none"> <li>a) the environmental effects of sedimentation and erosion are controlled by best practice management measures;</li> <li>b) sediments resulting from the development are contained within the site; and</li> <li>c) development adjacent to the bank or the bed of a stream or watercourse, addresses environmental impact on waterbodies.</li> </ul> | <b>AS2 – COMPLIES</b><br>Sediment and erosion control plans form part of the bulk earthworks plans. |                                                                                                                                                            |
| <b>Upslope Runoff</b>                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                     |                                                                                                                                                            |
| <b>PC3</b><br>All up-slope runoff must be diverted around areas to be disturbed.           | <b>AS3.1.1</b><br>Catch drains are utilised to divert the upstream runoff to a legal point of discharge.<br>OR<br><b>AS3.1.2</b><br>Alternative methods are used to divert upstream water from exposed or disturbed land.                                                                                                                                                                                                                                                                                                                                                                                                             | <b>AS3 – NOT APPLICABLE</b>                                                                         |                                                                                                                                                            |

**Table 14-1 – Erosion Hazard Assessment Form**

| Controlling Factors                                                                                                                                                                                                       | Points           | Score | Checking |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------|----------|
| <b>Average slope of the whole site, prior to building works:</b> <ul style="list-style-type: none"> <li>▪ Slope &lt; 3%</li> <li>▪ 3% Slope &lt; 5%</li> <li>▪ 5% Slope &lt; 10%</li> <li>▪ 10% Slope &lt; 15%</li> </ul> | 0<br>1<br>2<br>4 |       |          |



| Controlling Factors                                                                                                                                                                                                                                                                                                                                                                                                        | Points           | Score | Checking |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------|----------|
| <ul style="list-style-type: none"> <li>Slope is greater than 15%</li> </ul>                                                                                                                                                                                                                                                                                                                                                | 5                |       |          |
| <b>Soil type<sup>1</sup>:</b> <ul style="list-style-type: none"> <li>Sandy soil/gravel</li> <li>Sandy loam</li> <li>Clay loam</li> <li>Clay soil</li> </ul>                                                                                                                                                                                                                                                                | 0<br>1<br>2<br>2 |       |          |
| <b>Anticipated duration of site disturbance<sup>2 3</sup>:</b> <ul style="list-style-type: none"> <li>Duration &lt; 2 weeks</li> <li>2 weeks Duration &lt; 3 months</li> <li>3 months Duration &lt; 6 months</li> <li>Duration &gt; 6 months</li> </ul>                                                                                                                                                                    | 0<br>2<br>4<br>5 |       |          |
| <b>Month that works are undertaken:</b> <ul style="list-style-type: none"> <li>August, September</li> <li>April, May, June, July, November, October</li> <li>March, December</li> <li>January, February</li> </ul>                                                                                                                                                                                                         | 0<br>1<br>2<br>3 |       |          |
| <b>Offsite sediment control (ie. down slope of the soil disturbance):</b> <ul style="list-style-type: none"> <li>Score 1 point if there is no purpose built, operational and well maintained sediment trap (eg. sediment basin, gross pollutant trap or purpose built wetland) to catch sediment before it enters a waterbody with environmental values (eg. creek, natural wetland, river or bay)<sup>4</sup>.</li> </ul> | 1                |       |          |
| <b>Runoff entering the site:</b> <ul style="list-style-type: none"> <li>Score 1 point if stormwater runoff entering the site is not diverted away from the soil disturbance.</li> </ul>                                                                                                                                                                                                                                    | 1                |       |          |
| <b>Extent of site disturbance:</b> <ul style="list-style-type: none"> <li>Score 2 points if building work requires reshaping of the ground surface (eg. 'cut and fill' works)<sup>5</sup>;</li> <li>Score 5 points if the area to be disturbed is greater than 600m<sup>2</sup>;</li> </ul>                                                                                                                                | 2<br>5           |       |          |
| <b>Works within environmentally sensitive areas:</b> <ul style="list-style-type: none"> <li>Score 11 points if the disturbance is within the banks of a watercourse<sup>8</sup>;</li> <li>Score 5 points if the disturbance is within 50 metres of the top of bank of a watercourse;</li> <li>Score 2 points if the disturbance is between 50 and 100 metres of the top of bank of a watercourse.</li> </ul>               | 11<br>5<br>2     |       |          |
| <b>Total Score<sup>6 7</sup></b>                                                                                                                                                                                                                                                                                                                                                                                           |                  |       |          |

**Notes:**



1. **Where there is more than one type of soil on the site, select the category with the highest point value;**
2. **The time from when the building site will first become vulnerable to erosion to the time the soil will be fully stabilised (eg. grassing);**
3. **If this time span covers more than one category, select the category with the highest point value. Note that if there is no grass/vegetation cover on the site before building work has started, the time span starts from the time this form is completed;**
4. **If you are not sure, score 1 point;**
5. **For the purpose of this form, 'cut and fill' works are those that will result in a steep batter or retaining wall above and/or below the building slab, greater than 1 metre in height. If the building slab has already been fully cut and stabilised (eg. grassed) during the subdivision stage, score 0 points;**
6. **For a high risk site, the total score is  $\geq$  critical score;**
7. **For a low risk site, the total score is  $<$  critical score;**
8. **Watercourse means any clearly identifiable creek, stream or river, whether flowing permanently or intermittently.**