

Attachment 14

Code Assessment

Yatala Enterprise Area Local Area Plan Code

(This Code applies to all lots except Lot 117 on CP893560, Lot 5 on CP893561, Lot 101 on CP893561, Lot 7 on CP893561 and Lot 1 on CP893559)

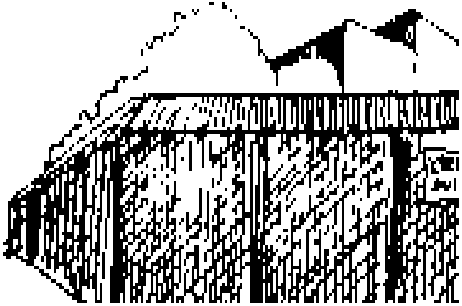
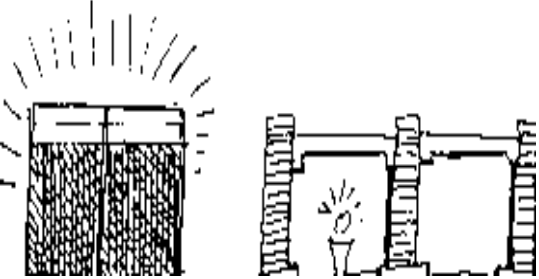
Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Self Assessable, Code Assessable or Impact Assessable			
Building Height			
<p>PC1</p> <p>The height of buildings is to be consistent with the role of the YEA 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.</p>	<p>AS1.1</p> <p>The building has a maximum of two storeys.</p> <p>OR</p> <p>AS1.2</p> <p>The height of buildings in each precinct does not exceed the maximums shown on Yatala Enterprise Area LAP – Maximum Building Height.</p>	Performance Solution	No additional buildings are proposed however the project will involve a new in pit crushing plant. The height of the new in pit crushing plant will be generally consistent with the height of the existing crushing plant on the Site and therefore the proposal is consistent with Performance Criteria 1.
Accommodation Density			
<p>PC2</p> <p>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.</p>	<p>AS2</p> <p>The maximum dwelling density does not exceed one dwelling per lot.</p>	NA	No accommodation is proposed.
Site Coverage			
<p>PC3</p> <p>The site coverage of development will be in accordance with the open space landscape character of the YEA.</p>	<p>Precincts 1, 2, 3 and 4</p> <p>AS3.1</p> <p>The maximum site coverage does not exceed 70%.</p> <p>Precincts 5 and 6</p> <p>AS3.2</p> <p>The maximum site coverage does not exceed 10%.</p>	NA	No additional site coverage is proposed.
Building Setback			
<p>PC4</p> <p>The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity is achieved through generous building setbacks and high quality landscaping.</p>	<p>Precinct 1</p> <p>AS4.1</p> <p>The building or structure is set back not less than:</p> <p>a) 10 metres from the primary road frontage of the site;</p> <p>b) 7 metres from the secondary road frontage(s).</p> <p>Precincts 2, 4, 5 and 6</p>	✓	No additional buildings are proposed and the proposed crushing plant will be located a considerable distance from any boundaries (refer to Concept Plans).

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>AS4.2 Buildings are set back from frontages:</p> <ul style="list-style-type: none"> a) low set buildings less than five metres high, a minimum setback of six metres; b) buildings less than eight metres in height, a minimum setback of ten metres; c) buildings eight metres or more in height, a minimum setback of 15 metres. <p>AS4.3 The site adjoins a residential lot or public open space area, and the building or structure is set back a minimum of three metres from the common boundary with the residential lot or public open space, and the setback area includes:</p> <ul style="list-style-type: none"> a) a landscape buffer strip a minimum width of two metres; and acoustic screen fencing on the common boundary to the residential lot or public open space area. 		

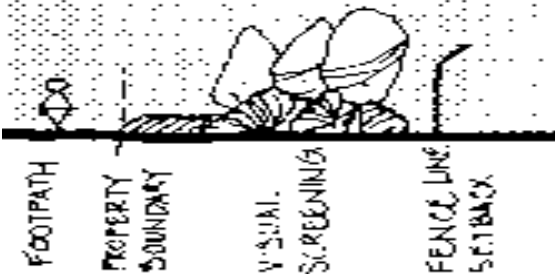


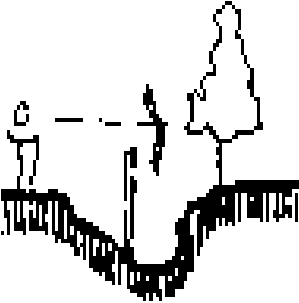
Design of Development Adjacent to the Motorway and the Rail Line

<p>PC5 Those developments visible from the Pacific Motorway or the Gold Coast City Rail Line must exhibit a high standard of architectural presentation.</p>	<p>AS5.1.1 Facades visible from the Pacific Motorway or the Gold Coast City Rail Line are designed to incorporate:</p> <ul style="list-style-type: none"> a) materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief; b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided); c) horizontal/vertical articulation of walls at least at 15 metre intervals; d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration; e) other features which contribute to an interesting and attractive appearance. <p>These design features are to be applied to the main facade facing the relevant roads/railway, as well as along a brief return or the full length of side walls.</p> <p>OR</p> <p>AS5.1.2 A landscaped buffer is provided to the Pacific Motorway or to the Rail Line. Where conservation areas or links are established along the</p>	<p>NA</p>	<p>The proposed development is not visible from the Pacific Motorway or the Gold Cost City Rail Line.</p>
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Performance Criteria	Acceptable Solutions	Compliance	Comments
	relevant road/railway frontages, such that development behind will be largely screened by vegetation, the design requirements of AS5.1.1 need not be met.		
Vehicular Crossings			
<p>PC6 Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <ul style="list-style-type: none"> a) a safe footpath environment; b) safe vehicular access to the property; c) appropriate hydraulic performance of the stormwater infrastructure; d) no damage to vehicle or road infrastructure; e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood. 	<p>AS6 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.</p>	NA	No additional driveways or vehicular crossings are proposed. The proposed development has access from two existing established road intersections (Harts Road and Stanmore Road) which are both suitable for the proposed development.
<p>Figure 29-2 Aspects of Fencing Design</p>			
Negative Fences			
		NA	No additional fencing is proposed. The project will comply with the <i>Mining and Quarrying Safety and Health Act 1999</i> .
High security fencing on street alignment dominated streetscape.	Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.		

Performance Criteria	Acceptable Solutions	Compliance	Comments
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Positive Fences

	 <p>A cross-sectional diagram showing a fence line. From left to right, it labels: FOOTPATH, PROPERTY BOUNDARY, VISUAL SCREENING (with a tree and shrub), and FENCE LINE SETBACK (with a fence post).</p>		NA	No additional fencing is proposed. The project will comply with the <i>Mining and Quarrying Safety and Health Act 1999</i> .
 <p>A sketch of a fence line with trees and bushes planted in front of it, illustrating unattractive fencing.</p>	 <p>A sketch of a palisade fence made of vertical pickets set close together, with horizontal rails.</p>	 <p>A sketch of a fence line placed in a swale (a depression in the ground), illustrating an obtrusive fence.</p>		
Unattractive fencing should be placed inside the front alignment and planted out.	Palisade of pickets set close together with horizontal rails that climbers might use. Solid masonry fence supporting vine.	Obtrusive fence placed in a swale to minimise visual impact.		

Development that is Code Assessable or Impact Assessable

Building Height

<p>PC7 The height of buildings is to be consistent with the role of the YEA 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.</p>	<p>AS7 The maximum height of buildings does not exceed three storeys.</p>	Performance Solution	No additional buildings are proposed however the project will involve a new in pit crushing plant. The height of the new in pit crushing plant will be generally consistent with the height of the existing crushing plant on the Site and therefore the proposal is consistent with Performance Criteria 1.
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Siting

PC8	AS8.1	NA	No additional buildings are proposed however the project will involve a new in pit crushing plant. The
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Performance Criteria	Acceptable Solutions	Compliance	Comments
All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 – Site Analysis.	No acceptable solution provided.		height of the new in pit crushing plant will be generally consistent with the height of the existing crushing plant on the Site and therefore the proposal is consistent with Performance Criteria 1.
PC9 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building	AS9 No acceptable solution provided.	✓	Security gates are provided at the front entrance to the Quarry.
PC10 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.	AS10 No acceptable solution provided.	✓	The new crushing plant and storage areas (stockpiles) will be located within the quarry pit (at the terminal levels) which will be well shielded by existing terrain (similar to the existing crushing plants and stockpile areas). The new crushing plant and stockpile areas will be well setback behind the substantial vegetated buffers which are proposed for the development.

Building and Layout Design, Safety and Comfort

PC11 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.	AS11.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS11.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).	NA	No additional buildings are proposed.
PC12 Buildings are sited and designed to suit climatic conditions.	AS12.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS12.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS12.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS12.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading	NA	No additional buildings are proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>devices are retractable on northern sides during winter.</p> <p>AS12.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.</p>		
<p>PC13 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.</p>	<p>AS13.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings.</p> <p>AS13.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.</p>	NA	No additional buildings are proposed.
<p>PC14 Building design and appearance must be conducive to the safety and comfort of all building users.</p>	<p>AS14.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall.</p> <p>AS14.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.</p>	NA	No additional buildings are proposed.

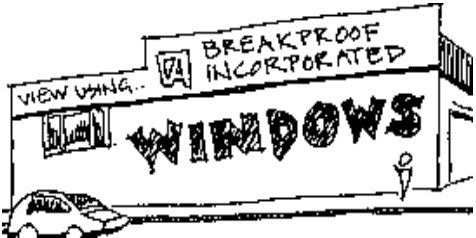

Design of Car Park Areas

<p>PC15 All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.</p>	<p>AS15.1 Significant trees are preserved and incorporated into car parking areas.</p> <p>AS15.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space.</p> <p>AS15.3 Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites.</p> <p>AS15.4 Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.</p>	NA	No additional car parking facilities are proposed.
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Advertising Devices





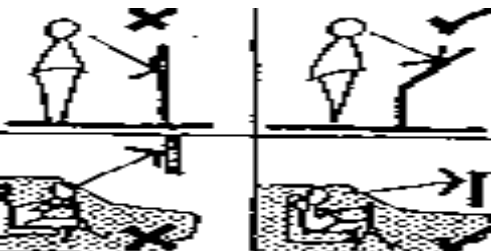
Performance Criteria	Acceptable Solutions	Compliance	Comments
<p>PC16 Advertising signage does not dominate the visual amenity of the area.</p>	<p>AS16 No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway or the Gold Coast City Rail Line.</p>	✓	<p>The existing approval (Gold Coast City Council Approval Reference: PN131878/01/DA2) outlines the sign requirements for the frontage to Stanmore Road. No additional signs are proposed.</p>
<p>PC17 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.</p>	<p>AS17.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number.</p> <p>AS17.2 The design and construction of signs meets the following parameters:</p> <ul style="list-style-type: none"> a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of 5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. <p>AS17.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices.</p>	✓	<p>The existing approval (Gold Coast City Council Approval Reference: PN131878/01/DA2) outlines the sign requirements for the frontage to Stanmore Road. No additional signs are proposed.</p>
<p>Figure 29-8 <i>Appropriate Signage Design</i></p>			

Negative Signage

		✓	<p>The existing approval (Gold Coast City Council Approval Reference: PN131878/01/DA2) outlines the sign requirements for the frontage to Stanmore Road. No additional signs are proposed.</p>
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Performance Criteria	Acceptable Solutions	Compliance	Comments
Facade signage dominating a visual amenity.	Signage of different colours graphics, appear disjointed.		

Positive Signage

			<p>✓</p> <p>The existing approval (Gold Coast City Council Approval Reference: PN131878/01/DA2) outlines the sign requirements for the frontage to Stanmore Road. No additional signs are proposed.</p>
Signage integrated with development form.	Signage on facades discreet with aesthetic graphics.	Signage of appropriate size with wording limited to locations, name and products.	
		Pedestrian and vehicular signage placement.	

Conservation Areas and Open Space Linkages

<p>PC18</p> <p>Identified conservation areas remain in a substantially undeveloped condition, with vegetation retained to the fullest extent possible and, where necessary, rehabilitated using local native species.</p>	<p>AS18.1</p> <p>Areas identified as Conservation on Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities are reserved for conservation purposes, through:</p> <ol style="list-style-type: none"> transfer to Council; dedication of a conservation easement; or reservation of an area of the site as open space. <p>AS18.2</p> <p>Reserved Conservation Areas are managed in the following manner:</p> <ol style="list-style-type: none"> the land remains largely undisturbed by any buildings, clearing and earthworks; 	<p>Performance Solution</p>	<p>The proposal involves the establishment of buffers and development over areas identified as Conservation on the Yatala Enterprise Area LAP Map.</p> <p>An ecological assessment of the proposal has been undertaken for the Site. Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report.</p> <p>The project involves rehabilitation and establishment of substantial buffers with protection under Council's covenants. The Targeted Flora and Fauna Assessment</p>
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Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>b) rehabilitation of natural features is undertaken, where necessary, particularly by way of revegetation of any previously cleared areas and stabilisation of any eroding banks of watercourses.</p> <p>AS18.3 In Conservation Areas associated with the Albert River and Sandy and Halfway Creeks, there is no discharge of waste water or contaminants or piped discharge of stormwater. Any development within the catchment of these waterways retains natural drainage patterns as far as possible, and utilises appropriate stormwater management techniques to minimise any increase in the volume, velocity or sedimentation of runoff into the river or creeks.</p> <p>AS18.4 For linear Conservation Areas, any parallel roads or services are grouped on one side of the corridor to minimise disturbance. Fencing through Conservation Areas is avoided, wherever possible. Any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the corridor at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.</p> <p>AS18.5 On land adjacent to Conservation Areas, buildings, clearing and earthworks are sited as far away as practicable from reserved Conservation Areas, with the greatest possible separation in the case of ridges, gullies and watercourses.</p> <p>AS18.6 Existing trees are retained, and additional trees planted within a 40 metre wide band, generally along the lines of the links identified on Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities:</p> <ul style="list-style-type: none"> a) the links may form part of the landscape open space areas, associated with individual development proposals. If so, they should generally remain free of building and earthworks; additional tree planting utilises species similar to those existing naturally in the area; b) any parallel roads or services are grouped on one side of the link, to minimise disturbance; c) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse. 		<p>finds: <i>"with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values."</i></p> <p>The project also involves progressive rehabilitation of disturbed areas with native vegetation in accordance with a Rehabilitation Management Plan (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report). Progressive rehabilitation will assist with the offset any adverse impacts associated with clearing areas identified as Conservation on the LAP Maps.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
<p>PC19</p> <p>In areas identified as Other Open Space on Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities as having open space values, development is of a limited scale and intensity, compatible with retention of habitat, landscape and/or buffer values.</p>	<p>AS19</p> <p>No acceptable solution provided.</p>	✓	<p>Areas mapped as Other Open Space on the Yatala Enterprise Area LAP Map 29.3 is retained as open space buffers with the exception of the previously approved haul route.</p>
<p>PC20</p> <p>Other areas within sites (not identified on Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities), with natural features, such as stands of remnant vegetation, gullies/ridges and watercourses, are to be incorporated in the open space/landscape areas associated with individual development proposals. Other features of ecological and/or landscape value are to be protected and enhanced, where practicable.</p>	<p>AS20</p> <p>In these areas, existing vegetation and natural drainage patterns are retained and rehabilitated using local native species, as far as practical.</p>	✓	<p>Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>The proposed development will be managed by the Rehabilitation Management Plan and SBMP prepared for the Site to ensure that the conservation areas are managed in accordance with the requirements of the Planning Scheme.</p> <p>The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p>
<p>PC21</p> <p>Riparian areas include vegetated buffers of sufficient width to operate as wildlife corridors.</p>	<p>AS21</p> <p>The following minimum buffer widths are provided:</p> <ul style="list-style-type: none"> a) 50 metres from the top of the bank on either side of Sandy Creek; b) 50 metres from the top of the bank on the south side of Halfway Creek, west of the Pacific Motorway; c) 100 metres from the top of the bank on the north side of Halfway Creek, west of the Pacific Motorway, for fauna corridor purposes; d) ten metres from the top of the bank on either side of Halfway Creek, east of the Pacific Motorway. 	NA	<p>The proposed development is not located in proximity to Sandy Creek or Halfway Creek</p>
<p>Landscape Design</p>			
<p>PC22</p> <p>Landscape design is used to enhance the landscape character of the YEA.</p>	<p>AS22.1</p> <p>Frontage setback areas are attractively landscaped, including:</p>	✓	<p>The existing approval (Gold Coast City Council Approval Reference: PN131878/01/DA2) outlines the landscaping requirements for the frontage to Stanmore Road. No</p>

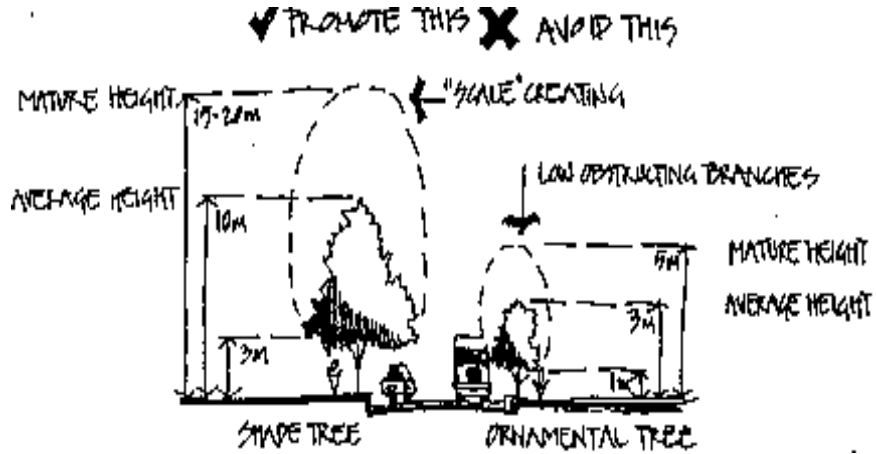
Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth;</p> <p>b) one metre landscaped area adjacent to building walls facing the street.</p> <p>AS22.2 Planting of shade trees occurs along pathways, throughout car parking areas and in any other exposed areas where relief from sun and glare would be beneficial.</p> <p>AS22.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages.</p> <p>AS22.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads.</p> <p>AS22.5 Landscape Design includes:</p> <p>a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors;</p> <p>b) retention of existing mature vegetation, wherever possible;</p> <p>c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff;</p> <p>d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries.</p>		<p>additional landscaping is required as the proposed development is located a considerable distance from any public roads behind well vegetated buffers.</p> <p>Furthermore, no additional car parking areas, lunch areas, pathways or buildings are proposed.</p>
<p>PC23 Potentially obtrusive noise, odour and visual impacts are effectively buffered.</p>	<p>AS23.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments.</p> <p>OR</p> <p>AS23.1.2 A landscape buffer of a 20 metre width, densely planted with shrubs and trees, is provided along the relevant frontage. A landscape buffer to a minimum width of ten metres may be acceptable, depending on the potential of proposed planting arrangements to effectively screen development behind. Species selection, use of mature or semi mature trees, and density of planting will be important in this respect.</p>	<p>✓</p>	<p>The proposed development incorporates extensive buffers around the perimeter of the proposed Extractive Industry activities consistent with the buffer requirements for the previous Council Approval (Gold Coast City Council Approval Reference: PN131878/01/DA2). The proposed buffers range from 40 to 100m+ in width which exceeds the requirements of the Acceptable Solution (AS23.1.2).</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
<p>PC24</p> <p>The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA and its component precincts.</p>	<p>AS24</p> <p>Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.</p>	✓	The proposed development incorporates extensive buffers at the street frontage consistent with the buffer requirements for the previous Council Approval (Gold Coast City Council Approval Reference: PN131878/01/DA2). No additional streetscape works is required.
<p>PC25</p> <p>Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.</p>	<p>AS25</p> <p>Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the development.</p>	NA	The Site frontage does not require footpaths or cycleways, seating, etc. Extractive Industry does not trigger public open space demand under the Adopted Infrastructure Charges Resolution.
<p>PC26</p> <p>Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for the YEA.</p>	<p>AS26.1</p> <p>Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements).</p> <p>AS26.2</p> <p>Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths.</p> <p>AS26.3</p> <p>Landscape plantings utilise local native species to promote a distinctive YEA or Albert Corridor character.</p>	NA	Hanson has already upgraded Stanmore Road to an acceptable standard. No further works are triggered by this development application.
<p>PC27</p> <p>Open space and pedestrian areas are to be designed to be both functional and safe.</p>	<p>AS27</p> <p>Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.</p>	NA	Hanson has already upgraded Stanmore Road to an acceptable standard. No further works are triggered by this development application and no open space areas are proposed.
<p>PC28</p> <p>All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.</p>	<p>AS28</p> <p>The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.</p>	✓	No additional car parking areas are proposed. The proposed development incorporates extensive buffers at consistent with the buffer requirements for the previous Council Approval (Gold Coast City Council Approval Reference: PN131878/01/DA2).

Performance Criteria	Acceptable Solutions	Compliance	Comments
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Figure 29-9 Site Landscaping and Street Planting

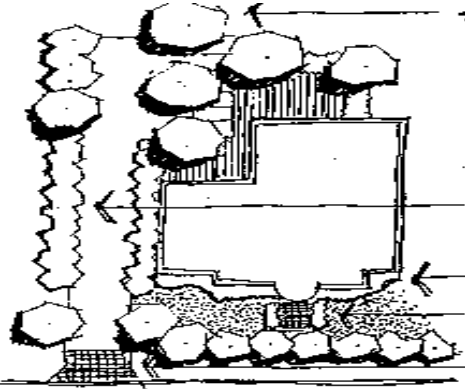
Street Tree Selection




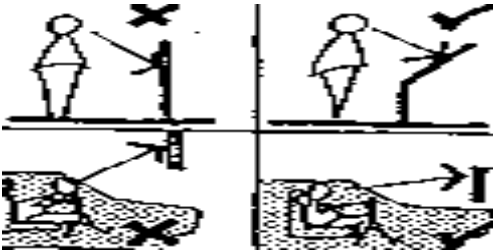
NA

No additional street trees proposed.

Provide Landscaping that has Meaning and Purpose




Performance Criteria	Acceptable Solutions	Compliance	Comments
 <p>Shade trees for parking and open space areas</p> <p>Shrubs along driveways providing edges to movement.</p> <p>Groundcovers integrating building edge with ground.</p> <p>Plantings delineating pathways.</p> <p>Alternative pavement treatments.</p>		NA	No additional buildings are proposed.






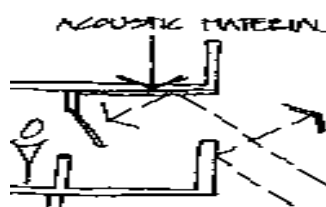
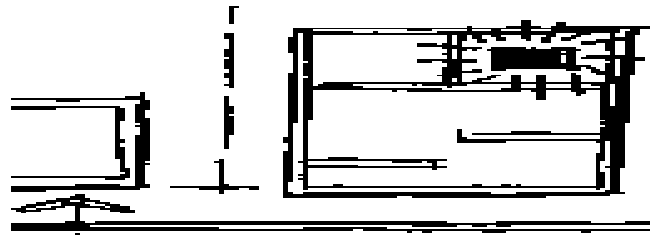
Incorporate Significant Existing Vegetation

		✓	The proposed development retains existing vegetation in buffer areas.
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Existing vegetation should be retained where possible and fenced off during construction operations – could be incorporated into parking areas, perimeter planting or screening.

Figure 29-10 On-Site Landscaping

		
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Performance Criteria		Acceptable Solutions	Compliance	Comments
Screen planting should be used sparingly because it reduces passive surveillance.	Framing views and maximum passive observation for security and to reduce crime.	Screening storage areas.		
<i>Figure 29-11 Noise Attenuation Techniques</i>				
				
Solid barriers – walls buildings and beams – most effective as sound barriers if the source cannot be effectively muffled.	High walls close to the source are most effective.	For low noise, vegetation screening and soft surfaces will assist in attenuation.		
				
Screen wall to shield noise.	Direction of window opening away from noise.	Bottom opening windows.		
				
Noise sources located away from more sensitive areas.				
Lot Size (For Subdivision Only)				
PC29 All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent.	AS29 Any new lots created are sized in accordance with the following schedule:		NA	No Subdivision proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments																		
	<table border="1"> <thead> <tr> <th>Precinct</th> <th>Min Area</th> <th>Ave Area</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>4,000m²</td> <td>1 hectare</td> </tr> <tr> <td>2</td> <td>2,000m²</td> <td>4,000m²</td> </tr> <tr> <td>4</td> <td>20 hectares</td> <td>20 hectares</td> </tr> <tr> <td>5</td> <td>2 hectares</td> <td>2 hectares</td> </tr> <tr> <td>6</td> <td>20 hectares</td> <td>20 hectares</td> </tr> </tbody> </table>	Precinct	Min Area	Ave Area	1	4,000m ²	1 hectare	2	2,000m ²	4,000m ²	4	20 hectares	20 hectares	5	2 hectares	2 hectares	6	20 hectares	20 hectares		
Precinct	Min Area	Ave Area																			
1	4,000m ²	1 hectare																			
2	2,000m ²	4,000m ²																			
4	20 hectares	20 hectares																			
5	2 hectares	2 hectares																			
6	20 hectares	20 hectares																			
<p>PC30 Allotments prior to development have suitable topography for industry.</p>	<p>AS30 Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.</p>	NA	No Subdivision proposed.																		
<p>PC31 Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.</p>	<p>AS31.1 Development generally incorporates all of the following features: a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. OR AS31.2 Alternative allotment shapes are provided where warranted, due to: a) the special site requirements of particular industries; and/or b) exceptional physical constraints. OR AS31.3 The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.)</p>	NA	No Subdivision proposed.																		
<p>PC32 Allotments are oriented to suit climatic conditions.</p>	<p>AS32 Allotments are arranged in a manner that maximises the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.</p>	NA	No Subdivision proposed.																		
<p>PC33 Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as:</p>	<p>AS33.1 Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational</p>	NA	No Subdivision proposed.																		

Performance Criteria	Acceptable Solutions	Compliance	Comments
<p>a) conservation of vegetation/habitat;</p> <p>b) retention of creek corridors and natural drainage patterns;</p> <p>c) provision of pedestrian/cycle linkages and recreational facilities; and/or</p> <p>d) creation of landscaped entrances, focal points and streetscape.</p>	<p>facilities, landscaped and/or rehabilitated to its natural state.</p> <p>AS33.2</p> <p>Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.</p>		
<p>PC34</p> <p>Reconfiguration may take place in the form of Community Title Subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.</p>	<p>AS34</p> <p>Community Title Subdivisions are provided, which:</p> <p>a) are consistent with the Acceptable Solutions for PC29 – PC33;</p> <p>b) generally maintain a minimum lot size of 100-200m² within a minimum overall site area of 2,000m²;</p> <p>c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.</p>	NA	No Subdivision proposed.

Road Design

<p>PC35</p> <p>Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.</p>	<p>AS35.1</p> <p>Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy.</p> <p>AS35.2</p> <p>Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity.</p> <p>AS35.3</p> <p>Proposed road hierarchies are consistent with hierarchy identified on Yatala Enterprise Area LAP Map 29.5 – Transport Infrastructure.</p>	NA	No road upgrades required or proposed.
<p>PC36</p> <p>The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS35.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.</p>	<p>AS36.1</p> <p>Road design and construction is in accordance with Planning Scheme Policy 11 – Land Development Guidelines and the Table to this Acceptable Solution.</p> <p>AS36.2</p> <p>Distances between intersections are not less than 60 metres.</p> <p>AS36.3</p> <p>Streets intersect at right angles, or as near as topography or other limiting factors permit.</p> <p>AS36.4</p> <p>Various vehicle control devices are used to regulate traffic speed and</p>	NA	No road upgrades required or proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings).</p> <p>AS36.5 Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate.</p> <p>AS36.6 Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles.</p> <p>AS36.7 Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly.</p> <p>AS36.8 The design of road networks avoids the use of <i>culs-de-sac</i>.</p>		
<p>PC37 The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.</p>	<p>AS37.1 Road drainage is designed and situated along natural drainage courses.</p> <p>AS37.2 Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.</p>	NA	No road upgrades required or proposed.
<p>PC38 A network of pedestrian paths and cycleways is provided which considers:</p> <ul style="list-style-type: none"> a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of end-of-journey facilities. 	<p>AS38.1 Concept plans submitted with reconfiguration and/or development applications identify all footpaths and, where appropriate, cycle paths proposed to be upgraded and/or newly constructed.</p> <p>AS38.2 Footpaths are provided as follows:</p> <ul style="list-style-type: none"> a) throughout the main strip of Yatala township; b) on at least one side of all major industrial roads, shown on Yatala Enterprise Area LAP Map 29.5 – Transport Infrastructure; c) as specified in any relevant Council adopted strategy. <p>AS38.3 Cycle paths are provided along major open space corridors, such as alongside the Albert River and Upper and Lower Sandy Creek, or as specified in any relevant adopted Council strategy.</p> <p>AS38.4 Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B.</p>	NA	No road upgrades required or proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>AS38.5 Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths.</p> <p>AS38.6 Individual establishments, particularly those with 100 employees or more, provide bike racks, showers/change rooms, and other-end-of journey facilities.</p>		
<p>PC39 The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.</p>	<p>AS39.1 Bus routes are located along the major industrial roads shown on Yatala Enterprise Area LAP Map 29.5 – Transport Infrastructure, or as specified by Council's City Transport Plan.</p> <p>AS39.2 Road design and construction incorporates bus lay-bys and sheltered passenger waiting areas at regular intervals along bus routes, or as specified in any relevant Council strategy.</p>	NA	No road upgrades required or proposed.
Site Access			
<p>PC40 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.</p>	<p>AS40 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTRROAD standards, and/or the following minimum requirements:</p> <ol style="list-style-type: none"> comprises a single vehicular driveway (entrance/exit), wherever possible; is not closer than ten metres to an intersecting street on the same side of the street; provides a minimum sight distance of 110 metres; shares adjoining property access driveways, wherever possible; always enters the street at right angles; where the site has frontage to two roads, access is taken off the secondary/minor road, if possible. 	NA	Existing and appropriate access is provided to the Site in accordance with the requirements for the previous Council Approval (Gold Coast City Council Approval Reference: PN131878/01/DA2). No additional access point is proposed.
<p>PC41 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.</p>	<p>AS41 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.</p>	NA	Existing and appropriate access is provided to the Site in accordance with the requirements for the previous Council Approval (Gold Coast City Council Approval Reference: PN131878/01/DA2). No additional access point is proposed.
<p>PC42 Provision is made for safe pedestrian and disabled access.</p>	<p>AS42.1 Pedestrian paths designed for disabled access are provided between</p>	NA	No additional car parking areas or buildings are proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	building entrances, public footpaths and car parking areas. AS42.2 Pedestrian paths are separated from vehicular driveways.		

Amenity Protection

<p>PC43</p> <p>The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>AS43</p> <p>No acceptable solution provided.</p>	<p>✓</p>	<p>Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>A Noise and Dust Assessment (refer ATTACHMENT 6 – NOISE AND DUST IMPACT ASSESSMENT of the Planning Assessment Report) has been prepared for the proposed development to ensure that all impacts to the surrounding areas are managed in accordance with the requirements of the planning scheme.</p> <p>In addition, the proposed hours of operation for the proposed development on-site will be consistent with the existing approval.</p> <p>The proposed development will be managed by the SBMP prepared for the Site to ensure that the amenity of the local area is managed in accordance with the requirements of the Planning Scheme.</p> <p>The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p> <p>The Planning Assessment Report including the supporting technical reports addresses this requirement in detail.</p>
<p>PC44</p>	<p>AS44</p>	<p>✓</p>	<p>Planning for the proposal has involved the consideration</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
<p>The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>No acceptable solution provided.</p>		<p>of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>A Noise and Dust Assessment (refer ATTACHMENT 6 – NOISE AND DUST IMPACT ASSESSMENT of the Planning Assessment Report) has been prepared for the proposed development to ensure that all impacts to the surrounding areas are managed in accordance with the requirements of the planning scheme.</p> <p>In addition, the proposed hours of operation for the proposed development on-site will be consistent with the existing approval.</p> <p>The proposed development will be managed by the SBMP prepared for the Site to ensure that the amenity of the local area is managed in accordance with the requirements of the Planning Scheme.</p> <p>The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p> <p>The Planning Assessment Report including the supporting technical reports addresses this requirement in detail.</p>

Urban/Rural Use Conflicts

<p>PC45 Conflicts between urban and rural uses are to be avoided by effective development design.</p>	<p>AS45 The development of land adjacent to the agricultural character areas includes a suitable buffer.</p>	<p>NA</p>	<p>The proposed development is not located adjacent to agricultural character areas.</p>
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Extractive Industry

Performance Criteria	Acceptable Solutions	Compliance	Comments
<p>PC46</p> <p>Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.</p>	<p>AS46</p> <p>The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.</p>	<p>✓</p>	<p>The proposed development involves including additional land within the existing approved extractive industry on-site. The proposed development is consistent with the Planning Scheme.</p> <p>Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>The proposed development will be managed by the SBMP prepared for the Site to ensure that the amenity of the local area is managed in accordance with the requirements of the Planning Scheme.</p> <p>The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p>

On-Site Vehicle Parking and Movement

<p>PC47</p> <p>Internal driveways are provided for safe and easy manoeuvring of vehicles.</p>	<p>AS47.1</p> <p>Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion.</p> <p>AS47.2</p> <p>Minimum driveway widths are as follows:</p> <ul style="list-style-type: none"> a) six metres to accommodate non-articulated vehicles; b) nine metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways. 	<p>✓</p>	<p>The proposed development will use the existing road access (driveway) at Harts Road as well as a new direct road access to Stanmore Road generally in accordance with the approved access (Gold Coast City Council Approval Reference: PN131878/01/DA2). This proposal does involve a minor realignment of the approved access to avoid steep slopes and gullies. The proposed access will be constructed to a suitable standard to accommodate haulage vehicles.</p>
<p>PC48</p> <p>On-site vehicle parking is provided to meet expected demand, having regard to:</p> <ul style="list-style-type: none"> a) the size of the proposed workforce; b) the likely number of visitors to the site; 	<p>AS48.1</p> <p>The number of car parking spaces provided on-site generally meets the standards set out in Constraint Code 4 – Car Parking, Access and Transport Integration.</p> <p>AS48.2</p>	<p>NA</p>	<p>No additional car parking facilities are proposed.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
c) the likely size and number of service and transport vehicles to be on the site at any one time; d) on-site parking and loading/unloading activities within sites; e) the availability of conveniently located on-street parking; f) any possible future expansion, redevelopment or change of use.	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. AS48.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise.		
PC49 On-site vehicle parking is located: a) to allow easy access to building entrances; b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; c) to be adequately screened from the street; d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users.	AS49.1 In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building. AS49.2 Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically. AS49.3 Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted. AS49.4 Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.	NA	No additional car parking facilities are proposed.
Loading and Unloading			
PC50 All loading and unloading activities take place on-site, unless access is from a service street and effectively screened.	AS50 Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.	✓	All loading and unloading activities will take place on-site in areas which are well screened from view.
PC51 Adequate provision is made for on-site manoeuvring of heavy vehicles.	AS51.1 On sites over 4,000m ² and/or where the uses thereon involve regular servicing by heavy vehicles, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a heavy vehicle to turn around within the site (based	✓	The development plans provide adequate on-site manoeuvring areas for heavy vehicles.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>on standard design turning templates given by AUSTRROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements.</p> <p>AS51.2 It may be acceptable for two or more developments to share heavy vehicle turning areas.</p>		

Site Servicing

<p>PC52 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the region.</p>	<p>AS52.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services).</p> <p>AS52.2 Car park entrances and ramps, loading docks and access ways are minimised, suitably designed and treated to ensure that they do not adversely impact on the streetscape and adjoining development.</p>	✓	<p>No additional buildings, loading docks or car parking areas are proposed and the existing buildings are appropriately serviced with water, stormwater, sewerage, electricity and telecommunications.</p> <p>Appropriate stormwater drainage will be provided at the proposed development in accordance with the Stormwater, Erosion and Sediment Control Plan (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p>
<p>PC53 Conflicts between pedestrians and vehicles at entrance points to parking areas are to be minimised.</p>	<p>AS53.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function.</p> <p>AS53.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.</p>	NA	No additional access points are proposed.
<p>PC54 Development is to be designed to support the functional operation of the cycle network.</p>	<p>AS54 Development is designed to support the functional operation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)</p>	NA	No cycle networks are proposed or warranted.

Public Convenience Facilities Within Buildings

<p>PC55 Commercial developments are to include public convenience facilities, where there is a need for their provision.</p>	<p>AS55 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.</p>	NA	No buildings are proposed.
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Rural Domain Place Code

(This Code only applies to Lot 117 on CP893560, Lot 5 on CP893561, Lot 101 on CP893561 and Lot 7 CP893561 which are buffer areas only)

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Self Assessable, Code Assessable or Impact Assessable			
Building Height			
PC1 All buildings must be of a height which is in keeping with the predominantly rural character of the surrounding area. Building height must not result in a significant loss of visual amenity.	AS1 The building has a maximum of two storeys.	NA	No additional buildings.
Accommodation Density			
PC2 Accommodation density must be low to maintain and enhance the quality of rural landscape, farmland, natural landscapes and the hinterland scenic backdrop.	AS2 The dwelling density does not exceed one detached dwelling per lot.	NA	No accommodation is proposed.
Building Setback			
PC3 All buildings must provide for setbacks from the street frontage and the side and rear boundaries of the site, which are appropriate for the: a) efficient use of the site; b) rural character of the area; c) separation from neighbouring properties and from frontages to roads.	AS3 All buildings are set back not less than ten metres from the frontage and six metres from the side and rear boundaries of the site.	NA	No additional buildings are proposed.
PC4 All buildings must provide for setbacks from water courses/waterways which are appropriate to ensure the protection of water quality in those watercourses and riparian vegetation associated with those watercourses.	AS4 All buildings are setback not less than 30 metres from the tip of the high bank of a waterway as identified on Overlay Map OM11 – Natural Wetland and Waterway Areas. (Where no definable bank is present the setback is to be measured from the normal water level).	NA	No additional buildings are proposed.
Vehicular Crossings			
PC5 Vehicular crossings associated with the development must be designed and constructed to ensure: a) a safe footpath environment; b) safe vehicular access to the property; c) appropriate hydraulic performance for the stormwater of the	AS5 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	NA	No additional vehicular crossings are proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
stormwater infrastructure; d) no damage to vehicle or road infrastructure; e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood.			
Development that is Code Assessable or Impact Assessable			
Building Height			
PC6 All buildings must be of a height which is in keeping with the predominantly rural character of the surrounding area. Building height must not result in a significant loss of visual amenity.	AS6 The building has a maximum of three storeys, and is set back at a minimum of ten metres from all site boundaries.	NA	No additional buildings are proposed.
Siting			
PC7 All buildings must be sited to complement the natural landscapes and topographical features of the site and the surrounding rural area, having regard to: a) significant views and vistas; b) natural water systems; c) remnant vegetation; d) a site analysis, prepared in accordance with Planning Scheme Policy 17 – Site Analysis.	AS7 No acceptable solution provided.	NA	No additional buildings are proposed.
Building Appearance			
PC8 All buildings must be designed and constructed to a high aesthetic standard, and complement or enhance the character of the local area.	AS8 No acceptable solution provided.	NA	No additional buildings are proposed.
Landscape Work			
PC9 All lots must be managed to maintain and enhance the rural landscape quality of the local area.	AS9 No acceptable solution provided.	✓	These lots will be maintained as buffers.
Amenity Protection			
PC10 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: a) noise; b) hours of operation; c) traffic;	AS10 No acceptable solution provided.	✓	These lots will be maintained as buffers.

Performance Criteria	Acceptable Solutions	Compliance	Comments
d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.			
PC11 The proposed development must take into account and seek to ameliorate any negative aspects of the existing residential amenity of the local area, having regard, but not limited, to the existing impact of: a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions.	AS11 No acceptable solution provided.	✓	These lots will be maintained as buffers.
Impacts from Agricultural Activity			
PC12 Where a sensitive receptor, is proposed adjacent to agricultural activities undertaken on a site identified on Overlay Map OM2 – Good Quality Agricultural Land, impacts from agricultural activities, including chemical spray drift, odour, noise, dust, smoke and ash, must not adversely affect community public health, safety and amenity. <i>Note: For the purposes of PC12, Sensitive Receptor is defined as a dwelling, mobile home or caravan park, residential marina or other residential place in a residential development, a motel, hotel or hostel, a childcare centre, kindergarten, school, university or other educational institution, or a medical centre or hospital.</i>	AS12.1 The sensitive receptor is adjacent to agricultural activity that emits noise, and a separation distance between the sensitive receptor and the agricultural land is in accordance with solutions outlined on Page 16 of the Planning Guidelines: Separating Agricultural and Residential Land Uses – August 1997 (DNR, DGLP). AS12.2 The sensitive receptor is adjacent to agricultural activity that emits odour, dust, smoke, ash or chemical spray, and a separation distance between residential development and the agricultural land is not less than 500 metres.	NA	No sensitive receptors are proposed.
Environmental Protection			
PC13 The development must avoid detrimental impact on the natural environment by: a) conserving to the greatest extent possible the nature conservation environmental values of the site and its surrounds; b) minimising site disturbance, erosion and loss of soil; c) avoiding changes to ground level wherever possible; d) minimising impacts due to changes in the quantity and quality of	AS13 No acceptable solution provided.	NA	These lots will be retained as buffer.

Performance Criteria	Acceptable Solutions	Compliance	Comments
stormwater.			

Extractive Industry Domain Place Code

(This Code only applies to Lot 1 on CP893559, which will continue to be used for an office, weigh bridge, etc in accordance with existing approvals – no changes proposed)

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Self Assessable, Code Assessable or Impact Assessable			
Building Height			
PC1 All buildings must be of a height which is in keeping with the predominant character of the surrounding area. Building height must not result in a significant loss of visual amenity.	AS1 The building is not more than 11.5 metres in height and has a maximum of three storeys.	NA	No additional building is proposed.
Building Setback			
PC2 All buildings must provide for setbacks from the street frontage and the side and rear boundaries to achieve a reasonable amenity separation from neighbouring lots and from street frontages.	AS2 The building or structure is set back not less than: a) ten metres from the primary street frontage of the site; b) seven metres from any secondary frontage(s) or any other boundary.	NA	No additional building is proposed.
Site Coverage			
PC3 The site coverage of all buildings must not result in a built form that is bulky and visually intrusive.	AS3 The site coverage of all buildings is not greater than 10% of the site area unless a specific development code provides for a lesser site coverage.	NA	No additional building is proposed.
Vehicular Crossings			
PC4 Vehicular crossings associated with the development must be designed and constructed to ensure: a) a safe footpath environment; b) safe vehicular access to the property; c) appropriate hydraulic performance of the stormwater infrastructure; d) no damage to vehicle or road infrastructure; e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood.	AS4 Driveways are designed and constructed in accordance with relevant sections of Planning Scheme Policy 11 – Land Development Guidelines.	NA	No additional driveways or vehicular crossings are proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Code Assessable or Impact Assessable			
Building Height			
<p>PC5</p> <p>All buildings must be of a height which is in keeping with the predominant character of the surrounding area. Building height must not result in a significant loss of visual amenity.</p>	<p>AS5</p> <p>The building or structure is more than 11.5 metres in height, and is ancillary to the buildings on site or other extractive industry purposes.</p>	NA	No additional building is proposed.
Siting			
<p>PC6</p> <p>All buildings and associated structures must be sited to maintain accessibility to the extractive resources and to complement the local landscape character and the built form of the surrounding area, having regard to:</p> <p>a) overland flow path;</p> <p>b) natural water systems;</p> <p>c) remnant vegetation.</p>	<p>AS6</p> <p>The building or structure is located in accordance with an approved Extractive Industry Management Plan for the site.</p>	NA	No additional building is proposed.
Building Appearance			
<p>PC7</p> <p>All buildings and structures must be designed and constructed to a high standard and to complement or enhance the character of the local area.</p>	<p>AS7</p> <p>No acceptable solution provided.</p>	NA	No additional building is proposed.
Advertising Devices			
<p>PC8</p> <p>All signage should be complementary to the design and style of the buildings on the site on which it is located and to signs and development on adjoining sites. All advertising devices must be designed and constructed to complement the local character of the area.</p>	<p>AS8.1</p> <p>All buildings, containing a commercial use component, contain signage envelopes on the exterior of the frontages of the building structure to enable the signage requirements of the end use business operation to be satisfied. Such signage envelopes allow for signage, which does not dominate the facade and which complements the design of the building.</p> <p>AS8.2</p> <p>Freestanding signs complement the design of the buildings to which they relate, do not dominate the streetscape of a locality, are compatible with signage on adjoining sites, and clearly identify the product or business being promoted.</p>	NA	No additional advertising devices are proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
Landscape Work			
PC9 Landscaping proposals for new development must clearly contribute to the protection and enhancement of the existing dominant visual features of the local area.	AS9 No acceptable solution provided.	NA	No additional landscaping is proposed.
PC10 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area and any adjoining residential or public open space areas.	AS10 The car park area, open space and buffer areas of the lot are landscaped with design and use of plant species generally consistent with that of adjacent and nearby lots. The design may incorporate extensive paved areas for pedestrian use.	NA	No additional landscaping is proposed.
Amenity Protection			
PC11 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of: <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	AS11 No acceptable solution provided.	NA	No additional development is proposed on this Lot.
PC12 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of: <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	AS12 No acceptable solution provided.	NA	No additional development is proposed on this Lot.

Performance Criteria	Acceptable Solutions	Compliance	Comments						
Public Safety									
<p>PC13</p> <p>All blasting activity, associated with the extractive industry must be located and undertaken in a manner to ensure that a high level of public safety is maintained.</p>	<p>AS13</p> <p>No acceptable solution provided.</p>	NA	No blasting is to occur on this Lot.						
Environmental Management									
<p>PC14</p> <p>All extractive industry activities must be undertaken in a manner which minimises environmental impact of the proposed use and operation on and off the site.</p>	<p>AS14.1</p> <p>The Extractive Industry Management Plan has been prepared by a competent person, in accordance with the Extractive Industry Management Plan Guidelines.</p> <p>AS14.2</p> <p>A Site Rehabilitation Plan has been prepared by a competent person, and demonstrates the site will be reclaimed and rehabilitated to a stable and attractive state.</p>	✓	<p>Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>The proposed development will be managed by the SBMP prepared for the Site to ensure that the amenity of the local area is managed in accordance with the requirements of the Planning Scheme.</p> <p>The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p>						
<p>PC15</p> <p>All activities undertaken as part of the extractive industry operation must not cause harm to the surrounding environment.</p>	<p>AS15</p> <p>The materials and outputs from the extractive industry land use do not pollute any watercourse, water storage, drainage system, man-made lakes or canals or land adjacent to the extractive industry.</p>	✓	No additional development is proposed on this Lot and extraction does not occur on this Lot.						
Hours Of Operation									
<p>PC16</p> <p>All extractive industry activities must be undertaken within appropriate hours to minimise nuisance to adjoining and surrounding development.</p>	<p>AS16.1</p> <p>The extraction, crushing, screening operations and loading of materials of the extractive industry operate within the following hours:</p> <table border="0"> <tr> <td>Monday to Friday</td> <td>7.00am – 6.00pm</td> </tr> <tr> <td>Saturday and public holidays</td> <td>8.00am – 12 noon</td> </tr> <tr> <td>Sunday</td> <td>nil</td> </tr> </table>	Monday to Friday	7.00am – 6.00pm	Saturday and public holidays	8.00am – 12 noon	Sunday	nil	Performance Solution	<p>The proposed development involves inclusion of additional land within the existing approved extractive industry on-site.</p> <p>The proposed hours of operation will be consistent with the existing approval over the Site (Gold Coast City</p>
Monday to Friday	7.00am – 6.00pm								
Saturday and public holidays	8.00am – 12 noon								
Sunday	nil								

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>AS16.2 The loading and distribution of material occurs within the hours of operations, set out in AS16.1, and only occurs outside these hours where prior approval in writing from Council has been obtained.</p> <p>AS16.3 Blasting and explosions are conducted only between the hours of 9am and 5pm Monday to Friday, excluding weekends and public holidays.</p>		<p>Council Approval Reference: PN131878/01/DA2), being:</p> <p><u>Extractive industry operations</u></p> <ul style="list-style-type: none"> • Monday to Friday: 6:00am to 6:00pm • Saturday: 8:00am to 3:00pm • Sunday: No quarry operations permitted <p><u>Plant Maintenance</u></p> <ul style="list-style-type: none"> • 24 hours, 7 days a week <p><u>Haulage of quarry material by vehicle utilising Harts Road</u></p> <ul style="list-style-type: none"> • Monday to Friday: 6:30am to 5:30pm • Saturday: 8:00am to 3:00pm • Sunday: No haulage permitted <p><u>Haulage by vehicles accessing directly onto Stanmore Road</u></p> <ul style="list-style-type: none"> • Monday to Friday: 6:00am to 10:00pm • Saturday: 8:00am to 3:00pm • Sunday: No haulage permitted <p><u>Blasting</u></p> <ul style="list-style-type: none"> • Monday to Saturday: 9:00am to 5:00pm <p>No operations will be carried out on Anzac Day, Good Friday, Easter Monday or Christmas Day.</p>
Visual Amenity			
<p>PC17 The visual impact of the extractive industry activities must be reduced, to achieve integration with the surrounding landscape.</p>	<p>AS17.1 No extractive industry or ancillary activity is conducted within 40 metres of any boundary of the site.</p> <p>AS17.2 Views into the site, including quarry floor, benches and faces, are not immediately visible from the road frontage and adjoining properties.</p> <p>AS17.3 The site adjoins a residential lot and/or public open space and a buffer area</p>	NA	<p>No additional buildings or development is proposed on this Lot. The existing buildings have been approved by Council.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	is provided to create a visual and acoustic barrier between the two uses. The buffer contains: a) screen planting; and/or b) a screen fence on the dividing boundary to the residential lot.		
Storage			
PC18 Ancillary storage of goods or materials in open areas must be presented in a manner that does not detract from the visual amenity of the local area.	AS18 The open area used for the storage of vehicles machinery, goods and materials used on the site is: a) located no closer than ten metres from either the main street frontage or any other boundary; b) is effectively screened with fencing or vegetation.	NA	No additional storage is proposed.
Traffic			
PC19 The traffic and parking generated by the proposed development on the surrounding road network must not result in unacceptable impacts on adjacent land and local road users.	AS19 A traffic impact analysis has been undertaken by a suitably qualified and experienced person which identifies the expected traffic movements generated by the proposal, any associated impacts on the road network, and any work that will be required to address the identified impacts.	NA	No additional development is proposed on this lot. The proposed development involves inclusion of additional land to the quarry footprint but no increase in the extraction capacity. Therefore the proposal does not involve an increase in the generation of traffic to and from the site.
Impacts from Agricultural Activity			
PC20 Where a sensitive receptor proposed to be located adjacent to agricultural activities and undertaken on a site identified on OM2 – Good Quality Agricultural Land, impacts from agricultural activities, (including: chemical spray drift, odour, noise, dust, smoke and ash) must not adversely affect community public health, safety and amenity. <i>Note: For the purposes of PC20, Sensitive Receptor is defined as a dwelling, mobile home or caravan park, residential marina or other residential place in a residential development, a motel, hotel or hostel, a child care centre, kindergarten, school, university or other educational institution or a medical centre or hospital.</i>	AS20.1 The sensitive receptor is adjacent to agricultural activity that emits noise, and a separation distance between the sensitive receptor and the agricultural land is in accordance with solutions outlined on Page 16 of the Planning Guidelines: Separating Agricultural and Residential Land Uses – August 1997 (DNR, DGLP). AS20.2 The sensitive receptor is adjacent to agricultural activity that emits odour, dust, smoke, ash or chemical spray and a separation distance between residential development and the agricultural land is not less than 500 metres.	NA	No sensitive receivers are proposed.
Environmental Protection			
PC21 The development must avoid detrimental impact on the natural environment by: a) conserving to the greatest extent possible the nature conservation and environmental values of the site and its surrounds;	AS21 No acceptable solution provided.	NA	No additional development is proposed on this lot.

Performance Criteria	Acceptable Solutions	Compliance	Comments
b) minimising site disturbance, erosion and loss of soil; c) avoiding changes to ground level wherever possible; d) minimising impacts due to changes in the quantity and quality of stormwater.			

Specific Development Codes

Landscape Work Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Code Assessable or Impact Assessable			
Local Landscape Character			
<p>PC1 Landscape Work must minimise impact on the environmental values and contribute to the visual amenity and character of the site and local neighbourhood.</p>	<p>AS1 New plantings on the site do not include plant species identified as prohibited or restricted for use in Planning Scheme Policy 13 – Landscape Strategy Part 2 - Landscape Works Documentation Manual, Section D – Guidelines for Undesirable Plants.</p>	✓	<p>Appropriate landscape work will be provided in accordance with Council's policies to minimise impact on the environmental values and contribute to the visual amenity and character of the Site.</p>
Landscape Character			
<p>PC2 Landscape Work must contribute to the achievement of a high quality landscape character, City image and townscape for the Gold Coast.</p>	<p>AS2.1 The development is on a site identified in the Beach Strip Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and: is consistent with landscape character elements identified in Planning Scheme Policy 12 – Landscape Strategy Part 1 – Landscape Character: Guiding the Image of the City;</p> <ol style="list-style-type: none"> a) where such a site is located directly adjacent to a dunal area, planting within the area of the site that is seaward of any built structures incorporates a primary planting framework of local native dunal species to reinforce and enhance the natural dunal edge. Plant species used are to be in accordance with those identified for the different zones of the dunal area in Planning Scheme Policy 15 - Management of Coastal Dune Areas; b) the design of the Landscape Work incorporates the retention, enhancement or promotion of any existing significant cultural plantings and native plantings associated with the local character of the beach strip, such as Norfolk Island Pines, <i>Pandanus</i> sp, <i>Banksia</i> sp and <i>Cupaniopsis</i> sp; and c) where such is a residential choice, commercial or tourist development in centres between Palm Beach and Main Beach (particularly Surfers Paradise, Broadbeach and Main Beach), the Landscape Work associated with the site development includes the appropriate use of resort style landscape treatments, in conjunction with the use of local native coastal species; or 	✓	<p>The Site is located in the Albert Corridor of Planning Strategy Map PS10 – Gold Coast Character Map.</p> <p>Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>Appropriate landscape work will be provided to contribute to the achievement of a high quality landscape character by providing a dense and green outlook to the road corridor frontage (Stanmore Road) and progressive rehabilitation on ridge tops, crests and upper slopes of the hills to minimise visual impacts.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>d) where such is a residential choice, commercial or tourist development in centres between Currumbin Creek and Coolangatta, the Landscape Work associated with the site development promotes the coastal village character through a primary planting framework of local native coastal species.</p> <p>AS2.2 The development is on a site identified in the Bay Islands Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City; and</p> <p>b) local native vegetation is utilised as the primary planting framework in the Landscape Work.</p> <p>AS2.3 The development is on a site identified in the Hope Island Estates Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) where such is a residential choice, commercial or tourist development, the Landscape Work includes the appropriate use of resort style landscape treatments, in conjunction with the use of local native species;</p> <p>c) where such a site includes large areas of open space and/or drainage corridors and buffer areas, local native species are utilised in the landscape as the primary planting framework;</p> <p>d) where such a site is located adjacent to a major road corridor, a strong boulevard character is reinforced in the streetscape work by the use of dominant and consistent plant forms in a simple but formal configuration, using appropriate exotic or local native species; and</p> <p>e) where such a site is located adjacent to a major road corridor, front fencing is primarily transparent, visually unobtrusive and articulated with the use of appropriate vegetation, materials and colours.</p> <p>AS2.4 The development is on a site identified in the Broadwater Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) any existing significant cultural and/or remnant vegetation on the site is retained and/or is reinforced in the Landscape Work with new planting</p>		

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>that reflects the forms and growth habits of the traditional or remnant planting forms; and</p> <p>c) where such a site is immediately adjacent to the Broadwater, planting within the area of the site that is directly adjacent to any water body utilises a primary planting framework of local native species as part of the Landscape Work; or</p> <p>d) where such a site is adjacent to open space areas linked to the Broadwater, planting within the area directly adjacent to the open space area utilises a primary planting framework of local native species as part of the Landscape Work.</p> <p>AS2.5 The development is on a site identified in the Southport Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) any existing significant cultural and/or remnant vegetation on the site is retained and/or is reinforced in the Landscape Work with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings; and</p> <p>c) where such a site is located along Scarborough or Nerang Streets, streetscape framework planting creates a strong boulevard character, and provides shade, amenity and vertical enclosure through the use of single trunked canopy shade species. Dominant vertical forms, such as palms and resort style landscape treatments, are not utilised as part of the Landscape Work within or directly adjacent to the streetscape; or</p> <p>d) where such a site is located along Short Street, streetscape framework planting reinforces the existing informal leafy streetscape utilising single trunked canopy shade species as part of the Landscape Work. Dominant vertical forms, such as palms and resort style landscape treatments, are not utilised in the Landscape Work within or directly adjacent to the streetscape.</p> <p>AS2.6 The development is on a site identified in the River Valleys Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) incorporates a primary planting framework of local native plant species in the Landscape Work;</p> <p>c) any existing significant cultural and/or remnant plantings are retained and/or reinforced in the Landscape Work, with new plantings that reflect</p>		

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>the forms and growth habits of the existing cultural and/or remnant plantings;</p> <p>d) Landscape Work includes minimal cut and fill of the original landform, utilises open style and transparent fencing, and reduces the impact of any bulk massing in building form on the site;</p> <p>e) where such a site is located along a major road corridor, Landscape Work on the site promotes and enhances varying road experiences through open, filtered and enclosed views of any rural areas, creeks and riverine vegetation;</p> <p>f) where such a site is located on a ridgetop, crest or upper slope of a foothill, the character of any undeveloped ridgelines is reinforced and enhanced as part of the Landscape Work on the site; and</p> <p>g) where such a site includes and/or is adjacent to a creek and/or river system, Landscape Work utilises local native riverine species in the design that contribute to the rehabilitation and expansion of the riparian zone.</p> <p>AS2.7 The development is on a site identified in the Albert Corridor Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) incorporates a primary planting framework of local native plant species in the Landscape Work;</p> <p>c) any existing significant cultural and/or remnant plantings are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings;</p> <p>d) where such a site is located along a major road corridor, Landscape Work on the site promotes and enhances varying road experiences through open, filtered and enclosed views of any rural areas, riverine vegetation and surrounding ridgeline;</p> <p>e) where such a site is located on a ridgetop, crest or upper slope of a foothill, the character of any undeveloped ridgelines is reinforced and enhanced as part of the Landscape Work on the site;</p> <p>f) where such a site includes and/or is adjacent to a creek and/or river system, Landscape Work utilises local native riverine species in the design that contribute to the rehabilitation and expansion of the riparian zone;</p> <p>g) where such a site is located within a significant rural landscape or floodplain area, the Landscape Work on the site reinforces and promotes the open character of the floodplain environment and/or rural</p>		

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>landscape; and</p> <p>h) where such a site is in an industrial area fronting a major road corridor, the Landscape Work presents a dense and green outlook to the road corridor frontage.</p> <p>AS2.8 The development is on a site identified in the Beenleigh and Sugar Cane Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) any existing significant cultural and/or remnant planting, particularly that associated with rural landholdings, are retained and/or reinforced in the Landscape Work, with new plantings that reflect the forms and growth habits of the existing cultural and/or remnant plantings;</p> <p>c) where such a site is located adjacent to the bay edge, Landscape Work utilises a primary planting framework of local native species in an informal landscape setting that enhances the low scale and natural character of the area;</p> <p>d) where such a site includes industrial or commercial development, the Landscape Work incorporates a dense landscaped buffer area, with a primary planting framework of local native species to screen the development from any residential and rural uses; and</p> <p>e) where such a site includes industrial development along major traffic routes, Landscape Work incorporates a landscaped buffer strip of local native species along the street frontage to present a dense and green outlook to the street.</p> <p>AS2.9 The development is on a site identified in the Suburban Estates Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) where such a site includes open space areas, Landscape Work incorporates:</p> <p>c) a primary planting framework of local native species;</p> <p>d) the retention of existing significant remnant vegetation in the design; and</p> <p>e) enhancement of visual and physical linkages to open space areas surrounding the site;</p> <p>f) where such a site includes drainage reserves in open space areas, Landscape Work incorporates the principles of dual use drainage</p>		

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>systems, such as wetlands, informal open space and detention basins, where such are consistent with hydraulic/stormwater drainage management practices;</p> <p>g) where such a site requires a landscaped buffer to screen incompatible uses from residential areas, the Landscape Work incorporates:</p> <p>h) an adequate buffer area to facilitate the specific function required of the screen, eg. where adjacent to busy roads, landscaped buffer strips are of an appropriate width (preferably a minimum of ten (10) metres) that incorporates sufficient area of plant material to provide an effective screen; and</p> <p>i) a planting structure within the buffer of trees and screening shrubs utilising local native species as the primary planting framework; and</p> <p>j) where such a site includes streetscape work that is part of the site development, the landscape work provides shade and amenity. This incorporates the use of single trunked canopy shade species, utilising low maintenance local native species as the planting framework, with exotic species as feature planting, where appropriate.</p> <p>AS2.10 The development is on a site identified in the Canal Estates Character Area on Planning Strategy Map PS10 – Gold Coast Character Map and:</p> <p>a) is consistent with landscape character elements identified in Planning Scheme Policy 12 – Part 1 – Landscape Character: Guiding the Image of the City;</p> <p>b) where such a site includes streetscape work as part of the site development, Landscape Work provides:</p> <p>c) shade and amenity that incorporates the use of single trunked canopy shade species utilising low maintenance, local native species as the planting framework, with exotic species as feature planting, where appropriate; and</p> <p>d) front fencing that is designed to be primarily transparent and not visually dominant, avoiding the creation of blank walls or barriers at the street interface;</p> <p>e) where such a site incorporates public open space areas, local native species are utilised as the primary planting framework; and</p> <p>f) where such a site is directly adjacent to a canal or waterway, Landscape Work incorporates natural looking materials to any revetment treatment, and utilises local native species as the primary planting framework in the areas between the property boundary and the canal or waterway edge.</p>		

Performance Criteria	Acceptable Solutions	Compliance	Comments
Landscape Design			
<p>PC3</p> <p>The Landscape Work, including that within streetscapes, public open space and private property, must complement new and existing development through the provisions of Landscape Work that:</p> <ol style="list-style-type: none"> responds to opportunities and constraints of the existing site characteristics; reinforces and enhances identified local character; is best suited to the use and function of the site and environmental/climatic conditions; and has regard for ongoing maintenance. 	<p>AS3.1 Landscape Work for the site reinforces and enhances existing significant topographical features, including local native vegetation, waterways, overland flow paths and landform as identified on a Site Survey and Analysis for the site.</p> <p>AS3.2 Landscape Work for the site reinforces local landscape character, as identified in PC2 and AS2.1 to AS2.10 for Landscape Character above.</p> <p>AS3.3 Landscape Work in public areas, such as road reserves, parks and other open space, provides shaded environments and passive recreation spaces for users and visitors to the site.</p> <p>AS3.4 Where a site incorporates high use facilities, Landscape Work is located and maintained in a way that does not create unsafe environments by blocking surveillance, creating concealment spots and reducing sightlines.</p> <p>AS3.5 Landscape Work promotes the effective use of water. Selection of plant species and layout of the landscaped area minimises the demand for use of potable water from the City's water reticulation system.</p> <p>AS3.6 Plant species utilised in Landscape Work in streetscapes and public open space areas minimise the need for high intensity landscape maintenance.</p> <p>AS3.7 Landscape Work contributes to the stability of local soils and minimises sediment and erosion activity.</p> <p>AS3.8 Landscape Work complies with a Statement of Landscape Intent (in some cases approved for Preliminary Operational Work – Landscape), where such a site includes one or more of the following:</p> <ol style="list-style-type: none"> rare and threatened flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under Specific Development Code 36 – Vegetation Management; the site is to contain large areas of replanting and/or rehabilitation; the site is to consist of large areas of open space (including private and public); 	<p>✓</p>	<p>Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>Appropriate landscaping and rehabilitation works will be provided to reinforce topographical features (hill tops), native vegetation and waterways. Landscaping and rehabilitation will be essential for stability of soils and minimising sediment and erosion.</p> <p>An appropriate Statement of Landscape Intent and Detailed Landscape Plan will be provided as part of a subsequent Operational Works Permit (if required).</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>d) the site has significant overland drainage and/or drainage corridors;</p> <p>e) the site incorporates important views as identified by the Site Analysis;</p> <p>f) the site is located in an area of identified.</p> <p>g) particular local or neighbourhood character;</p> <p>h) it is proposed to alter the landform significantly;</p> <p>i) the development requires additional streetscape work;</p> <p>j) the development incorporates built form which is located in areas of high visual prominence.</p> <p>AS3.9 The Landscape Work is in accordance with a Detailed Landscape Plan, approved for the Operational Work – Landscape Development Permit, prepared in accordance with Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual.</p> <p>AS3.10 The solid wall for podium landscape planting, erected on top of a basement, is not to exceed 0.5 metres in height and is to be located not within 1.0 metre of the basement's outer perimeter.</p>		
<p>PC4 Landscape Work in public open space (or that open space to be dedicated as part of an open space contribution) must provide for effective management of the landscape of the site during construction, at 'on' and 'off' maintenance and for future ongoing maintenance regimes</p>	<p>AS4.1 Landscape Work complies with an Open Space Management Statement (in some cases approved as part of the Preliminary Approval for Operational Work – Landscape) where such a site includes one or more of the following:</p> <p>a) the retention and/or removal of flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992, or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under Specific Development Code 36 – Vegetation Management;</p> <p>b) extensive areas of natural wetlands or other complex drainage systems;</p> <p>c) large areas of open space, including identification of key linkages to a wider open space system;</p> <p>d) areas that may be subject to significant erosion and/or sediment deposition.</p> <p>AS4.2 The Landscape Work for the site is in accordance with an Open Space Management Plan approved for the Operational Work – Landscape Development Permit, prepared in accordance with Planning Scheme Policy 13 – Part 2 – Landscape Works Documentation Manual, where such an area has one or more of the following:</p> <p>a) includes removal of areas of rare and threatened flora or habitat for rare and threatened fauna under the Nature Conservation Act 1992,</p>	<p>NA</p>	<p>The proposed development does not involve public open space.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>or is identified by the Planning Scheme as being of ecological significance, or is protected vegetation under the Specific Development Code 36 – Vegetation Management;</p> <p>b) includes retention of areas of significant natural vegetation;</p> <p>c) includes extensive areas of replanting and large rehabilitation areas;</p> <p>d) includes wetlands and other drainage corridors;</p> <p>e) will require storage of materials on-site during construction;</p> <p>f) forms part of a wider open spaces system;</p> <p>g) may be subject to erosion or sediment deposition; includes fauna habitats that require protection and/or expansion;</p> <p>h) includes areas of bushfire hazard; and</p> <p>i) incorporates significant public facilities such as picnic or playground areas.</p>		
<p>PC5 Landscape Work must be designed and constructed to achieve a reasonable and practicable response to all public risk duty of care issues.</p>	<p>AS5 The design and construction of Landscape Work in public open space areas is consistent with all relevant Australian Standards.</p>	<p>NA</p>	<p>The proposed development does not involve public open space.</p>

Vegetation Management Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Self Assessable, Code Assessable or Impact Assessable			
Vegetation Protection			
<p>PC1 Vegetation must be protected to ensure that:</p> <ul style="list-style-type: none"> a) habitats are provided for rare and threatened flora and fauna as defined by the Nature Conservation Act 1992 and Nature Conservation (Wildlife) Regulations 1994; b) vegetation of historical, cultural or visual significance is retained; c) vegetation is retained for erosion prevention and slope stabilisation; d) the character of the local area is maintained; e) the conservation of the City's biodiversity is assisted. 	<p>AS1.1 The vegetation is not damaged.</p> <p>OR</p> <p>AS1.1.2 The vegetation damage is in accordance with a previously approved and existing Vegetation Management Plan.</p> <p>OR</p> <p>AS1.1.3 The vegetation damage is essential for carrying out work authorised or required under another Act.</p> <p>OR</p> <p>AS1.1.4 The vegetation damage occurs within the path of, or within three metres of the path of, an essential road, water supply, sewage or drainage works.</p> <p>OR</p> <p>AS1.1.5 The vegetation damage is within three metres (as measured from the centre of the diameter of the tree's trunk, at ground level, to the nearest edge of the foundations) of the foundations of an existing building or structure, or the site of a proposed property boundary fence, for which all necessary development approvals have been obtained. The fence is to be constructed within 21 days.</p> <p>OR</p> <p>AS1.1.6 The site is within the Rural Domain and/or is greater than 8,000m² in area, and the vegetation damage is within ten metres (as measured from the centre of the diameter of the tree's trunk, at ground level, to the nearest edge of the foundations) of the foundations of an existing building or structure, or the site of a proposed property boundary fence, for which all necessary development approvals have been obtained, The fence is to be constructed within 21 days.</p> <p>OR</p> <p>AS1.1.7 The vegetation damage is authorised by Council and is considered as one or</p>	<p>Performance Solution</p>	<p>With the exception of Lot 80 on CP893560 and Lot 2 on RP813599, the proposed Extractive Industry footprint has been previously approved and clearing is consistent with AS1.1.2.</p> <p>Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation.</p> <p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report).</p> <p>The BAAM Report finds:</p> <p><i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values.”</i></p> <p>The clearing of native vegetation is generally assessable development for which a development permit under the SPA is required (in accordance with Schedule 3, Part 1, Table 4, Item 1 of the Sustainable Planning Regulation 2009 (SPR)), unless the clearing falls within the scope of Schedule 24 of the SPR.</p> <p>Schedule 24, Part 2, Item (g) of the SPR includes clearing of the following type on freehold land –</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>more of the following:</p> <ul style="list-style-type: none"> a) actually or potentially dangerous as a result of being dead, dying or diseased, structurally unsound, or having a growth form or habit which is hazardous; b) a threat to the safety of persons or property or the environment integrity; c) restricting the habitability of the dwelling on the site. <p>OR</p> <p>AS1.1.8 The vegetation damage is essential for the survey of the property boundary by a licensed cadastral surveyor.</p> <p>OR</p> <p>AS1.1.9 The vegetation is damaged to:</p> <ul style="list-style-type: none"> a) maintain an existing fire break; b) undertake works in order to implement an approved fire management plan; or c) establish a fire break during a fire event or to contain fire in some other way during a fire event. <p>OR</p> <p>AS1.1.10 The vegetation is damaged to reduce bushfire hazard, by means of fuel reduction, around a dwelling house located in a Medium or High Potential Bushfire Hazard Area as identified on the Overlay Map OM10 – Potential Bushfire Hazard Areas in a bushfire prone area, as defined in Part 7, Division 2 – Bushfire Management Areas, consistent with the following:</p> <ul style="list-style-type: none"> a) removal of protected vegetation within ten metres of a dwelling house (inner zone); b) selective removal of protected vegetation in order to thin the canopy or remove understorey vegetation (including any branches less than two metres above ground level) for a further ten metres (outer zone); c) where the dwelling house is situated on a sloping site, a further increase in the outer zone: <ul style="list-style-type: none"> - to a maximum of one metre for every degree of slope, down slope of the dwelling house; - to a maximum of half a metre for every degree of slope, upslope of the dwelling house (refer Figure 36-1). <p>OR</p> <p>AS1.1.11</p>		<p><i>for urban purposes in an urban area and the vegetation is regulated regrowth vegetation, or an of concern regional ecosystem or a least concern regional ecosystem—</i></p> <ul style="list-style-type: none"> (i) <i>shown on a PMAV for the area as a category B area; or</i> (ii) <i>if there is no PMAV for the area—shown on the regional ecosystem map or remnant map as remnant vegetation.</i> <p>Correspondence (via email from Patrina Birt – Vegetation Management Officer) from Department of Natural Resources and Mines (DNRM) dated 13 August 2012 confirmed that the proposed clearing for the application is exempt under Schedule 24, Part 2 of SPR (refer ATTACHMENT 12 – DNRM VEGETATION CLEARING EXEMPTION CORRESPONDENCE of the Planning Assessment Report).</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>The vegetation is damaged, and is harvested for bona fide and sustainable milling purposes or is essential for use in connection with existing lawful agricultural or animal husbandry operations conducted on the land on which the protected vegetation is situated, and is not located:</p> <ul style="list-style-type: none"> a) within 30 metres of the high bank of a waterway; or b) on land that has a slope in excess of 25%. <p><i>Note: Where no definable high bank is present, the buffer width is measured from the Highest Astronomical Tide (HAT) of tidal waterways or the normal water level of freshwater waterways.</i></p> <p>OR</p> <p>AS1.1.12</p> <p>The vegetation is damaged as the result of pruning essential to promote regeneration or for ornamental shaping, or to prevent interference to overhead service cabling.</p> <p>OR</p> <p>AS1.1.13</p> <p>The vegetation is damaged as the result of sustainable timber harvesting, where the vegetation is subject to a scheme or plan providing for its management and exploitation as a sustainable resource:</p> <ul style="list-style-type: none"> a) approved by the local government and in accordance with a plan developed by a suitably qualified and competent person in keeping with the guidelines for ecological site assessment; or b) authorised or approved under another law. <p>OR</p> <p>AS1.1.14</p> <p>The vegetation is damaged and the damage arises on a rural property as the result of a regular and ongoing maintenance program for the management of immature regrowth and woody weeds in connection with an existing lawful, agricultural or animal husbandry operation conducted on the land.</p>		
<p>PC2</p> <p>Vegetation cleared from the site is disposed of in a manner that does not result in smoke being released into an urban or rural residential area which would likely cause an impact on human health and safety.</p>	<p>AS2.1.1</p> <p>Vegetation is disposed of in an on-site pitburner, approved under the Environmental Protection Act 1994, and operated in accordance with that approval.</p> <p>OR</p> <p>AS2.1.2</p> <p>Vegetation is transported off-site for disposal in an approved green waste disposal facility.</p> <p>OR</p>	<p>✓</p>	<p>Vegetation will be removed in accordance with the acceptable solutions.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	AS2.1.3 Vegetation is reused and/or recycled, eg. as firewood, landscaping or commercial timber products. OR AS2.1.4 Vegetation is disposed of using domestic refuse disposal services or facilities. OR AS2.1.5 Vegetation is disposed of on-site by above ground burning, where the burning utilises fire management techniques that will minimise smoke nuisance, approved by an appropriate authority.		

Development that is Code Assessable or Impact Assessable

Vegetation Protection

PC3 Vegetation must be protected to ensure that: a) habitats are provided for rare and threatened flora and fauna as defined by the Nature Conservation Act 1992 and Nature Conservation (Wildlife) Regulations 1994; b) vegetation of historical, cultural or visual significance is retained; c) vegetation is retained for erosion prevention and slope stabilisation; d) the character of the local area is maintained; e) the conservation of the City's biodiversity is assisted.	AS3.1.1 The vegetation is not damaged. OR AS3.1.2 The vegetation is damaged in accordance with an approved Vegetation Management Plan that includes, but is not limited to: a) the location of the existing or approved dwellings, building or structures; b) the location of waterways, ridge tops and steep slopes (greater than 25%) on and adjacent to the site; c) the location of the protected vegetation to which the damage is proposed, and reasonable particulars of its vegetation type, including species, height and girth; d) a statement of the reasons for the damage and any relevant factors associated with the purpose of the proposed damage; e) particulars of how the vegetation is to be damaged and, if relevant, how the damaged material is to be removed or disposed of; f) a landscape plan that is prepared in accordance with Specific Development Code 21 – Landscape Work; g) a plan indicating the location, size and species of replacement vegetation to compensate for the loss of damaged vegetation.	Performance Solution	With the exception of Lot 80 on CP893560 and Lot 2 on RP813599, the proposed Extractive Industry footprint has been previously approved and clearing is consistent with AS3.1.2. Planning for the proposal has involved the consideration of environmental, physical and operational constraints to evolve a preferred option of site development and progressive rehabilitation. BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report). The BAAM Report finds: <i>"with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values."</i>
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Performance Criteria	Acceptable Solutions	Compliance	Comments
			<p>The clearing of native vegetation is generally assessable development for which a development permit under the SPA is required (in accordance with Schedule 3, Part 1, Table 4, Item 1 of the Sustainable Planning Regulation 2009 (SPR)), unless the clearing falls within the scope of Schedule 24 of the SPR.</p> <p>Schedule 24, Part 2, Item (g) of the SPR includes clearing of the following type on freehold land –</p> <p><i>for urban purposes in an urban area and the vegetation is regulated regrowth vegetation, or an of concern regional ecosystem or a least concern regional ecosystem—</i></p> <ul style="list-style-type: none"> <i>(i) shown on a PMAV for the area as a category B area; or</i> <i>(ii) if there is no PMAV for the area—shown on the regional ecosystem map or remnant map as remnant vegetation.</i> <p>Correspondence (via email from Patrina Birt – Vegetation Management Officer) from Department of Natural Resources and Mines (DNRM) dated 13 August 2012 confirmed that the proposed clearing for the application is exempt under Schedule 24, Part 2 of SPR (refer ATTACHMENT 12 – DNRM VEGETATION CLEARING EXEMPTION CORRESPONDENCE of the Planning Assessment Report).</p>
Vegetation Protection Orders			
<p>PC4 A Vegetation Protection Order has been made by Council over the vegetation, and the vegetation must not be damaged, so as to protect the values and functions of recognised significant vegetation.</p>	<p>AS4 The vegetation is not damaged.</p>	<p>NA</p>	<p>There are no Vegetation Protection Orders over the Site.</p>

Constraint Codes

Bushfire Management Areas Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Self Assessable, Code Assessable or Impact Assessable			
Bushfire Hazard			
<p>PC1</p> <p>The fire mitigation methods used at the site must be adequate for the Potential Bushfire Hazard rating of the individual site, having regard to:</p> <ul style="list-style-type: none"> a) vegetation type; b) slope; c) aspect; d) on-site and off-site fire hazard implications of the development; e) bushfire history; f) conservation values of the site; g) ongoing maintenance. 	<p>AS1.1.1</p> <p>A Fire Management Plan has been prepared in accordance with Planning Scheme Policy 9 – Guidelines for Preparing Fire Management Plans, and the development complies with the Fire Management Plan.</p> <p>OR</p> <p>AS1.1.2</p> <p>The development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval under one of the superseded Planning Schemes (ie. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval.</p> <p>OR</p> <p>AS1.1.3.</p> <p>A written assessment by a competent person confirms that the subject site is of Low Potential Bushfire Hazard or has a lower rating; accordingly specific fire mitigation measures are not mandated for the development.</p>	<p>Performance Solution</p>	<p>The proposed development involves inclusion of additional land within the existing approved Extractive Industry on-site.</p> <p>The proposed development does not increase the bushfire risk for staff or visitors to the quarry. There are no additional buildings or structures proposed (except for an in-pit crushing plant).</p> <p>Appropriate fire mitigation methods will be incorporated as part of the proposal including large water bodies for fighting fire, two access points to flee hazardous fire events, earthmoving equipment and water trucks for developing fire breaks.</p> <p>The SBMP prepared for the Site includes a Bushfire Management Plan which includes procedures for managing the Site in the event of a bushfire (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p>
Siting			
<p>PC2</p> <p>Buildings must be sited to minimise the Potential Bushfire Hazard and maximise the protection of life and property from bushfire.</p> <p><i>Note: This does not apply to sites where a written assessment by a competent person confirms that the subject site is of Low Potential Bushfire Hazard or has a lower rating.</i></p>	<p>AS2.1</p> <p>Houses are located away from the most likely direction of a fire front, or on a flat site at the base of the slope (refer Figure 2-1).</p> <p>AS2.2</p> <p>The Fire Management Plan clearly identifies the preferred location of building sites, and the building is located within these areas.</p>	<p>NA</p>	<p>No additional buildings are proposed.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
Building Design and Construction			
<p>PC3 A building proposed in a designated Bushfire Prone Area (ie. in an area confirmed through site-based assessment to be subject to High or Medium Potential Bushfire Hazard) must be designed and constructed to maximise the protection of life and property from bushfire.</p>	<p>AS3 The building is constructed in accordance with the requirements of the Building Code of Australia and, where relevant, AS3959-1999 – Construction of Buildings in Bushfire-Prone Areas.</p>	NA	No additional buildings are proposed.
Development that is Code Assessable or Impact Assessable			
Private Water Supply – In Areas with No Water Reticulation			
<p>PC4 The development proposed in a High and/or Medium Potential Bushfire Hazard Area must provide an adequate water supply for fire fighting purposes.</p>	<p>AS4.1.1 The property contains one dwelling, and the water supply has a volume of water not less than 5,000 litres, and is either: a) a separate tank; and/or b) a reserve section in the bottom part of the main water supply tank; and/or c) a swimming pool installed immediately upon construction of the dwelling OR AS4.1.2 The property contains more than one dwelling and the water supply is provided to protect each individual dwelling, and has a volume of water not less than 10,000 litres, and is: a) a separate tank; and/or b) a reserve section in the bottom part of the main water supply tank; and/or c) a swimming pool installed immediately upon construction of the home.</p>	✓	The proposed development includes large water bodies for fire fighting purposes in the event of a potential bushfire hazard.
<p>PC5 In areas of High and/or Medium Potential Bushfire Hazard, all on-site water supply tanks, including domestic water supply tanks, must be fitted with the standard rural fire brigade fittings for emergency fire fighting purposes.</p>	<p>AS5 The water supply is fitted with a 50mm male camlock (standard rural fire brigade fitting).</p>	NA	No water tanks are proposed.
<p>PC6 Water supply provided for fire fighting purposes must be safely located and freely accessible for fire fighting purposes at all times.</p>	<p>AS6.1 The water supply outlet is located remote from any potential fire hazards, such as venting gas bottles, a burning house and burning sheds. AS6.2 The outlet pipe is 50mm in diameter and fitted with a 50mm male camlock (standard rural fire brigade fitting). AS6.3</p>	✓	Water supply is accessible to the Site for fire fighting at all times.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	A hardstand area is provided not more than six metres from the water supply outlet or, where applicable, a swimming pool.		
Private Water Supply – In Areas with Water Reticulation			
PC7 The water supply must be reliable, and have sufficient flow and pressure requirements for fire fighting purposes at all times.	AS7 The development is proposed in a High and/or Medium Potential Bushfire Hazard Area, and reticulated water is supplied in accordance with Planning Scheme Policy 11 – Land Development Guidelines.	NA	The proposed extraction areas are not in areas with water reticulation.
Public Water Supply – In Areas with No Water Reticulation			
PC8 The development proposed in a High and/or Medium Potential Bushfire Hazard Area must provide an adequate water supply which is readily accessible to fire brigades for fire fighting purposes.	AS8.1 Where public water supplies, fire hydrants, public water storage or permanent waterways do not exist, water tanks are provided on public land within the development. The water tanks: a) hold a volume of at least 22,500 litres; b) are of concrete construction; and c) fitted with a 50mm male camlock (standard rural fire brigade fitting). AS8.2 A hardstand area is provided not more than six metres from the water supply outlet.	NA	The Site is not on public land.
Clearing and Landscaping			
PC9 The development proposed in a High and/or Medium Potential Bushfire Hazard Area must undertake appropriate vegetation clearing and landscaping to mitigate fire hazard.	AS9 The Fire Management Plan addresses appropriate vegetation clearing and landscaping. <i>Note: Part 7, Chapter 36 – Vegetation Management specifies the maximum area of clearing permitted by the Planning Scheme for bushfire hazard mitigation. The Fire Management Plan may recommend lesser clearing on the basis of the specific nature of the development and of the site and the use of alternative fire hazard mitigation measures such as landscaping with fire retardant species.</i>	Performance Solution	Appropriate fire buffers can be maintained around the working Extractive Industry areas to protect people and property from bushfire.
Fire/Maintenance Trails			
PC10 Fire/maintenance trails must be provided to: a) enable access for fire fighters, residents and equipment; b) mitigate against fire hazard; and c) allow fuel reduction activity.	AS10.1 The development is proposed in a Medium Potential Bushfire Hazard Area, and the subdivision design incorporates fire/maintenance trails located as close as possible to the boundaries of the lots and the adjoining bushland. AS10.2 The fire/maintenance trail has:	✓	Existing fire/maintenance trails are located throughout the Site with multiple ingress and egress points to assist with fire fighting.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>a) a minimum cleared width of six metres;</p> <p>b) a minimum formed width of four metres; and</p> <p>c) a maximum gradient of 16%, with adequate drainage to prevent soil erosion and minimise ongoing trail maintenance.</p> <p>AS10.3.1 Vehicular links are provided along the fire/maintenance trail either to existing fire/maintenance trails or roads, and these links are designed having regard to the topography of the site, fire fighter safety and the need to regularly access water supplies.</p> <p>AND</p> <p>AS10.3.2 The fire/maintenance trail has vehicular access at each end, and links either to existing fire/maintenance trails or roads.</p> <p>OR</p> <p>AS10.3.3 Vehicular access at each end of fire/maintenance trails does not exist, and a turning circle is provided for turning of fire fighting vehicles.</p> <p>OR</p> <p>AS10.3.4 Vehicular access at each end of fire/maintenance trails does not exist, and a 'T' or 'Y' shaped turning bay is provided for turning of fire fighting vehicles.</p> <p>AS10.4 The fire/maintenance trail provides areas for vehicles to pass or turn at intervals of not more than 400 metres and with a maximum grade of 5% (1 in 20).</p> <p>AS10.5.1 Fire/maintenance trails are located on public land (including public open space areas) to facilitate access for fire brigades.</p> <p>OR</p> <p>AS10.5.2 Fire/maintenance trails are located on public land (including public open space areas) to facilitate access for fire brigades and other purposes, such as pedestrian and cycling access.</p> <p>OR</p> <p>AS10.5.3 Fire/maintenance trails are located on the site, and an access easement is granted in favour of Council and fire brigades.</p>		

Performance Criteria	Acceptable Solutions	Compliance	Comments
Advice to New Residents			
<p>PC11</p> <p>Reconfiguring a Lot occurs in a High and/or Medium Potential Bushfire Hazard Area and new residents must be informed about:</p> <ul style="list-style-type: none"> a) the potential bushfire hazard on their site; b) their responsibility for fire management; and c) the measures available for ongoing fire hazard mitigation. 	<p>AS11</p> <p>A copy of the Fire Management Plan is provided to each resident for the information of occupants.</p>	<p>NA</p>	<p>The development does not involve Reconfiguring a Lot.</p>
Vehicular Access			
<p>PC12</p> <p>The vehicular access (including internal roads) must be designed to mitigate against bushfire hazard by ensuring adequate access for:</p> <ul style="list-style-type: none"> a) fire fighting and other emergency vehicles; and b) the evacuation of residents and emergency personnel, in the event of an emergency. 	<p>AS12.1</p> <p>The development is proposed in a High Potential Bushfire Hazard Area, and the Reconfiguring a Lot design incorporates a perimeter road that:</p> <ul style="list-style-type: none"> a) is located between the boundary of the lots and the adjacent bushland; b) has a minimum cleared width of 20 metres; c) has a constructed road width of six metres; and d) is constructed to an all weather standard (refer Figure 2-2). <p>AS12.2</p> <p>The road design is capable of providing access for fire fighting and other emergency vehicles, in accordance with Planning Scheme Policy 11 – Land Development Guidelines.</p> <p>AS12.3</p> <p>Reconfiguring a Lot is proposed to occur in a High Potential Bushfire Hazard Area, and all roads are through roads and <i>culs-de-sac</i> are not utilised (refer Figure 2-2).</p>	<p>✓</p>	<p>Existing fire/maintenance trails are located throughout the Site with multiple ingress and egress points to assist with fire fighting.</p>
	<p>AS12.4.1</p> <p>Reconfiguring a Lot is proposed to occur in a Medium Potential Bushfire Hazard area, and <i>culs-de-sac</i> are not more than 200 metres in length, and intersect or are met by a cross road or connecting road.</p> <p>OR</p> <p>AS12.4.2</p> <p>Reconfiguring a Lot is proposed to occur in a Medium Potential Bushfire Hazard area, and <i>culs-de-sac</i> are utilised, and an alternative access links the <i>cul-de-sac</i> to other through roads.</p>	<p>✓</p>	<p>Existing fire/maintenance trails are located throughout the Site with multiple ingress and egress points to assist with fire fighting.</p>

Lot Layout

Performance Criteria	Acceptable Solutions	Compliance	Comments
<p>PC13</p> <p>In areas of High and/or Medium Potential Bushfire Hazard, access and internal roads must be constructed for the safe and effective operational use of the water supply and equipment on the fire fighting vehicles.</p>	<p>AS13</p> <p>The development is proposed in a High and/or Medium Potential Bushfire Hazard Area, and roads are designed and constructed in accordance with Planning Scheme Policy 11 – Land Development Guidelines.</p>	NA	The proposed development does not involve Reconfiguration of a Lot.
<p>PC14</p> <p>The lot layout of residential developments must be designed to mitigate any Potential Bushfire Hazard and provide safe sites for dwellings.</p>	<p>AS14</p> <p>Residential lots are not located wholly within a High Potential Bushfire Hazard Area, and the building envelope is located in a lower Potential Bushfire Hazard Area of the site.</p>	NA	The proposed development does not involve Reconfiguration of a Lot.

Land Use

<p>PC15</p> <p>Any Material Change of Use, other than a detached dwelling, must not result in a high concentration of people living or congregating in a High Potential Bushfire Hazard Area.</p>	<p>AS15</p> <p>The following uses are inappropriate in the High Potential Bushfire Hazard Area:</p> <ul style="list-style-type: none"> a) educational establishment; b) hospital; c) aged persons accommodation; d) caravan park; e) child care centre; f) community care centre; g) corrective institution; h) ecotourism facility; i) minor tourist facility; or j) tourist cabins. 	✓	The proposed development does not involve any of the uses identified in AS15.
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Car Parking, Access and Transport Integration Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Self Assessable, Code Assessable or Impact Assessable			
Protection and Preservation of Areas Required for Road Widening, the Provision of Public Transport Facilities or New Transport Corridors			
<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>	NA	The Site will not be affected by any proposed road realignment or widening.
Port Cocheres			
<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>	NA	A <i>porte cochere</i> is not included as part of the proposed development.
Design of Car Parking Areas and Car Park Spaces			
<p>PC3</p> <p>All car parking spaces must be constructed and line marked to the correct size and standard.</p>	<p>AS3.1</p> <p>All car parking spaces and facilities are constructed, sealed, line marked and maintained in accordance with the layout requirements of AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.</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 AS2980.1 – Parking Facilities Part 1: Off Street Car Parking.</p>	NA	No additional car parking facilities are proposed.
<p>PC4</p> <p>Car parking areas must be landscaped to reduce visual impact and to provide opportunities for shade.</p>	<p>AS4</p> <p>In car parking areas exceeding 300m² in site area:</p> <ol style="list-style-type: none"> at least 5% of the area is landscaped; 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 one landscaped tree bay is to be provided for every 21 car parking spaces. 	NA	No additional car parking facilities are proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
Signs and Line Marking			
<p>PC5 Signs and line marking must be provided to indicate the location of the car park and the position of the access points for all car parks used by the public where:</p> <ul style="list-style-type: none"> a) a car park is located at the rear of the site; b) access to the car park is not located in the main frontage road; c) there are a number of access points serving different parts of the site. 	<p>AS5.1 Signs incorporate the standard Service Sign Series 'P' sign, as detailed under Guide Signs in the Manual of Uniform Traffic Control Devices, Queensland. (This does not apply to residential developments with less than 10 units)</p> <p>AS5.2 Signs are used to mark car parking bays which are provided for disabled drivers, motorcycles and special zones, such as bus zones.</p>	NA	No additional car parking facilities are proposed.
Tandem Car Spaces			
<p>PC6 Tandem car parking must only be used in circumstances where no inconvenience arises from its use.</p>	<p>AS6.1 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"> a) the development is for residential purposes; b) the tandem spaces are to be used by the occupants of the site, in one tenancy; c) the car park area is to be operated as a public car park with on-site management. In this case, a tandem car park may be counted as no more than 1.5 car spaces. <p>AS6.2 The minimum length of the tandem car space is 10.4 metres.</p> <p>AS6.3 Tandem garages have a minimum internal length of 11 metres.</p>	NA	No additional car parking facilities are proposed.
Access to Car Park Areas			
<p>PC7 Car parking areas must not cause vehicle queues into the frontage road system or encourage drivers to reverse into the road system.</p>	<p>AS7.1 For developments in excess of 100 residential units with frontage to major roads, a turn round facility with a minimum diameter of 12.0m is provided between the gate and the road.</p> <p>AS7.2 All car parking facilities, except those associated with detached dwellings and duplex dwellings is designed so that all vehicles enter and exist the site in a forward gear.</p> <p>AS7.3 Provision is made for a defined queuing area, free of any parking manoeuvres or internal intersections in accordance with the provisions of the Table to Acceptable Solution AS7.3, for developments comprising of more than two dwelling units and where a security gate is proposed.</p>	NA	No additional car parking facilities are proposed.

Performance Criteria	Acceptable Solutions	Compliance	Comments
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.			
PC8 Car parking areas providing more than 20 car parking spaces must allow for the separation of vehicles and pedestrians.	AS8 Sealed pedestrian footpaths, at a gradient not exceeding 1:12, are provided from the car parking area along the shortest possible route to the point of destination.	NA	No additional car parking facilities are proposed.
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.	NA	No additional car parking facilities are proposed.
Driveways and Crossovers			
PC10 Driveways from car parks or developments into public roads must be minimised to reduce interference with public road traffic and pedestrians.	AS10.1 The maximum number of crossovers for residential developments is one for detached dwelling properties and two for multiple unit dwelling complexes. AS10.2 The maximum number of crossovers for non-residential developments is two crossovers per property. AS10.3 A vehicle crossover is separated from any other vehicle crossover by a minimum distance of three metres.	NA	No additional crossovers are proposed.
PC11 All development must make provision for safe access to roads or streets adjacent to the site. Crossovers must be constructed to a standard	AS11.1 The geometric design of entry and exit driveways conforms with Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development	✓	The proposed development will use the existing road access (driveway) at Harts Road as well as a new direct road access to Stanmore Road generally in accordance with the approved access (Gold Coast City

Performance Criteria	Acceptable Solutions	Compliance	Comments
consistent with the vehicles using the site.	<p>Guidelines.</p> <p>AS11.2 Access to roads or streets adjacent to the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.</p> <p>AS11.3 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 Access to developments on dual carriageway roads is left in/left out.</p> <p>OR</p> <p>AS11.4.2 A new intersection is provided between the access way and the dual carriageway.</p> <p>AS11.5 Developments with traffic signal controlled or roundabout access to the frontage road dedicate land as public road to accommodate all intersection infrastructure, including traffic signal loops.</p> <p>AS11.6 The boundaries of the frontage road are modified to accommodate all intersection infrastructure within the public road.</p> <p>AS11.7 Developments with new traffic signal controlled access, within network traffic systems, provide the necessary infrastructure to integrate the new signals.</p>		Council Approval Reference: PN131878/01/DA2). This proposal does involve a minor realignment of the approved access to avoid steep slopes and gullies. The proposed access will be constructed to Council's standard to accommodate haulage vehicles.

Internal Circulation

<p>PC12 All developments must provide internal circulation to avoid use of the public road system for movement between different car parking and vehicle service areas in the development.</p>	<p>AS12.1 The internal layout of the site is consistent with AS2890.1 – Parking Facilities Part 1: Off Street Car Parking and AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.</p> <p>AS12.2 Parking and circulation aisles have a maximum length of 100 metres.</p> <p>AS12.3 Dead end aisles do not exceed 20 metres in length.</p> <p>AS12.4 Aisle design does not include cross intersections.</p> <p>AS12.5 Car parking space/s is/are not located in areas used for manoeuvring of</p>	NA	The proposed development does not involve car parking with aisles or circulation issues.
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Performance Criteria	Acceptable Solutions	Compliance	Comments
	heavy vehicles. AS12.6 Car parks are designed so that vehicles do not reverse across pedestrian crossings. AS12.7 Speed humps are not provided in entry or exit queuing areas.		

Loading Bay and Set Down Area Requirements

PC13 Development must make provision for loading bays and set down areas for the: a) collection and set down of passengers; b) parking of trailers; c) service vehicle parking; and d) loading and unloading of goods.	AS13 Loading and set down areas are provided consistent with the AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.	NA	The proposed development does not involve loading bays or collection and set down areas.
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Design Service Vehicle Requirements

PC14 Development must provide for the required 'design service vehicle' to service the development.	AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1. AS14.2 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.2, for sites less than 4,000m ² in area that require access by service vehicles. AS14.3 Provision is made for height clearance of 4.5 metres for service station canopies and access clearance height associated with the appropriate design vehicle in other applicable developments. AS14.4 A driveway which caters for heavy vehicles is designed in accordance with AS2890.2 – Off Street Parking Part 2: Commercial Vehicles and Standard Drawing No 59218 Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.	✓	The proposed development will use the existing road access (driveway) at Harts Road as well as a new direct road access to Stanmore Road generally in accordance with the approved access (Gold Coast City Council Approval Reference: PN131878/01/DA2). This proposal does involve a minor realignment of the approved access to avoid steep slopes and gullies. The proposed access will be constructed to Council's standard to accommodate haulage vehicles.
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Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Aged Persons Accommodation	HRV
Animal Husbandry	AV
Aquaculture	HRV

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

Performance Criteria	Acceptable Solutions	Compliance	Comments
Motel	SRV		
Motor Vehicle Repairs	HRV		
Night Club	SRV		
Outdoor Sport and Recreation: a) tennis court or other court game (where not ancillary to other development); b) lawn bowls; c) skating rinks, swimming pools; d) golf course.	SRV		
Office	SRV		
Place of Worship	SRV		
Reception Room	SRV		
Resort Hotel	HRV		
Restaurant	SRV		
Restricted Club	HRV		
Retail Plant Nursery	HRV		
Rural Industry	AV		
Salvage Yard	HRV		
Service Industry	SRV		
Service Station	AV		
Shop	SRV		
Shop with GFA of less than 400m ²	SRV		
Shop with GFA 400m ² – 1500m ²	HRV		
Shop with GFA larger than 1500m ²	AV		
Shopping Centre Development	AV		
Showroom	HRV		
Storage	SRV		
Take-Away Food Premises	SRV		
Tavern	HRV		
Temporary Use	AV		
Theatre	SRV		

Performance Criteria	Acceptable Solutions	Compliance	Comments
Tourist Shop	SRV		
Transit Centre	HRV		
Transport Terminal	AV		
Vehicle Hire Premises	AV		
Vehicle Sales Premises	AV		
Warehouse	AV		
Waterfront Industry	HRV		
<i>Note:</i>	<i>SRV: Small Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.</i> <i>HRV: Heavy Rigid Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.</i> <i>AV: Articulated Vehicle as defined in AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.</i>		

Performance Criteria		Acceptable Solutions	Compliance	Comments
Table to Acceptable Solution AS14.2				
HRV and AV Requirements				
Site Area (m ²)	Requirement			
Less than 1000m ²	Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring are not required. Where it can be demonstrated that loading and unloading can take place within the road reserve, without impacting on the safe and efficient operation of traffic and with no detrimental impact on amenity, Council or its delegate may determine that HRV and AV access is not required.			
1000m ² – 2000m ²	a) service bay for HRV is required. b) restricted manoeuvring on site for HRV or AV (as required). c) full on-site manoeuvring for other classes of service vehicle is required.			
2000m ² – 4000m ²	a) service bay to be provided for HRV or AV (as required). b) restricted manoeuvring on site for AV (as required). c) full on-site manoeuvring for HRV and other classes of service vehicle is required.			

Provision of Bicycle Parking Spaces

PC15 Bicycle parking must be provided for all non-residential developments where the required car parking provision exceeds 20 parking spaces.	AS15.1 Where non-residential development requires the provision of more than 20 car parking spaces, bicycle parking is provided in accordance with the Austroads Guide to Traffic Engineering Practice: Part 14: Table 10.1. AS15.2 Where bicycle parking is to be provided, additional facilities for bicycle users are designed and constructed in accordance with AS2890.3 – Parking Facilities Part 3: Bicycle Parking Facilities.	NA	Bicycle parking is not suitable for the use of the Site.
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Provision of Car Parking Spaces

PC16 Sufficient car parking spaces must be provided to meet the car parking needs of the development. The number of car parking spaces provided must be consistent with the practical opportunities available for shared car parking provision and the operation of alternative transport modes to private motor vehicles. Car parking design contributes to delivering development with a built form that is robust and flexible, allowing adaptation or redevelopment over time to a variety of uses, increased densities or increased employment intensity.	AS16.1 Car parking is provided in accordance with the number of spaces required for the specific use listed in the Table to Acceptable Solution AS16.1. AS16.2 If an additional building is constructed, or an existing building is extended, the car space requirements determined from Table to Acceptable Solution AS16.1 accrue only for the additional building or extension, provided that the use of the land remains the same and any existing area for car parking is not reduced or, if disturbed, any existing car spaces are replaced in the new	NA	No additional staff on-site is proposed and therefore no additional car parking facilities are proposed.
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Performance Criteria	Acceptable Solutions	Compliance	Comments																		
	development.																				
Table to Acceptable Solution AS16.1																					
<p>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.</p>																					
Material Change of Use	Minimum Number of Car Parking Spaces to be Provided																				
Aged Persons Accommodation	a) one (1) space per self-contained dwelling, plus one (1) visitor space per 10 self-contained dwellings; b) one (1) space per two hostel units; c) one (1) space per four nursing home beds; d) 50% of the total number of car parking spaces required should be provided for visitor parking in a central location.																				
Amusement Parlour	5 spaces per 100m ² of GFA – one (1) space per 20m ² .																				
Apartments	a) for developments with up to 20 apartments, one (1) space per one (1) bedroom apartment, and 2 spaces per 2 bedroom and larger apartments, plus one (1) space per four apartments for visitor parking. b) for developments with more than 20 apartments, requirements for first 20 apartments as in a) plus, one (1) space per apartment and one (1) space per 10 apartments for visitor parking for subsequent units. c) for developments in excess of 20 apartments, the units with 2, 3 or 4 bedrooms shall be considered first in the determination of total parking spaces. d) for mixed-use development with a single apartment, visitor parking for the apartment is not required. e) where development: <ul style="list-style-type: none"> - is on a site that only has frontage to a road listed below; or - the access to the proposed development is to a road listed below; and - where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table border="1" data-bbox="448 1149 1433 1452" style="margin-left: 40px; width: 80%;"> <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> </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
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Performance Criteria	Acceptable Solutions	Compliance	Comments
	<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 and 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>		
Attached Dwelling	<p>Montgomery Avenue The whole</p> <p>Mountbatten Avenue The whole</p>		

Performance Criteria		Acceptable Solutions	Compliance	Comments
	Northcliffe Terrace Nagel Avenue O'Connor Street Owens Lane Pacific Parade Park Lane Peak Avenue Schuster Avenue Sunshine Court Swan Lane	The whole Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948 Western alignment from Wybera Street to and including Lot 26 RP 49999 The whole The whole The whole The whole The whole The whole The whole The whole		
	<i>Note: The visitor parking space may be provided on street in the case of a duplex development.</i>			
Bed and Breakfast	one (1) space per guest room (in addition to the requirement of 2 spaces per dwelling, of which one (1) is to be covered).			
Bulk Garden Supplies	2 spaces per 100m ² of Total Use Area (one (1) space per 50m ² of Total Use Area).			
Cafe	6.7 spaces per 100m ² of GFA (including any outdoor dining areas) (one (1) space per 15m ² of GFA).			
Caravan Park	one (1) space per site, plus visitor parking of one (1) space per ten sites.			
Caretaker's Residence	2 spaces, of which one (1) is to be covered.			
Child Care Centre	one (1) space per employee, plus on-site passenger set down area of one (1) space for every five children enrolled.			
Cinema	as determined by Council, requiring a Traffic Impact Report.			
Commercial Services	4 spaces per 100m ² of GFA (one (1) space per 25m ² of GFA).			
Community Care Centre	one (1) space per employee, based on the maximum number of employees on the premises at any one time, plus one (1) space per ten residents or other occupants of the premises.			
Community Purposes	as determined by Council.			
Convenience Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).			
Detached Dwelling	2 spaces per dwelling, of which one (1) is to be covered.			
Display Home	as determined by Council.			
Ecotourism Facility	as determined by Council, requiring Traffic Impact Report.			
Educational Establishment: a) primary school	a) one (1) space per staff member; b) one (1) space per staff member, plus one (1) space per each ten Year 12 students enrolled;			

Performance Criteria		Acceptable Solutions	Compliance	Comments
b) secondary school c) tertiary and further education d) other	c) as determined by Council, requiring Traffic Impact Report; and d) as determined by Council, requiring Traffic Impact Report.			
Estate Sales Office	5 spaces.			
Family Accommodation	one (1) space, in addition to the spaces required for the main dwelling.			
Family Day Care Home	no on-site spaces required.			
Farm Stay	one (1) space for each guest bedroom (in addition to the requirement of 2 spaces per dwelling, of which one (1) is to be covered).			
Fast Food Premises	a) 0.4 spaces per seat, plus one (1) space per 100m ² of GFA; OR b) 10 spaces per 100m ² of GFA, plus 20 spaces per 100m ² of GFA outdoor seating areas, whichever is the greater, plus queuing area for 10 vehicles associated with any drive through sales facility.			
Freight Depot	one (1) space per employee, plus one (1) visitor parking space.			
Fuel Depot	one (1) space per employee, plus one (1) visitor parking space.			
Funeral Parlour	10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA).			
Home Occupation	2 spaces for the purposes of the Home Occupation, in addition to the spaces required for the dwelling.			
Home Office	one (1) space for the purpose of the Home Office, in addition to the spaces required for the dwelling.			
Hospital	as determined by Council, requiring a Traffic Impact Report.			
Hostel Accommodation	a) one (1) car space per 15m ² of the total sleeping accommodation area, plus one (1) car space for any manager's or caretakers unit. b) where development: <ul style="list-style-type: none"> ▪ is on a site that only has frontage to a road listed below; or ▪ the access to the proposed development is to a road listed below; and ▪ where the frontage is included in that part of the road listed below. additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. Road Part of Road Aloha Lane The whole Cooinda Avenue Northern alignment Beulah Lane The whole			

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<p>Indoor Recreation Facility:</p> <p>a) squash court or any other court game</p> <p>b) meeting place, public hall</p> <p>c) pinball parlour, amusement arcade</p> <p>d) theatre, cinema</p> <p>e) licensed club</p> <p>f) skating rink or swimming pool</p> <p>g) gymnasium</p> <p>h) public library, public lecture hall, art gallery, museum, any other indoor recreation</p>	<p>a) 4 spaces per court;</p> <p>b) 10 spaces per 100m² of GFA (one (1) space per 10m² of GFA);</p> <p>c) 5 spaces per 100m² of GFA (one (1) space per 20m² of GFA);</p> <p>d) as determined by Council, requiring Traffic Impact Report;</p> <p>e) 6 spaces per 100m² of GFA (one (1) space per 17m² of GFA), additional parking for gaming machines at the rate of one (1) space per 3 gaming machines;</p> <p>f) 15 spaces, plus one (1) space per 100m² of GFA;</p> <p>g) 10 spaces per 100m² of GFA;</p> <p>h) as determined by Council or its delegate.</p>		
<p>Industry</p>	<p>2 spaces per tenancy plus 1 space per 50m² of GFA up to 500m² plus 1 space per 100m² of GFA over 500m².</p>		

Performance Criteria		Acceptable Solutions	Compliance	Comments
	<p>Cooinda Avenue Beulah Lane Cronin Avenue Darwalla Avenue Eden Avenue</p> <p>Fenton Place Garfield Terrace Hedges Avenue Jefferson Lane Lennie Avenue Little Norman Street Montgomery Avenue Mountbatten Avenue Northcliffe Terrace Nagel Avenue O'Connor Street Owens Lane Pacific Parade Park Lane Peak Avenue Schuster Avenue Sunshine Court Swan Lane</p>	<p>Northern alignment</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>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</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>North of Third Avenue</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</p> <p>Western alignment from Wybera Street to and including Lot 26 RP 49999</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>The whole</p> <p>The whole</p>		
Motor Vehicle Workshop	6.7 spaces per 100m ² of GFA (one(1) space per 15m ² of GFA).			
Night Club	6 spaces per 100m ² of GFA (one (1)space per 17m ² of GFA).			
Office	3 spaces per 100m ² of GFA (one (1) space per 33m ² of GFA).			
Outdoor Sport and Recreation:	<p>a) 4 spaces per court;</p> <p>b) 20 spaces per green;</p> <p>c) 15 spaces, plus one (1) space per 100m² of Total Use Area;</p> <p>d) the greater of:</p> <ul style="list-style-type: none"> ▪ 4 spaces per hole, plus 3 spaces per 100m² of GFA of club house area; or ▪ 6 spaces per 100m² of GFA of club house area; <p>e) as determined by Council, requiring Traffic Impact Report;</p> <p>f) as determined by Council, requiring Traffic Impact Report;</p> <p>g) 6 spaces per 100m² of GFA (one (1) space per 17m² of GFA).</p>			
a) tennis court or other court game (where not ancillary to other development)				
b) lawn bowls				
c) skating rinks, swimming pools				
d) golf course				
e) racecourse				
f) sporting arena				

Performance Criteria	Acceptable Solutions	Compliance	Comments																																												
g) clubhouse																																															
Place of Worship	10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA).																																														
Reception Room	6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).																																														
Relocatable Home Park	one (1) space per Relocatable Home plus visitor parking of one (1) space per 5 dwellings.																																														
Residential Hotel	a) one (1) space per residential unit plus 10 spaces per 100m ² of GFA lounge, bar and beer garden area; plus b) 10 spaces per 100m ² of GFA retail floor area for liquor barns or bulk liquor sales; plus c) a reservoir space for 12 cars for a drive-in bottle shop.																																														
Resort Hotel	a) one (1) space for each guest room or suite, for the first 75 guest rooms or suites, plus 0.1 space for each additional guest room or suite. b) where the development includes commercial facilities that are available for use by the general public, car parking for such facilities shall be provided at 75% of the standard requirements of this table. c) where development: <ul style="list-style-type: none"> ▪ is on a site that only has frontage to a road listed below; or ▪ the access to the proposed development is to a road listed below; and ▪ where the frontage is included in that part of the road listed below; additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required. <table border="0" data-bbox="459 906 1429 1476"> <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> </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		
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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																																														

Performance Criteria		Acceptable Solutions	Compliance	Comments
	Schuster Avenue Sunshine Court Swan Lane	The whole The whole The whole		
Restricted Club	6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).			
Restaurant	6.7 spaces per 100m ² of GFA (including any outdoor dining areas) (one (1) space per 15 m ² of GFA).			
Retail Plant Nursery	10 spaces, plus one (1) space per 100m ² of Total Use Area in excess of 3,000 metres.			
Rural Industry	one (1) space for each employee who does not reside on-site, plus one (1) visitor parking space.			
Salvage Yard	0.7 space per 100m ² of Total Use Area, with a minimum of five spaces.			
Serviced Apartment	a) one (1) space per apartment, plus 0.25 per apartment for visitor parking, where parking is contained in a single parking garage and spaces are not dedicated to particular units; OR b) one (1) space per one (1) bedroom apartment and 2 spaces per 2 bedroom and larger apartments, where spaces are dedicated to each apartment, plus 0.25 visitor spaces per apartment.			
Service Industry	2.5 spaces per 100m ² of GFA (one (1) space per 40m ² of GFA).			
Service Station	a) 2 spaces, plus 5 spaces per service bay; plus b) 4 spaces per 100m ² of GFA of shop sales area of less than 150m ² ; plus c) 5 spaces per 100m ² of GFA of shop sales area exceeding 150m ² ; plus d) 10 spaces per 100m ² of GFA of restaurant or café, or 0.4 spaces per seat, whichever is the greater.			
Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).			
Shopping Centre Development:	a) 6.7 spaces per 100m ² of EGFA; b) 6.1 spaces per 100m ² of EGFA; c) 5.6 spaces per 100m ² of EGFA; d) 4.3 spaces per 100m ² of EGFA; e) 4.1 spaces per 100m ² of EGFA.			
a) initial 2000m ² of EGFA; then				
b) 2,001m ² – 10,000m ² of EGFA; then				
c) 10,001m ² – 20,000m ² of EGFA; then				
d) 20,001m ² – 30,000m ² of EGFA; then				
e) >30,000m ² of EGFA.				
	<i>Note: Multiple car parking rates may be applicable to a Shopping Centre Development depending on the scale of the existing and/or new development. For example, the car parking rate for a new shopping centre development with 15,000m² of EGFA would equate to (6.7/100 x 2000) + (6.1/100 x 8000) + (5.6/100 x 5000) = 902 car parking spaces. An 8,000m² EGFA extension to this centre would require (5.6/100 x 5000) + (4.3/100 x 3000) = 409 additional car parking spaces.</i>			
Showroom	2 spaces per 100m ² of GFA (one (1) space per 50m ² of GFA).			

Performance Criteria		Acceptable Solutions	Compliance	Comments
Special Accommodation	2 spaces.			
Stall	4 spaces.			
Storage	a) one (1) space per ten (10) storage sheds; plus b) one (1) space per 30m ² GFA administration office area; plus c) a minimum traffic circulation aisle width of 6.5 metres.			
Take-Away Food Premises	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).			
Tavern	a) 10 spaces per 100m ² of GFA lounge, bar and beer garden area,(excluding 'staff only' areas); plus b) 10 spaces per 100m ² of GFA retail floor area for liquor barns or bulk liquor sales; plus c) a reservoir space for 12 cars for a drive in bottle shop; d) additional parking for gaming machines, at the rate of one (1) space per 3 gaming machines.			
Theme Park	at the rate of (number of 'design day' visitors x 0.2347) + 87, where the design day corresponds to the existing 85 percentile day, subject to confirmation of this approach from Council's Manager of Transport Planning.			
Tourist Cabins	as determined by Council, requiring Traffic Impact Report.			
Tourist Facility	as determined by Council, requiring Traffic Impact Report.			
Tourist Shop	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).			
Transit Centre	as determined by Council, requiring Traffic Impact Report.			
Transport Terminal	as determined by Council, requiring Traffic Impact Report.			
Vehicle Hire Office	one (1) car space per employee, or one (1) car space per 30m ² , whichever is the greater.			
Vehicle Hire Premises	one (1) car space per employee, or one (1) car space per 30m ² , whichever is the greater, plus a minimum of one (1) on-site wash bay, plus a minimum of one(1) car space per every 1.5 vehicles (or part thereof) in the hire vehicle fleet, provided that such spaces may be located in tandem.			
Vehicle Sales Premises	3.3 spaces per 100m ² of GFA plus 0.5 spaces per 100m ² of display area.			
Veterinary Clinic or Veterinary Hospital	3 spaces per practitioner.			
Warehouse	2 spaces per tenancy plus 1 space per 50m ² of GFA up to 500m ² plus 1 space per 100m ² of GFA over 500m ² .			
Waterfront (or Marine) Industry	2 spaces per 100m ² of GFA (one (1) space per 50m ² of GFA).			
Any Other Use	as determined by Council, requiring a Car Parking Assessment Report.			

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Code Assessable or Impact Assessable			
<p>PC17 New development must not result in any adverse impact, through the reduction in the car parking capacity of the site and/or the local area.</p>	<p>AS17.1.1 Any car parking spaces lost are replaced elsewhere on the site. OR AS17.1.2 A monetary contribution is provided to Council for those car parking spaces lost, consistent with AS16.2. OR AS17.1.3 The Building Work is associated with a Material Change of Use that requires a lesser number of parking spaces than the existing use.</p>	NA	Sufficient parking exists on-site.
Driveways and Crossovers			
<p>PC18 Vehicle crossovers must be constructed to minimise conflict with passing traffic and pedestrians.</p>	<p>AS18 Access to developments with more than one frontage road is via minor roads. Impacts of driveway traffic are concentrated on less busy roads, with traffic distributed to major roads via existing intersections.</p>	NA	No changes to the existing crossovers are proposed.
Safe Pedestrian Access			
<p>PC19 All development must make provision for safe pedestrian access to the building from the street and from any car parking or set down area to the building's main entrance.</p>	<p>AS19.1 The design of the development ensures that priority is given to pedestrians for direct links to the building's main entrance and to any adjoining local activities or public transport services. AS19.2 Landscaping surrounding the pedestrian walkways and shelters is no higher than 600mm and incorporates trees with branching not lower than 2m (clear stem trees). AS19.3 Solid walls and fences are avoided adjacent to pedestrian walkways to improve actual and perceived safety. AS19.4 Security is to be enhanced by passive surveillance over the car parking area from nearby residences or other activities, where practicable.</p>	NA	Pedestrian access is not warranted and suitable for the use of the Site.
Safe Pedestrian and Cyclist Facilities			
<p>PC20 The design of pedestrian and cyclist facilities must be safe, useable and readily accessible.</p>	<p>AS20 Pedestrian and cyclist facilities are designed to encourage the use of these modes by:</p>	NA	Pedestrian and cyclist facilities are not warranted and suitable for the use of the Site.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	a) minimising distances, and providing safe grading paths, separated from motorised traffic; b) using even, non-slippery pavement materials.		

Integration of Development with Public Transport

PC21 Development that attracts a high proportion of people dependent on public transport must provide facilities to accommodate public transport servicing requirements.	AS21.1 Any development that includes activities listed in the Table to Acceptable Solution AS21.1 provides a bus set down facility on and off-site, in close proximity to the entrance of the development. AS21.2 Where a bus set down area is provided, it is integrated into the development, easily accessible, safe, secure, clearly identified, and attractive to use (in the case of major developments providing a covered walkway to the entry).	NA	The proposed development is not listed in Table to Acceptable Solution AS21.1 and a bus set down area is not provided.
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 ² of EGFA retail floor space) f) Public Events g) Spectator Sports h) Convention Centre			
PC22 Development that attracts a reasonable proportion of people dependent on public transport must assist in supporting facilities for public transport servicing.	AS22.1 Any development that includes activities listed in the Table to Acceptable Solution AS22.1 provides a bus stop 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. AS22.2 The bus shelter is located adjacent to the frontage of the site and is connected to the entry of the development by a sealed footpath.	NA	The proposed development is not listed in Table to Acceptable Solution AS22.1 and a bus shelter is not located adjacent to the frontage of the Site.
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			

Performance Criteria	Acceptable Solutions	Compliance	Comments
<ul style="list-style-type: none"> a) Bulky Goods Retailers (more than 2,000m² of GFA retail floor space) b) Hospitals c) Community Centres d) Entertainment Venues e) Aged Persons Accommodation 			

Cash In Lieu of Car Park Spaces Required

<p>PC23</p> <p>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</p> <p>The car parking spaces required by Table to Acceptable Solution AS16.1 are provided on the subject site.</p> <p>OR</p> <p>AS23.1.2</p> <p>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"> a) provision of off-street car parking in the vicinity of the development; b) provision of improved on street car parking and streetscape improvement works, in the vicinity of the development; and/or c) provision of improved public transport facilities and services in the vicinity of the development. 	Performance Solution	An appropriate number of car parks are provided on the Site.
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Traffic Impact

<p>PC24</p> <p>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</p> <p>A Traffic Impact Report is prepared and implemented, unless:</p> <ul style="list-style-type: none"> a) the development has less than 250 high turnover or 500 low turnover parking spaces; or b) it has less than 100 parking spaces with direct access to a major road; or c) the Assessment Manager advises a Traffic Impact Report is not required. <p>This Traffic Impact Report shows how the proposed development is able to comply with the provisions of this code and Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.</p>	✓	The proposed development does not propose an increase in the existing extraction threshold therefore no additional traffic will be generated hence no additional traffic impacts.
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Natural Wetland Areas and Natural Waterways Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Code Assessable or Impact Assessable			
Ecological Assessment			
<p>PC1</p> <p>Prior to commencing the development design:</p> <p>a) the ecological features and functions located on and/or adjacent to the site must be identified and assessed;</p> <p>b) any ecologically significant areas, including any wetland, aquatic and riparian areas, or degraded areas suitable for rehabilitation to become ecologically significant, and located on and/or adjacent to the site, must be identified.</p>	<p>AS1</p> <p>An ecological assessment is prepared by a suitably qualified and experienced person in accordance with Planning Scheme Policy 8 – Guidelines for Ecological Assessments.</p>	✓	<p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report).</p> <p>The BAAM Report finds:</p> <p><i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values.”</i></p>
Retention of Ecologically Significant Areas			
<p>PC2</p> <p>Ecologically significant areas must be protected and maintained.</p>	<p>AS2</p> <p>Development does not occur within an ecologically significant area, including wetlands, aquatic and riparian communities.</p>	✓	<p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report).</p> <p>The BAAM Report finds:</p> <p><i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values.”</i></p>
<p>PC3</p> <p>Ecologically significant areas must not be negatively impacted upon, either directly or indirectly, by activity resulting from the establishment and operation of the development.</p>	<p>AS3</p> <p>No acceptable solution provided.</p>	✓	<p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report).</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
			<p>The BAAM Report finds:</p> <p><i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values.”</i></p>

Setback

<p>PC4</p> <p>All development (including structures, fill, infrastructure and services) must be set back from any ecologically significant areas, including wetlands, aquatic and riparian communities, to enable:</p> <p>a) the continued ecological function of the area; and</p> <p>b) access to the area for maintenance and management purposes.</p>	<p>PC4</p> <p>No acceptable solution provided.</p>	<p>✓</p>	<p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report).</p> <p>The BAAM Report finds:</p> <p><i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values.”</i></p>
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Rehabilitation

<p>PC5</p> <p>The degraded wetland and waterway areas, ecological corridors and buffer areas that are important to the viability of ecologically significant areas must be rehabilitated as near as is practical to the naturally occurring composition of plant species, and respond to the habitat requirements of fauna.</p>	<p>AS5.1</p> <p>The degraded area identified in the approved Ecological Site Assessment as requiring rehabilitation is rehabilitated in accordance with an approved Rehabilitation Plan utilising local endemic species and stock that:</p> <p>a) reflects the species composition of native remnant vegetation on the site or surrounds;</p> <p>b) consolidates existing habitats on the site;</p> <p>c) does not displace native flora species or degrade fauna habitat.</p> <p>AS5.2</p> <p>A detailed Landscape Plan, incorporating the rehabilitation, is prepared in accordance with Planning Scheme Policy 13 – Landscape Strategy Part 2 – Landscape Works Documentation Manual.</p>	<p>✓</p>	<p>The project involves the establishment of a 100 m covenant area from the northern boundary of Lot 1 on RP54359 and 100 m wide rehabilitation buffer at cessation of works adjacent to the entire boundary of the Site.</p> <p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT).</p> <p>The BAAM Report finds:</p> <p><i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological</i></p>
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Performance Criteria	Acceptable Solutions	Compliance	Comments
			<i>impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values."</i>
Water Management			
<p>PC6</p> <p>The natural hydrological regimes of wetlands and waterways, including natural water quality, quantity and groundwater conditions, must be maintained and enhanced.</p>	<p>AS6</p> <p>A Stormwater Management Plan which is prepared for the site in accordance with the Stormwater Management and Water Quality Guidelines demonstrates that:</p> <ul style="list-style-type: none"> a) stormwater is treated prior to discharge into the wetland or waterway; b) stormwater is discharged at appropriate areas of the waterway; c) the velocity and quality of stormwater to be discharged into the wetland or waterway does not degrade the environmental values of the wetland or waterway; d) the development will not impact on the geo-hydrology affecting the wetland or waterway. 	✓	<p>The SBMP prepared for the Site includes a Stormwater, Erosion and Sediment Control Plan to ensure the hydrological regimes of water is appropriately managed on-site.</p> <p>The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p>
On Site Effluent Disposal			
<p>PC7</p> <p>The ecologically significant areas must be buffered from effluent/ irrigation treatment plants/ disposal areas to ensure that suitable areas are provided for the treatment of wastewater, prior to entering into the existing groundwater system and adjoining waterway and wetland areas.</p>	<p>AS7</p> <p>Where development is proposed to occur on unsewered land, any on-site wastewater disposal facility is to comply with the requirements of Part 7, Division 3 Constraint Codes, Chapter 17 – Unsewered Land.</p>	NA	<p>No changes are proposed to the on-site effluent disposal system.</p>
Buffers and Setbacks to Natural Wetland and Waterway Areas			
<p>PC8</p> <p>Buffers must be provided incorporating development setback/s of dimensions and characteristics that will ensure that the development does not result in a negative impact upon the long-term viability of the ecologically significant areas (including any wetland, aquatic and riparian communities) located on and/or adjacent to the site.</p> <p>Vegetated buffers should also include groundcover and shrubs, where the natural constraints of the site allow this.</p>	<p>AS8.1.1</p> <p>Buffer/s of not less than 100 metres width, incorporating vegetated and degraded areas requiring rehabilitation, are provided between the development and a freshwater or tidal wetland and associated riparian communities, as identified on Overlay Map OM11 – Natural Wetland and Waterway Areas.</p> <p>OR</p> <p>AS8.1.2</p> <p>Buffer/s are provided of dimensions and characteristics that will protect the long-term viability of any freshwater or tidal wetlands and their associated riparian communities, as identified on Overlay Map OM11 – Natural Wetland and Waterway Areas, in accordance with expert ecological advice</p>	✓	<p>The dams on-site identified as a 'Other Natural Waterway' have been constructed by the quarry to provide a source of water for quarry operations in accordance with the existing approvals; therefore there are no requirements under the existing approval for a 30 m buffer.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>provided as part of the Ecological Site Assessment.</p> <p>OR</p> <p>AS8.1.3 Buffer/s of not less than 60 metres width, incorporating vegetated and degraded areas requiring rehabilitation, are provided between the development and a waterway identified as a Major Linkage (Water Based) and associated riparian communities, as identified on Overlay Map OM11 – Natural Wetland and Waterway Areas.</p> <p>OR</p> <p>AS8.1.4 Buffer/s are provided of dimensions and characteristics that will protect the long-term viability of Major Linkages (Water Based) and associated riparian communities as identified on Overlay Map OM11 – Natural Wetland and Waterway Areas, in accordance with expert ecological advice provided as part of the approved Ecological Site Assessment.</p> <p>OR</p> <p>AS8.1.5 Buffer/s are provided of 30 metres width, incorporating vegetated and degraded areas requiring rehabilitation, between the development and any waterways identified as an Other Natural Waterway and associated riparian communities, as identified on Overlay Map OM11 – Natural Wetland and Waterway Areas.</p> <p>OR</p> <p>AS8.1.6 Buffer/s, of dimensions and characteristics that will protect the long-term viability of any Other Natural Waterways and their associated riparian communities, as identified on Overlay Map OM11 – Natural Wetland and Waterway Areas, are in accordance with expert ecological advice provided as part of the approved Ecological Site Assessment.</p> <p><i>Note: The buffer width for wetlands is measured from the outer, landward boundary of the mapped Freshwater or Tidal Wetland, as shown on Overlay Map OM11 – Natural Wetland and Waterway Areas, or as defined through an approved Ecological Assessment. The buffer width, on each side of the waterway, is measured from the top of the high bank or from the outer landward boundary of a mapped riparian community, as shown on Overlay Map OM11 – Natural Wetland and Waterway Areas, or as defined through an approved Ecological Assessment.</i></p>		

Ecological Corridors

PC9	AS9.1.1 Ecological corridors of not less than 100 metres are provided on-site and link	Performance Solution	40 m wide ecological buffers are provided in accordance with the existing approval.
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Performance Criteria	Acceptable Solutions	Compliance	Comments
Ecological corridors must be provided of dimensions and characteristics that can be demonstrated will effectively link ecologically significant areas on and/or adjacent to the site, in order to facilitate the effective movement of flora and fauna using the site and surrounds.	ecologically significant areas either within or adjacent to the site. OR AS9.1.2 Ecological corridors of dimensions and characteristics that are sufficient to facilitate the movement of flora and fauna between ecologically significant areas located on and/or adjacent to the site are provided in accordance with expert ecological advice provided as part of the approved Ecological Site Assessment		

Management Arrangements

PC10 Management arrangements must facilitate the conservation and protection of ecologically significant areas, ecological corridors and buffers.	AS10.1 Ecologically significant areas, buffers and ecological corridors, identified in the Ecological Assessment, are: a) dedicated as Public Open Space, where required for public access or for some other public purpose consistent with their ecological values and functions; or b) incorporated within Private Open Space and included within a Voluntary Statutory Covenant under the Land Title Act 1994. AS10.2 An Open Space Management Plan has been prepared, in accordance with Part 7, Division 2 Specific Development Codes, Chapter 21 – Landscape Work.	✓	Covenants will be placed over buffers and ecological corridors in accordance with conditions of the existing approval.
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Vehicular and Pedestrian Crossings

PC11 The number of vehicular and pedestrian crossings over or through ecologically significant areas on the site (in particular, the wetland, aquatic and riparian communities) must be minimised.	AS11.1.1 Vehicular and/or pedestrian accessways do not cross over or through ecologically significant areas (in particular, wetland, aquatic and riparian communities) on the site. OR AS11.1.2 Any vehicular and/or pedestrian accessways that cross over or through ecologically significant areas (in particular, wetland, aquatic and riparian communities) on the site are designed to: a) minimise the area of disturbance; b) facilitate the unimpeded movement of fauna.	Performance Solution	The alignment of the accessway is generally consistent with the existing approval conditions.
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Nature Conservation Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
For All Areas Identified on Overlay Map OM20			
Development that is Self Assessable, Code Assessable or Impact Assessable			
Protecting Ecologically Significant Areas			
<p>PC1</p> <p>Areas on the site identified as part of the Citywide nature conservation network must be conserved and protected.</p>	<p>AS1.1.1</p> <p>Development on the site occurs within existing cleared areas, and does not damage remnant vegetation in areas identified on Overlay Map OM20 – Conservation Strategy Plan as either of the following categories:</p> <p>a) Large Habitat Systems;</p> <p>b) Major Linkages.</p> <p>OR</p> <p>AS.1.1.2</p> <p>The development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval (ie. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval.</p>	✓	<p>The proposed development avoids areas mapped as Large Habitat Systems and Major Linkages.</p>
Development that is Code Assessable or Impact Assessable			
Ecological Assessment			
<p>PC2</p> <p>Prior to commencing the development design:</p> <p>a) the ecological features and functions located on and/or adjacent to the site must be identified and assessed;</p> <p>b) any ecologically significant areas, and degraded areas suitable for rehabilitation to become ecologically significant, located on and/or adjacent to the site must be identified.</p>	<p>AS2</p> <p>An approved Ecological Site Assessment which is prepared in a manner consistent with Planning Scheme Policy 8 – Guidelines for Ecological Assessments identifies any ecologically significant areas located on and/or adjacent to the site. The development complies fully with the recommendations of that Ecological Site Assessment</p>	✓	<p>The Site is mapped as Significant Remnants and Major Areas of Bushland Committed to Development.</p> <p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report).</p> <p>The BAAM Report finds:</p> <p><i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local</i></p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
			<i>ecological values."</i>
Fauna Conservation			
<p>PC3 Native fauna and its habitat located on a site identified as being ecologically significant in any ecological site assessment must be conserved.</p>	<p>AS3.1 The native fauna habitat located on the site is undamaged and retained.</p> <p>AS3.2 Where the native fauna habitat located on the site is to be damaged as a consequence of development, fauna are to be relocated in accordance with an approved Fauna Management Plan, and utilizing the services of a licensed spotter-catcher:</p> <ul style="list-style-type: none"> a) the native fauna is safely relocated to an area of similar habitat; b) fauna relocation occurs immediately prior to habitat disturbance; c) a spotter catcher, licensed by the Queensland Parks and Wildlife Service, is to be present on the site to direct and undertake the removal and relocation of fauna. <p>AS3.3 The sequence of habitat disturbance ensures that fauna is not isolated from adjoining areas of habitat (for example, the roadside of the area is cleared first).</p>	✓	<p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report).</p> <p>The BAAM Report recommends that a spotter catcher be present on the Site during any clearing activities to direct and undertake the removal and relocation of fauna.</p>
Lot Size, Design and Layout			
<p>PC4 Lot size, design and layout must support the protection of the site's ecologically significant areas.</p>	<p>AS4.1 Lot size, design and layout minimises fragmentation of any ecologically significant area.</p> <p>AS4.2 Lot size facilitates the implementation of the buffers and ecological corridors identified in the approved Ecological Site Assessment as required to maintain the viability of the site's ecologically significant areas.</p>	NA	<p>The proposed development does not involve a Reconfiguration of a Lot.</p>
<p>Large Habitat Systems and Foothill Buffers, Major Linkages (Land Based), Significant Remnants and Bushland Mosaics</p>			
Ecologically Significant Areas			
<p>PC5 Ecologically significant areas must be protected and maintained.</p>	<p>AS5.1 Development does not occur within an area identified as an ecologically significant area.</p> <p>AS5.2 The ecologically significant area is not negatively impacted, either directly or</p>	✓	<p>The Site is mapped as Significant Remnants and Major Areas of Bushland Committed to Development.</p> <p>BAAM have prepared a Targeted Flora and Fauna Assessment for the Site which confirms the Site moderate to high ecological values. (Refer to</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	indirectly, by activity resulting from the construction and operation of the development.		ATTACHMENT 3 – TARGETED FLORA AND FAUNA ASSESSMENT of the Planning Assessment Report). The BAAM Report finds: <i>“with suitable rehabilitation planning and management of retained habitats potential detrimental ecological impacts of the proposed activity can be effectively managed without resulting in significant impact to local ecological values.”</i>

Other Remnant Vegetation

PC6 The conservation of the site's ecologically significant areas must be supported.	AS6.1 The development occurs wholly or partly within an area designated as a Large Habitat System and is restricted to existing cleared or degraded areas identified in the approved Ecological Site Assessment as not requiring rehabilitation. AS6.2 The development forms a consolidated and compact node which: a) maximises the use of existing cleared and/or degraded areas not requiring rehabilitation; b) maximises the conservation and retention of remnant vegetation; c) minimises the impact of 'edge effects'; d) minimises fragmentation of remnant vegetation; e) utilises building envelopes within which all development activity, residential uses and ancillary activities are to be located. Building envelopes are to be specified on site plans for each lot, and located so as to pose the least threat to ecological values; f) ensures that any recommended bushfire management practices do not compromise the integrity of any ecologically significant habitat identified in any Ecological Site Assessment.	✓	The areas mapped as Large Habitat Systems will be protected.
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Fauna Conservation

PC7 Unimpeded movement of fauna within and through the site and along designated ecological corridors must be facilitated.	AS7.1 The development incorporates viable native fauna movement paths, and creates viable wildlife infrastructure: for example, fauna underpasses under roads and sewage infrastructure, and fauna overpasses over roads, where free movement of fauna along and within ecological corridors is not impeded by activity arising from the development.	✓	Fauna Management Plans will be prepared prior to any clearing activities in accordance with the existing approval. 40 m wide ecological buffers are provided in accordance with the existing approval.
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Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>AS7.2</p> <p>The development utilises fauna proof fencing to separate fauna from hazard, and/or to direct fauna to locations where wildlife infrastructure has been created, to enable wildlife to safely negotiate an intersection of development and ecological corridors.</p>		

Buffers

<p>PC8</p> <p>Buffers must be provided to ensure viability of the values and functions of ecologically significant areas and natural reserves.</p>	<p>AS8.1.1</p> <p>Buffer/s of not less than 30 metres width, incorporating vegetated (representative of local native habitat) and degraded areas requiring rehabilitation, are provided between the development and ecologically significant areas located on and/or adjacent to the site.</p> <p>OR</p> <p>AS8.1.2</p> <p>Buffer/s are provided of dimensions and characteristics that protect the long term viability of the ecologically significant areas located on and/or adjacent to the site from negative impacts associated with development on the site, in accordance with expert ecological advice provided as part of the approved Ecological Site Assessment.</p> <p>AS8.2</p> <p>The site has been wholly or partly identified on Overlay Map OM11 – Natural Wetland and Waterway Areas as having wetland areas, and the development provides a buffer of an equal or greater width than that specified in Part 7, Division 3 Constraint Codes, Chapter 9 – Natural Wetland Areas and Natural Waterways.</p>	✓	<p>Ecological buffers with a minimum dimension of 40 m wide are provided in accordance with the existing approval.</p>
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Ecological Corridors

<p>PC9</p> <p>To facilitate the effective movement of flora and fauna on the site and surrounds, ecological corridors of sufficient dimensions and characteristics must be provided on-site to effectively link ecologically significant areas and natural reserves located on and/or adjacent to the site.</p>	<p>AS9.1.1</p> <p>Ecological corridors of not less than 100 metres are provided on-site and link ecologically significant areas either within or adjacent to the site.</p> <p>a) 100 metres for eucalypt forests;</p> <p>b) 100 metres in koala habitat;</p> <p>c) 120 metres for ground based wildlife corridors.</p> <p>OR</p> <p>AS9.1.2</p> <p>Ecological corridors are provided of dimensions and characteristics that are sufficient to facilitate the movement of flora and fauna between ecologically significant areas located on and/or adjacent to the site, in accordance with expert ecological advice as part of the Ecological Site Assessment.</p>	Performance Solution	<p>Ecological buffers with a minimum dimension of 40 m wide are provided in accordance with the existing approval.</p>
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Performance Criteria	Acceptable Solutions	Compliance	Comments
Management Arrangements			
<p>PC10</p> <p>Management arrangements must facilitate the conservation and protection of ecologically significant areas, ecological corridors and buffers.</p>	<p>AS10.1</p> <p>Ecologically significant areas, buffers and ecological corridors are:</p> <p>a) dedicated as Public Open Space where required for public access or for use for some other public purpose, consistent with their ecological values and functions;</p> <p>b) incorporated within Private Open Space and included within a Voluntary Statutory Covenant or a Vegetation Protection Area.</p> <p>AS10.2</p> <p>An Open Space Management Plan has been prepared in accordance with Part 7, Division 2 Specific Development Codes, Chapter 21 – Landscape Work.</p>	✓	<p>The project involves rehabilitation and establishment of substantial buffers with protection under Council's covenants in accordance with the existing approval.</p>
Rehabilitation			
<p>PC11</p> <p>Degraded areas on the site required as a buffer to, or ecological corridor between, ecologically significant areas located on and/or adjacent to the site must be rehabilitated as near as is practical to the naturally occurring composition of plant species, and respond to the habitat requirements of fauna.</p>	<p>AS11</p> <p>The degraded area identified in the Ecological Site Assessment as requiring rehabilitation is rehabilitated in accordance with an approved Rehabilitation Plan, using local endemic species and stock that:</p> <p>a) reflect the species composition of native remnant vegetation present on the site or surrounds; consolidate existing habitats on the site;</p> <p>b) do not utilise plant species that will displace native flora species or degrade fauna habitat; and</p> <p>c) support the habitat needs of any rare and threatened species.</p>	✓	<p>The project involves rehabilitation and establishment of substantial buffers with protection under Council's covenants in accordance with the existing approval.</p> <p>Progressive rehabilitation will occur in accordance with the SBMP and future rehabilitation statement of intent in accordance with the conditions of approval.</p>
Landscape Work			
<p>PC12</p> <p>Landscape work must be consistent with and not degrade, the ecological values present on the site and its surrounds.</p>	<p>AS12</p> <p>Landscape Work is consistent with Part 7, Division 2 Specific Development Codes, Chapter 21 – Landscape Work and:</p> <p>a) uses species and stock endemic to the local area; reflects the species composition of native remnant vegetation present on the site or surrounds;</p> <p>b) consolidates existing habitats on the site; and</p> <p>c) does not use plant species that will displace native flora species or degrade fauna habitat.</p>	✓	<p>A detailed landscape plan will be submitted as part of an operational works application in accordance with the conditions of the existing approval.</p>
Existing Remnant Vegetation (and Other Natural Areas)			
Ecologically Significant Areas			
<p>PC13</p> <p>Ecologically significant areas must be conserved and protected.</p>	<p>AS13.1.1</p> <p>Development does not occur within an area identified as ecologically</p>	NA	

Performance Criteria	Acceptable Solutions	Compliance	Comments
	<p>significant.</p> <p>OR</p> <p>AS13.1.2 An area identified as ecologically significant is retained, unless an over-riding public safety consideration results in the ecologically significant area being modified or removed.</p> <p>AS13.2 The ecologically significant area is not negatively impacted, either directly or indirectly, by activity resulting from the construction and operation of the development.</p>		

Buffers

<p>PC14 Buffers must be provided to ensure viability of the values and functions of ecologically significant areas and natural reserves.</p>	<p>AS14.1.1 Buffer/s of not less than 10 metres width, incorporating vegetated and degraded areas requiring rehabilitation, are provided between the development and ecologically significant areas on and/or adjacent to the site.</p> <p>OR</p> <p>AS14.1.2 Buffer/s of dimensions and characteristics that will protect the long term viability of the ecologically significant areas, located on and/or adjacent to the site, from negative impacts associated with development on the site are provided in accordance with expert ecological advice and approved as part of the Ecological Site Assessment.</p>	NA	
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Management Arrangements

<p>PC15 Management arrangements for ecologically significant areas and buffers must enable the ecological values and functions of these areas to be maintained.</p>	<p>AS15.1 Ecologically significant areas including buffers, are:</p> <ol style="list-style-type: none"> dedicated as Public Open Space where required for public access or for use for some other public purpose, consistent with their ecological values and functions; incorporated within Private Open Space and included within a Voluntary Statutory Covenant or a Vegetation Protection Area. <p>AS15.2 An open space management plan has been prepared, in accordance with Part 7, Division 2 Specific Development Codes, Chapter 21 – Landscape Work.</p>	NA	
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Landscape Work

<p>PC16 Landscape work must:</p>	<p>AS16 No acceptable solution provided.</p>	NA	
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Performance Criteria	Acceptable Solutions	Compliance	Comments
a) support the ecological values and functions of the ecologically significant areas; b) minimise impacts on the environmental values of the area; and c) contribute to the visual amenity and character of the site and local neighbourhood.			

Sediment and Erosion Control Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Code Assessable or Impact Assessable			
Erosion Risk			
<p>PC1 All development must not cause erosion or allow sediments to leave the site.</p>	<p>AS1 An Erosion and Sedimentation Hazard Assessment has been undertaken in accordance with the criteria listed in Table 14-1 – Erosion Hazard Assessment Form, and the total score does not exceed 11 points.</p>	<p>Performance Solution</p>	<p>Extractive industry involves progressive land disturbance to access extractive resources.</p> <p>Extractive industry is regulated as an Environmentally Relevant Activity whereby activities are managed by a SBMP including a Stormwater, Erosion and Sediment Control Plan (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).</p> <p>The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities. The SBMP is regularly updated to account for the progressive extraction of resources from the land.</p> <p>The SBMP is more appropriate for managing and controlling sediment and erosion than Council's standard Erosion and Sedimentation Hazard Assessment.</p>
Erosion Control			
<p>PC2 All development must not cause erosion or allow sediments to leave the site.</p>	<p>AS2 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:</p> <p>a) the environmental effects of sedimentation and erosion are controlled by best practice management measures;</p>	<p>✓</p>	<p>The Stormwater, Erosion and Sediment Control Plan has been prepared by a competent person in accordance with appropriate standards.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	b) sediments resulting from the development are contained within the site; and c) development adjacent to the bank or the bed of a stream or watercourse, addresses environmental impact on waterbodies.		
Upslope Runoff			
PC3 All up-slope runoff must be diverted around areas to be disturbed.	AS3.1.1 Catch drains are utilised to divert the upstream runoff to a legal point of discharge. OR AS3.1.2 Alternative methods are used to divert upstream water from exposed or disturbed land.	✓	Runoff will be diverted around areas to be disturbed. The SBMP provides the framework for environmental management on the Site and is a practical guide at the operational level to contain environmental impacts. The SBMP has been prepared to assist in the management and protection of surrounding environmental values and describes how the operator proposes to manage potential environmental impacts which may be caused by carrying out extractive and processing activities (refer ATTACHMENT 4 – SITE BASED MANAGEMENT PLAN of the Planning Assessment Report).

Steep Slopes or Unstable Soils Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Self Assessable, Code Assessable or Impact Assessable			
Site Slope Constraints			
PC1 Building work must be responsive to the constraints of steep sloping land.	AS1.1.1 Building work is not undertaken on land with a maximum slope exceeding 20% in urban areas and 25% in non-urban areas. OR AS1.1.2 The development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval (ie. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval and any subsequent operational works approval.	NA	The proposed development does not involve building work on steep slopes.
Built Form and Character			
PC2 The building style and construction methods used for development on sloping sites must be responsive to the constraints and building designs of steep slopes.	AS2.1 A split-level building form is utilised. AS2.2 A single plane concrete slab is not used except where the development is for a detached dwelling, located within a lot that has been created by a residential subdivision approval (ie. the lot is intended to be serviced by sewerage reticulation) and the development complies with the conditions of the subdivision approval and any subsequent operational works approval. AS2.3 Areas between the building's floor and the ground level, or between outdoor deck areas and the ground level, are screened from view by using lattice screen and/or landscaping.	NA	The proposed development does not involve building work on steep slopes.
Development that is Code Assessable or Impact Assessable			
Visual Impact			
PC3 Development on steep slopes must minimise any impact on the landscape character of the City's rural, urban and hinterland areas.	AS3.1.1 Development on steep slopes is designed to not detract from the significant landscape character values identified in Planning Scheme Policy 12 – Landscape Strategy Part 1 – Landscape Character: Guiding the Image of the City.	NA	The proposed development does not involve building work on steep slopes.

Performance Criteria	Acceptable Solutions	Compliance	Comments
	OR AS3.1.2 Development on steep slopes is designed and located to avoid protruding above the surrounding tree level or above any significant ridgelines.		
Stormwater Drainage			
PC4 Development on steep slopes must ensure that the quality and quantity of stormwater traversing the site must not cause any detriment to the natural environment or to any other sites.	AS4 All stormwater drainage discharges to a lawful point of discharge and does not adversely affect downstream, upstream, underground stream or adjacent properties, in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites.	✓	Appropriate stormwater management devices will be implemented in accordance with the Stormwater, Erosion and Sediment Control Plan to maintain water quality.
Cut and Fill Work			
PC5 All cut and fill work must not create a detrimental impact on the slope stability, erosion potential or visual amenity.	AS5.1.1 The height of cut and/or fill, whether retained or not, does not exceed: a) 900mm adjoining a public area; b) 1200mm adjoining a residential site; c) 2500mm adjoining a non-residential site. OR AS5.1.2 Cuts in excess of those stated in AS5.1.1 are separated by terraces with a minimum width of 1.2 metres that incorporate drainage provisions in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites. AS5.2 No crest of any cut or toe of any fill, or any part of any retaining wall or structure, is located closer than 600mm to any boundary of the property, unless the prior approval of both landowners and the Council, or its delegate, has been obtained. AS5.3 Cut and/or fill on slopes steeper than 1V:2H are retained at the time of earthworks by retaining structures or other stabilisation methods, in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites. AS5.4 Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, dense landscaping or other protective measures, in accordance with Council's Best Practice Guidelines for Stormwater Pollution from Building Sites.	Performance Solution	Appropriate stormwater management devices will be implemented in accordance with the Stormwater, Erosion and Sediment Control Plan to avoid erosion potential. Furthermore, extraction will occur on high quality hard rock resources which will maintain stability for the proposed extraction activities. The staging of the quarry activities over the life time of the quarry is an important factor for mitigating visual impacts. The quarry has been designed to be quarried from the top down and will commence at the outer limit of extraction, thus enabling progressive rehabilitation to commence early in the project life. The quarry design seeks to retain bushland in the initial stages to screen views of the working areas, so that the quarry is effectively working behind the natural vegetated topography. The early rehabilitation of the outer limit terminal benches provides opportunities to soften visual impacts for the remainder of the quarry.

Performance Criteria	Acceptable Solutions	Compliance	Comments
			<p>Other visual mitigation measures will include:</p> <ul style="list-style-type: none"> Retention of a buffer zone around the perimeter of the Site. Amenity planting. Neutrally coloured plant to minimise their visual prominence.
Slope Stability			
<p>PC6 All development on land within the medium, high and very high hazard rating identified on Overlay Map OM16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard must apply measures to minimise the hazard risk.</p>	<p>AS6 A Stability Report, prepared by a registered professional engineer appropriately experienced in slope stability matters, is used to assess the stability of the land and provide construction measures to support the construction of the development.</p>	<p>Performance Solution</p>	<p>Extraction will occur on high quality hard rock resources which will maintain stability for the proposed extraction activities.</p> <p>No buildings and structures will be located on steep slopes.</p>
Documentation			
<p>PC7 Development proposed on slopes with a Land Slip Hazard Rating of medium, high and very high identified on Overlay Map OM16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard must be supported by a report which incorporates adequate documentation of geotechnical stability of the site.</p>	<p>AS7.1 A Geotechnical Assessment Report is prepared which incorporates at least the following information:</p> <ol style="list-style-type: none"> boundary dimensions; location of easements; existing services, such as sewer, stormwater, water, gas, electricity, telephone and other utility services; contour lines to AHD (500mm vertical intervals); street front kerb location, cross over, side gully pits locations; driveway location and slope; off-street parking locations; building location and setback dimensions; earthwork details and building pad levels; retaining wall location, extent, height and offset from boundaries; existing and proposed on-site drainage system; identification of trees to be removed or retained; fencing extent, location, height, material and type; swimming pool location, level and depth; ancillary structures, such as pergolas and sheds; landscaping, lawn areas, paved areas, mass planting areas and trees. <p>AS7.2</p>	<p>Performance Solution</p>	<p>Extraction will occur on high quality hard rock resources which will maintain stability for the proposed extraction activities.</p> <p>No buildings and structures will be located on steep slopes.</p>

Performance Criteria	Acceptable Solutions	Compliance	Comments
	A Geotechnical Site Analysis includes, but is not limited to, a: <ul style="list-style-type: none"> a) Stability Assessment Report; b) Landslide Hazard Rating Analysis; c) Foundation Investigation Report (ie. a soil test report). 		
Site Slope Constraints			
PC8 All subdivisions containing slope exceeding 25% must ensure that a development site suitable for its intended use can be created within each individual new lot.	AS8 A Slope Stability Report, which is certified by a registered professional engineer, demonstrates that a site is suitable for building purposes, and: <ul style="list-style-type: none"> a) identifies the stability risk; b) addresses potential stability problems. 	NA	The proposed development does not involve a subdivision.
Access			
PC9 Subdivision on steep slopes must ensure that safe and efficient access by vehicles and pedestrians can be achieved.	AS9.1 The development area within every lot is accessible by a legal road access, in compliance with Planning Scheme Policy 11 – Land Development Guidelines, Section 3.4.6. AS9.2 Driveways internal to the site are not steeper than 25% (1V:4H).	NA	The proposed development does not involve a subdivision.

Unsewered Land Code

Development Requirements

Performance Criteria	Acceptable Solutions	Compliance	Comments
Development that is Code Assessable or Impact Assessable			
General			
<p>PC1 All development proposed to occur on unsewered land ensures that there is a suitable on-site wastewater disposal area that will not cause environmental harm or health risks.</p>	<p>AS1 No acceptable solution provided. <i>Note: Information is submitted with the development application demonstrating that there is an area available on the site to dispose of wastewater to a standard consistent with the:</i></p> <ul style="list-style-type: none"> a) <i>Department of Natural Resources and Mines On-site Sewerage Code and Australian and New Zealand Standard AS/ANZ 1547:2000 – On-site Domestic Wastewater Management;</i> b) <i>Council's Guidelines for the Installation and Operation of Aerobic Wastewater Treatment Plants for Domestic and Small Scale Commercial Users; and</i> c) <i>Australian and new Zealand Guidelines for Fresh and Marine Water Quality (ANZECC & ARMCANZ) 2000.</i> 	NA	No additional buildings or on-site wastewater disposal systems are proposed.
<p>PC2 The proposed wastewater disposal area must be located in a position that is sufficiently removed from adjoining property boundaries and nearby watercourses.</p>	<p>AS2 The allotment size or lot configuration allows for the required separation distances of the disposal area from adjoining property boundaries, adjacent wastewater systems, nearby watercourses, inappropriate soil types and other general site constraints that would inhibit the disposal of wastewater to an acceptable environmental and health standard.</p>	NA	No additional buildings or on-site wastewater disposal systems are proposed.
Operation and Servicing			
<p>PC3 Any wastewater disposal system must not cause environmental harm or health risks through malfunction or lack of service.</p>	<p>AS3 No acceptable solution provided. <i>Note: Council will seek to condition the use of a positive covenant, registered on the title of the property, for the management of the wastewater disposal system in accordance with Department of Natural Resources and Mines On-Site Sewerage Code AS/ANZ 1547:2000 and Council's Local Law 42 and Guidelines.</i></p>	NA	No additional buildings or on-site wastewater disposal systems are proposed.