

ATTACHMENT

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CONSTRAINT CODES

Constraint Codes

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Part 7, Division 3, Chapter 1 of the 2003 Gold Coast Planning Scheme

Gold Coast Airport and Aviation Facilities Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Heights of Buildings and Other Structures			
<p>PC1</p> <p>The height of buildings or other structures must not affect the operational efficiency of Gold Coast Airport or create a hazard to the safe navigation or aircraft using the airport.</p> <p><i>Note 1: The requirements associated with the heights of buildings are also applicable to temporary intrusions into prescribed airspace, such as cranes utilised during building construction.</i></p> <p><i>Note 2: If the maximum allowable height is exceeded, the approval of the Secretary of the Department of Transport and Regional Services is required and if the height of a building or other structure exceeds 110 metres above ground level the approval of the Civil Aviation Safety Authority is required.</i></p>	<p>AS1</p> <p>The height of a building or other structure does not exceed the current maximum allowable height applicable to the subject site, as shown on the current OLS and PAN-OPS surface mapping for Gold Coast Airport.</p> <p><i>Note: The current OLS and PAN-OPS surfaces as at the date of adoption of the planning scheme are as shown in Overlay Maps OM8a – Gold Coast Airport – Obstacle Limitation Surface and OM8b – Gold Coast Airport - PAN-OPS Surface.</i></p>	<p>Not Applicable.</p> <p>Lot 105 is situated outside of the PAN-OPS Surface area as confirmed by Overlay Map 8b.</p>	
Acoustic Treatment to Buildings to Lessen the Impact of Aircraft Noise (on Land Within the Airport Environs)			
<p>PC2</p> <p>All development (other than extensions to existing buildings) on land inside the 20 ANEF contour, as shown on the latest approved ANEF plan for Gold Coast Airport, must be acoustically treated against the</p>	<p>AS2.1</p> <p>Development within the 20 ANEF contour is acoustically insulated to the applicable standard required by AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.</p>	<p>Not Applicable.</p> <p>Lot 105 is noted situated within the 20 ANEF contour as confirmed on Overlay Map 8c.</p>	

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<p>intrusion of airport noise.</p> <p>Note 1: <i>The current ANEF mapping for Gold Coast Airport as at the date of adoption of the planning scheme is shown in Overlay Map OM8c – Gold Coast Airport – Noise Exposure Contours.</i></p> <p>Note 2: <i>In respect of acoustic treatment of buildings to mitigate aircraft noise intrusion, it is acknowledged that many dwellings are already located in areas in close proximity to the airport that would not generally be regarded as being suitable for residential development because of the potential for aircraft noise. For the purposes of AS 2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, in certain circumstances the Council may only require the acoustic treatment of residential buildings to be to the standard required for the 20-25 ANEF Contour, irrespective of a higher noise level contour applying to the site upon which development is proposed to be carried out. In view of the current land use pattern and potential cost impacts, it may well be impractical to require a higher level of acoustic treatment as may be indicated by a higher noise level contour.</i></p> <p>Note 3: <i>The potential adverse effects of aircraft noise are not necessarily limited to land within the 20 ANEF contour, and the Council will take into consideration the question of aircraft noise in assessments of all applications under this code within</i></p>			

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<i>the Aircraft Environs.</i>			
Advertising Devices and Artificial Light Sources (on Land Within the Gold Coast Airport Lighting Zone)			
<p>PC3</p> <p>Illuminated advertising devices or other artificial light sources, including street lighting and coloured lights, must not create a visual hazard for aircraft operation on approach to or take off from Gold Coast Airport.</p> <p>Note: <i>For advice on how to meet aviation safety requirements refer to CASA guidelines: Lighting in the Vicinity of Aerodromes – Advice to Lighting Designers.</i></p>	<p>AS3.1</p> <p>The illuminated advertising device or artificial light source does not exceed the maximum intensity of illumination within the respective light intensity zone, as identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p> <p>AS3.2</p> <p>Configurations of lights in straight parallel lines 500 metres to 1000 metres long (eg. sporting fields and large parking areas) are not located within the Outer Lighting Zone, as identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p> <p>AS3.3</p> <p>Glare or flashes (eg. sporting stadia), flare plumes, refineries, upward shining lights, flashing or sodium (yellow) lighting are not located within the Outer Lighting Zone, as identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p>	<p>Not Applicable.</p> <p>Lot 105 is not situated within the identified lighting zones as confirmed on Overlay Map OM8d.</p>	
Development Within Public Safety Areas			
<p>PC4</p> <p>New development must minimise the effects of aircraft accidents that may occur near runways in association with takeoff or landing and the following uses must not be located within the Public Safety Area for</p>	<p>AS4</p> <p>Uses and works within the Public Safety Area for Gold Coast Airport, as identified on the Overlay Map OM8e – Gold Coast Airport – Public Safety Area and Bird/Bat Strike Zone do not:</p>	<p>Not Applicable.</p> <p>Lot 105 is not situated within the Public Safety Area as confirmed on Overlay Map OM8e.</p>	

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<p>Gold Coast Airport, as identified on the Overlay Map OM8e – Gold Coast Airport – Public Safety Area and Bird/Bat Strike Zone:</p> <ul style="list-style-type: none"> a) indoor recreation facility; b) outdoor sport and recreation; c) shopping centre; d) places of worship; e) educational establishment; f) hospital; g) medical centre; h) attached dwelling; i) apartment building; j) aged persons accommodation; k) community care centre; l) childcare centre; and m) industrial or commercial uses involving a large number of workers or customers. 	<ul style="list-style-type: none"> • introduce or intensify residential, community, commercial, industrial or other uses; or • involve the manufacture or bulk storage of hazardous (explosive or noxious) or flammable materials. 		
Aviation Facilities			
<p>PC5</p> <p>Development in the area around the Airservices Australia's aviation facilities at Springbrook and Jacobs Well, as shown by Overlay Map OM9 – Airservices Australia Aviation Facilities, must not adversely impact on the functioning of these facilities.</p> <p>Note: If development has the potential to adversely affect the functioning of the Springbrook VHF facility or the Jacobs Well</p>	<p>AS5.1</p> <p>Works or uses are not located within the sensitive area for the Springbrook VHF facility, as shown on Overlay Map OM9 – Airservices Australia Aviation Facilities that involve electrical or electromagnetic fields (eg. arc welding) or create a permanent or temporary physical line of sight obstruction between transmitting and receiving devices.</p>	<p>Not Applicable.</p> <p>Lot 105 is not located in close proximity to the Airservices Australia Aviation Facilities as identified on Overlay Map OM9.</p>	

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<p>VOR facility, approval is required from the Manager Operational Requirements and Services (Airservices Australia).</p>	<p>AS5.2 Works or uses are not located within the area adjoining the Jacobs Well VOR facility, as shown on Overlay Map OM9 – Airservices Australia Aviation Facilities that:</p> <ul style="list-style-type: none"> a) create a permanent or temporary physical line of sight obstruction; or b) involve overhead lines exceeding 5m in height; or c) involve metallic structures exceeding 8m in height; or d) involve trees and open lattice towers exceeding 10m in height; or e) involve wooden structures exceeding 13m in height. 		
Development that is Code Assessable or Impact Assessable			
Potential Bird or Bat Strike on Aircraft (on Land Within the Gold Coast Airport Bird/Bat Strike Zones)			
<p>PC6 Development in the Gold Coast Airport's prescribed airspace must not create a potential visual hazard for aircraft operation to the Gold Coast airport due to reflective roof materials.</p>	<p>AS6.1 Roofs of buildings are of non-reflective materials within the respective light intensity zones identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p>	<p>Not Applicable. Lot 105 is not situated within the identified lighting zones as confirmed on Overlay Map OM8d.</p>	
<p>PC7 Development in the bird/bat strike zones of Gold Coast Airport, as shown on Overlay Map OM8e – Gold Coast Airport – Public Safety Area and Bird/Bat Strike Zone must</p>	<p>AS7.1 In locations within the Central Airport Environs, as shown on Overlay Map OM7 – Airport Environs, where planting as part of a development could result in increased</p>	<p>Not Applicable. Lot 105 is not situated within the Central Airport Environs as confirmed on Overlay Map OM7.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>not exacerbate the potential for bird or bat strike on aircraft.</p>	<p>attraction of birds or bats, with the possibility of creating a hazard for aircraft operations, plant species should be selected which are not subject to heavy flowering or fruiting.</p> <p>Note: <i>The operator of Gold Coast Airport maintains a preferred plant species list that is available for the assistance of development proponents, if required.</i></p> <p>AS7.2 In the case of any development within the Central Airport Environs, as shown on Overlay Map OM7 – Airport Environs, with the potential to create or increase a hazard of bird or bat strike on aircraft, evidence is provided that the concurrence of the operator of Gold Coast Airport has been obtained.</p> <p>AS7.3 Uses that attract birds and bats within 13km of the airport runway are avoided or correctly manage waste:</p> <ul style="list-style-type: none"> a) Putrescible waste disposal sites are avoided within 13km of the airport runway. b) Commercial fish processing, bird/wildlife sanctuaries and fauna reserves, aquaculture, turf farming, winery's, piggeries, fruit farming and food processing plants are avoided within 3km of the airport runway. c) Where the uses in b) are located 	<p>Not Applicable. Lot 105 is not situated within the Central Airport Environs as confirmed on Overlay Map OM7.</p> <p>Can Comply where Applicable. Lot 105 is situated within the 13km buffer area as detailed on Overlay Map OM8e.</p> <ul style="list-style-type: none"> (a) Small amounts of putrescible waste would be anticipated (i.e. food scraps associated with employees). The waste areas for this waste can be treated appropriately to minimise attracting wildlife. (b) Lot 105 is not within 3km of the airport runway. (c) The proposed development of Lot 105 does not involve any of the uses listed 	

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	<p>between 3km and 8km of the airport runway, measures that prevent waste and other food sources attracting wildlife are included in development proposals (eg. covering of potential food/ waste sources and wildlife deterrence measures).</p> <p>d) Riding schools, racetracks, fairgrounds, outdoor theatres or drive-in restaurants are avoided within 3km of the airport runway unless measures are included in the development proposal to manage waste disposal (eg. covering of food/ waste sources).</p> <p>Note: <i>Where exceptional circumstances justify approval of a) or b) above within 13km and 3km, respectively, of the airport runway, rigorous wildlife management measures to avoid attracting wildlife should be incorporated in the development proposal.</i></p>	<p>in AS7.3(b).</p> <p>(d) Lot 105 is not within 3km of the airport runway.</p>	
Reflective Roof Materials, Emission of Particulate Matter and Air Turbulence (on Land Within the Airport Environs)			
<p>PC8</p> <p>Development in the Gold Coast Airport's prescribed airspace must not create a potential visual hazard for aircraft operation to the Gold Coast Airport due to reflective roof materials or emission of smoke, steam or other particulate matter or air turbulences.</p> <p>Note 1: <i>The Gold Coast Airport's 'Prescribed Airspace' is indicated by the OLS and the PANS-OPS</i></p>	<p>AS8.1</p> <p>Roofs of buildings are of non-reflective materials within the respective light intensity zones identified on the Overlay Map OM8d – Gold Coast Airport – Lighting Zone.</p>	<p>Lot 105 is situated within the 15km outer horizontal surface as detailed on Overlay Map OM8a.</p> <p>Not Applicable.</p> <p>Lot 105 is not situated within the identified lighting zones as confirmed on Overlay Map OM8d.</p>	

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<p><i>on Overlay Map OM8a – Gold Coast Airport – Obstacle Limitation Surface and Overlay Map OM8b – Gold Coast Airport – PANS-OPS Surface.</i></p> <p>Note 2: <i>If development has the potential to cause a hazard to aircraft operations through the emission of particulate matter, approval of the operator of Gold Coast Airport is required.</i></p>	<p>AS8.2 The development will not cause a potential hazard to the operation of aircraft through the emission of smoke, steam, dust or other particulate matter.</p> <p>AS8.3 The development will not cause a potential hazard to the operation of aircraft through the emission of a gaseous plume at a velocity exceeding 4.3m per second.</p>	<p>Considered to Comply. The air quality report prepared for the EIS details appropriate management regimes to minimise potential dust impacts (refer to Appendix GG). It is not viewed that aircraft will be affected by dust as a result of the operation of the proposed quarry development.</p> <p>Not Applicable. The operation of the proposed quarry development will not result in the emission of a gaseous plume.</p>	
Transient Aviation Activities			
<p>PC9 Development must not adversely impact on the Gold Coast Airport’s prescribed airspace.</p> <p>Note: <i>The Gold Coast Airport’s ‘Prescribed Airspace’ is indicated by the OLS and the PANS-OPS on Overlay Map OM8a – Gold Coast Airport – Obstacle Limitation Surface and OM8b – Gold Coast Airport – PANS-OPS Surface.</i></p>	<p>AS9 Activities involving transient intrusions such as parachuting, hot air ballooning or hang gliding are not located below the Gold Coast Airport’s prescribed airspace.</p>	<p>Not Applicable. The proposed development of Lot 105 does not involve any of the activities identified in the Acceptable Solution.</p>	

Part 7, Division 3, Chapter 2 of the 2003 Gold Coast Planning Scheme

Bushfire Management Areas Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
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>Considered to Comply.</p> <p>A bushfire management plan has been prepared for the EIS (refer to Appendix RR of the overall EIS package). This management plan will be implemented by the proponent.</p> <p>Where relevant, the management plan details that its various components will accord with Council standards and requirements.</p> <p>Furthermore, the document indicates that Council officers and the local fire brigade have provided input to preparation of the management plan.</p> <p>Not Applicable.</p> <p>The proposed development of Lot 105 does not involve residential land uses.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>OR</p> <p>AS1.1.3. 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>Not Applicable. The majority of Lot 105 is identified as being a medium or high hazard area. A bushfire management plan has been prepared as a result.</p>	
Siting			
<p>PC2 Buildings must be sited to minimise the Potential Bushfire Hazard and maximise the protection of life and property from bushfire.</p> <p>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.</p>	<p>AS2.1 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 The Fire Management Plan clearly identifies the preferred location of building sites, and the building is located within these areas.</p>	<p>Considered to Comply. The quarry operations within the disturbance footprint will be predominantly devoid of vegetation (with the exception of the rehabilitated quarry benches and some anticipated landscaping around the buildings and car parking area). The bushfire hazard area therefore relates to the buffer area that will be retained on Lot 105.</p> <p>The level of the buildings will be below the level of the land associated with the surrounding vegetated buffer area (i.e. on an excavated pad within the disturbance footprint).</p> <p>No buildings will be located within the buffer area.</p>	
<p>Figure 2-1: Preferred House Site Location in High and Medium Potential</p>			

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Bushfire Hazard Areas.			
Source: adapted from QDHLGP (1993) Bushfire Hazard Planning in Queensland.			
<p style="text-align: center;">House sites are numbered in order of the degree of fire safety.</p>			
Building Design and Construction			
<p>PC3</p> <p>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</p> <p>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>	<p>Can Comply.</p> <p>Specific details relating to the buildings on Lot 105 will be provided as part of a future Building Works application.</p>	
Development that is Code Assessable or Impact Assessable			
Private Water Supply – In Areas with No Water Reticulation			
<p>PC4</p> <p>The development proposed in a High and/or Medium Potential Bushfire Hazard Area must provide an adequate water supply for fire</p>	<p>AS4.1.1</p> <p>The property contains one dwelling, and the water supply has a volume of water not less</p>	<p>Considered to Comply.</p> <p>Lot 105 will not be connected to the Council's water supply network. A quarry dam with an approximate volume of</p>	

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fighting purposes.	<p>than 5,000 litres, and is either:</p> <ul style="list-style-type: none"> 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 <p>OR</p> <p>AS4.1.2</p> <p>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:</p> <ul style="list-style-type: none"> 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>9,000 megalitres will be constructed within the disturbance footprint. This waterbody will cater for both the operating functions of the quarry as well as bushfire management.</p> <p>Other allotments in the vicinity of Lot 105 are connected to the Council water supply network as required.</p>	
<p>PC5</p> <p>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</p> <p>The water supply is fitted with a 50mm male camlock (standard rural fire brigade fitting).</p>	<p>Can Comply.</p> <p>Specific details relating to the quarry dam will be provided as part of a future Operational Works application.</p>	
<p>PC6</p> <p>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</p> <p>The water supply outlet is located remote from any potential fire hazards, such as venting gas bottles, a burning house and burning sheds.</p>	<p>Considered to Comply.</p> <p>The proposed quarry dam is situated in the north west portion of Lot 105, away from the proposed buildings and plant structures.</p>	

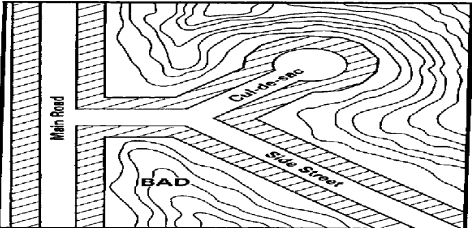
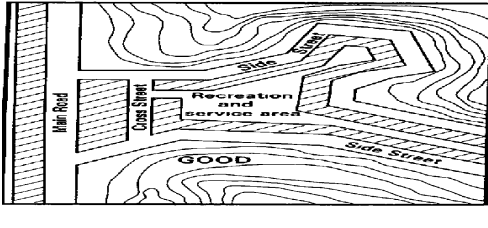
Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>AS6.2 The outlet pipe is 50mm in diameter and fitted with a 50mm male camlock (standard rural fire brigade fitting).</p> <p>AS6.3 A hardstand area is provided not more than six metres from the water supply outlet or, where applicable, a swimming pool.</p>	<p>Can Comply. Specific details relating to the quarry dam will be provided as part of a future Operational Works application.</p> <p>Can Comply. Specific details relating to the quarry dam will be provided as part of a future Operational Works application.</p>	
Private Water Supply – In Areas with Water Reticulation			
<p>PC7 The water supply must be reliable, and have sufficient flow and pressure requirements for fire fighting purposes at all times.</p>	<p>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.</p>	<p>Not Applicable. Lot 105 will not be connected to the Council's water supply network. A quarry dam with an approximate volume of 9,000 megalitres will be constructed within the disturbance footprint. This waterbody will cater for both the operating functions of the quarry as well as bushfire management.</p>	
Public Water Supply – In Areas with No Water Reticulation			
<p>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.</p>	<p>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:</p> <ul style="list-style-type: none"> a) hold a volume of at least 22,500 litres; b) are of concrete construction; and c) fitted with a 50mm male camlock 	<p>Considered to Comply. Lot 105 will not be connected to the Council's water supply network. A quarry dam with an approximate volume of 9,000 megalitres will be constructed within the disturbance footprint. This waterbody will cater for both the operating functions of the quarry as well as bushfire management.</p> <p>Other allotments in the vicinity of Lot 105</p>	

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	<p>(standard rural fire brigade fitting).</p> <p>AS8.2</p> <p>A hardstand area is provided not more than six metres from the water supply outlet.</p>	<p>are connected to the Council water supply network as required.</p>	
Clearing and Landscaping			
<p>PC9</p> <p>The development proposed in a High and/or Medium Potential Bushfire Hazard Area must undertake appropriate vegetation clearing and landscaping to mitigate fire hazard.</p>	<p>AS9</p> <p>The Fire Management Plan addresses appropriate vegetation clearing and landscaping.</p> <p>Note: <i>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></p>	<p>Considered to Comply.</p> <p>The quarry operations within the disturbance footprint will be predominantly devoid of vegetation (with the exception of the rehabilitated quarry benches and some anticipated landscaping around the buildings and car parking area). The bushfire management area therefore relates to the buffer area that will be retained on Lot 105.</p> <p>The clearing of the vegetation in this area reduces the bushfire risk to the proposed quarry.</p>	
Fire/Maintenance Trails			
<p>PC10</p> <p>Fire/maintenance trails must be provided to:</p> <ol style="list-style-type: none"> enable access for fire fighters, residents and equipment; mitigate against fire hazard; and allow fuel reduction activity. 	<p>AS10.1</p> <p>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.</p> <p>AS10.2</p>	<p>Considered to Comply.</p> <p>A bushfire management plan has been prepared for the EIS (refer to Appendix RR). This management plan will be implemented by the proponent.</p> <p>This document includes a figure detailing the location of fire trails. Section 5.2 of the document details that the fire trails will accord with Council standards and</p>	

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	<p>The fire/maintenance trail has:</p> <ul style="list-style-type: none"> a) a minimum cleared width of six metres; b) a minimum formed width of four metres; and c) a maximum gradient of 16%, with adequate drainage to prevent soil erosion and minimise ongoing trail maintenance. <p>AS10.3.1</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p>	<p>requirements.</p> <p>Furthermore, the document indicates that Council officers and the local fire brigade have provided input to preparation of the management plan.</p>	

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	<p>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>		
Advice to New Residents			
<p>PC11 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 	<p>AS11 A copy of the Fire Management Plan is provided to each resident for the information of occupants.</p>	<p>Not Applicable. The proposed development of Lot 105 does not involve a subdivision for residential purposes. A bushfire management plan has been prepared for the EIS (refer to Appendix RR). This management plan will be implemented by the proponent.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
hazard mitigation.			
Vehicular Access			
<p>PC12 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 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 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 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>Not Applicable. The proposed development of Lot 105 does not involve a subdivision that will include an extensive road layout. A bushfire management plan has been prepared for the EIS (refer to Appendix RR). Bushfire trails will be provided throughout Lot 105 as required by the management plan. It is noted that within the operating area of the disturbance footprint, there will be minimal trees (other than rehabilitation of quarry benches and some anticipated landscaping around the buildings and car parking area). The bushfire hazard relates more to the buffer area that will be retained.</p> <p>Complies. Given that the internal sealed road in the quarry area will be designed to cater for heavy trucks, it is assumed that this road could easily accommodate a fire fighting vehicle if required.</p> <p>Not Applicable. The proposed development of Lot 105 does not involve a subdivision that will include an extensive road layout.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Figure 2-2: Preferred Road Layout in High Potential Bushfire Hazard Areas			
			
<p>Unacceptable design with a High Risk – Hazardous ridge top development has no breaks and obstructs fire fighters.</p>	<p>Acceptable design – Ring road system provides a fire break and access for fire fighters.</p>		
	<p>AS12.4.1 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 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>Not Applicable. The proposed development of Lot 105 does not involve a subdivision that will include an extensive road layout.</p> <p>Not Applicable. The proposed development of Lot 105 does not involve a subdivision that will include an extensive road layout.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Lot Layout			
<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>	<p>Considered to Comply (if applicable).</p> <p>This Performance Criterion is more associated with subdivision projects (which the development on Lot 105 is not).</p> <p>It is noted that within the operating area of the disturbance footprint, there will be minimal trees (other than rehabilitation of quarry benches). The bushfire hazard relates more to the buffer area that will be retained.</p> <p>Given that the internal sealed road in the quarry area will be designed to cater for heavy trucks, it is assumed that this road could easily accommodate a fire fighting vehicle if required.</p>	
<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>	<p>Not Applicable.</p> <p>The proposed development of Lot 105 does not involve residential land uses or a subdivision.</p>	
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; 	<p>Not Applicable.</p> <p>The proposed development of Lot 105 does not involve any of the land uses listed in the Acceptable Solution. In any case, the proposed quarry will only involve a small, on-site workforce.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	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.		

Part 7, Division 3, Chapter 4 of the 2003 Gold Coast Planning Scheme

Car Parking, Access and Transport Integration Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
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 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 All sites that are affected by Future Road Requirement as shown on the Domain Maps, do not have buildings or structures erected forward of the indicated building setback line. This requirement does not apply to a fence with a height not exceeding 1.8 metres and a width not exceeding 0.5 metres.</p>	<p>Not Applicable. The portion of Old Coach Road that extends adjacent to the frontage of Lot 105 is not identified on the Domain Map as being subject to road widening.</p>	
Port Cocheres			
<p>PC2 Where provision is made for a porte cochere, it must be designed to enable vertical clearance, manoeuvring, access and queuing of vehicles. The capacity of the porte cochere and associated access and manoeuvring must accommodate vehicles entirely within the site, including the queuing of vehicles.</p>	<p>AS2 The <i>porte cochere</i> has a minimum vertical clearance of 4.5 metres.</p>	<p>Not Applicable. The proposed development of Lot 105 does not involve a porte cochere structure.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
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>		
<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> <ul style="list-style-type: none"> a) at least 5% of the area is landscaped; b) a landscaped buffer, with a minimum height of 600mm and width of 1500mm, is provided along any public street frontage and the common boundary to the adjoining property; and c) one landscaped tree bay is to be provided for every 21 car parking spaces. 	<p>Alternate Solution.</p> <p>Overall, the car parking area will be greater than 300m² in area (given that 43 spaces are proposed). The car parking area will only be utilised by employees and visitors to Lot 105. This aspect, along with the fact that the car parking area will not be visible from Old Coach Road, means that extensive landscaping is not required.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Signs and Line Marking			
<p>PC5</p> <p>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</p> <p>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</p> <p>Signs are used to mark car parking bays which are provided for disabled drivers, motorcycles and special zones, such as bus zones.</p>	<p>Can Comply.</p> <p>Specific details in relation to line makings and potential signage will be provided as part of a future Operational Works application.</p>	
Tandem Car Spaces			
<p>PC6</p> <p>Tandem car parking must only be used in circumstances where no inconvenience arises from its use.</p>	<p>AS6.1</p> <p>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</p> <p>The minimum length of the tandem car</p>	<p>Not Applicable.</p> <p>Tandem car spaces are not proposed.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>space is 10.4 metres.</p> <p>AS6.3</p> <p>Tandem garages have a minimum internal length of 11 metres.</p>		
Access to Car Park Areas			
<p>PC7</p> <p>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</p> <p>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</p> <p>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</p> <p>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>	<p>Not Applicable.</p> <p>The proposed development of Lot 105 does not involve residential land uses.</p> <p>Complies.</p> <p>All vehicles will be able to enter and exit the car parking area in a forward gear.</p> <p>Not Applicable.</p> <p>The proposed car park is not associated with residential uses.</p>	

Table to Acceptable Solution AS7.3

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

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

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
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.	Alternate Solution. The internal car parking area will be a low turnover car park as it will only be utilised by employees and site visitors. As a result, the provision of formal footpaths and pedestrian crossings is not required. The car parking area is also located directly outside the buildings associated with the quarry operation.	
PC9 Access to car parking spaces must be provided for employees and visitors.	AS9.1 Car park areas have no gateways, doors or similar devices which restrict vehicular access by employees or visitors.	Complies. All employees and visitors to Lot 105 will be able to easily access the internal car parking area.	
Driveways and Crossovers			
PC10 Driveways from car parks or developments	AS10.1 The maximum number of crossovers for	Not Applicable. No driveways are proposed to link with Old	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
<p>into public roads must be minimised to reduce interference with public road traffic and pedestrians.</p>	<p>residential developments is one for detached dwelling properties and two for multiple unit dwelling complexes.</p> <p>AS10.2 The maximum number of crossovers for non-residential developments is two crossovers per property.</p> <p>AS10.3 A vehicle crossover is separated from any other vehicle crossover by a minimum distance of three metres.</p>	<p>Coach Road.</p>	
<p>PC11 All development must make provision for safe access to roads or streets adjacent to the site. Crossovers must be constructed to a standard consistent with the vehicles using the site.</p>	<p>AS11.1 The geometric design of entry and exit driveways conforms with Standard Drawing No 59218 of Planning Scheme Policy 11 – Land Development 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>Not Applicable. No driveways are proposed to link with Old Coach Road.</p> <p>Not Applicable. The car parking area is not directly accessible from Old Coach Road. A CHR intersection will be constructed in order to provide access / egress to and from Lot 105.</p> <p>Not Applicable. Separate entry and exit driveways are not proposed.</p>	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	<p>AS11.4.1 Access to developments on dual carriageway roads is left in/left out. OR AS11.4.2 A new intersection is provided between the access way and the dual carriageway.</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>	<p>Complies. The intersection that will be constructed on Old Coach Road will enable left in / left out access as necessary.</p> <p>Not Applicable. The proposed intersection does not involve a round-about or traffic signals.</p> <p>Not Applicable. The proposed intersection can be designed and constructed within the existing Old Coach Road reserve area.</p> <p>Not Applicable. The proposed intersection does not involve traffic signals.</p>	
Internal Circulation			
<p>PC12 All developments must provide internal circulation to avoid use of the public road</p>		<p>Overall, this particular Performance Criterion and the associated Acceptable Solutions are more associated with large</p>	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
<p>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 heavy vehicles.</p>	<p>public car parks.</p> <p>Can Comply. (if necessary). Specific details relating to the internal car park design will be provided as part of a future Operational Works application.</p> <p>Complies. The length of the single car parking aisle is less than 100m.</p> <p>Alternate Solution. The single aisle would represent a ‘dead end’ in the context of the Acceptable Solution. This aisle exceeds 20m, however it is viewed as being appropriate on the basis of the fact that only a minimal number of people will be utilising the car park (i.e. employees and visitors to the quarry). Furthermore, the quarry is not open to general access by the public.</p> <p>Complies. The internal car park does not include cross intersections.</p> <p>Complies. The internal car park is separated from the main thoroughfare for heavy vehicles.</p>	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	<p>AS12.6 Car parks are designed so that vehicles do not reverse across pedestrian crossings.</p> <p>AS12.7 Speed humps are not provided in entry or exit queuing areas.</p>	<p>Complies. No pedestrian crossings are proposed in the car parking area.</p> <p>Complies. No speed humps are proposed.</p>	
Loading Bay and Set Down Area Requirements			
<p>PC13 Development must make provision for loading bays and set down areas for the:</p> <ul style="list-style-type: none"> a) collection and set down of passengers; b) parking of trailers; c) service vehicle parking; and d) loading and unloading of goods. 	<p>AS13 Loading and set down areas are provided consistent with the AS2890.2 – Off Street Parking Part 2: Commercial Vehicles.</p>	<p>Can Comply. Specific details relating to the actual design of the car parking area will be detailed as part of future Operational Works applications (in the context of parking areas etc for smaller service vehicles). The loading of the heavy trucks with rock material is not undertaken in specified loading bays in the context of the intent of the Performance Criterion.</p>	
Design Service Vehicle Requirements			
<p>PC14 Development must provide for the required 'design service vehicle' to service the development.</p>	<p>AS14.1 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.1.</p> <p>AS14.2 Provision is made for service vehicles, in accordance with the Table to Acceptable Solution AS14.2, for sites less than 4,000m² in area that require access by</p>	<p>Considered to Comply. An Extractive Industry land use is not listed in the table to AS14.1. In any case, the proposed quarry development has been designed to adequately cater for all vehicles that will enter Lot 105 (particularly heavy trucks). Furthermore, the design of the development means that all vehicles will be able to enter and leave Lot 105 in a forward gear.</p>	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	<p>service vehicles.</p> <p>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.</p> <p>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.</p>		

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Aged Persons Accommodation	HRV
Animal Husbandry	AV
Aquaculture	HRV
Bulk Garden Supplies	HRV
Cafe	SRV
Cinema	SRV
Commercial Services	SRV
Community Care Centre	SRV
Community Purposes	SRV
Convenience Shop	SRV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
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
Motel	SRV

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
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

Table to Acceptable Solution AS14.1	
Use or Development	Service Vehicle Provisions
Storage	SRV
Take-Away Food Premises	SRV
Tavern	HRV
Temporary Use	AV
Theatre	SRV
Tourist Shop	SRV
Transit Centre	HRV
Transport Terminal	AV
Vehicle Hire Premises	AV
Vehicle Sales Premises	AV
Warehouse	AV
Waterfront Industry	HRV

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

Table to Acceptable Solution AS14.2	
HRV and AV Requirements	
Site Area (m ²)	Requirement
Less than 1000m ²	Demonstrate that the development can accommodate the particular design vehicle but a separate service bay and associated manoeuvring are not required. Where it can be demonstrated that loading and unloading can take place within the road reserve, without impacting on the safe and efficient operation of traffic and with no detrimental impact on amenity, Council or its delegate may determine that HRV and AV access is not required.

Table to Acceptable Solution AS14.2

HRV and AV Requirements

1000m ² – 2000m ²	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Provision of Bicycle Parking Spaces			
<p>PC15</p> <p>Bicycle parking must be provided for all non-residential developments where the required car parking provision exceeds 20 parking spaces.</p>	<p>AS15.1</p> <p>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.</p> <p>AS15.2</p> <p>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.</p>	<p>Conflict.</p> <p>More than 20 car parking spaces are proposed, however bicycle facilities are not intended to be incorporated into the design of the quarry development.</p> <p>Old Coach Road, and particularly the portion that adjoins Lot 105, does not feature dedicated cycleways.</p> <p>In any case, on the basis of the proposed land use, and the inherent on-site safety requirements, employees and visitors will not be arriving at the quarry on a bicycle.</p>	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Provision of Car Parking Spaces			
<p>PC16</p> <p>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.</p>	<p>AS16.1</p> <p>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.</p> <p>AS16.2</p> <p>If an additional building is constructed, or an existing building is extended, the car space requirements determined from Table to Acceptable Solution AS16.1 accrue only for the additional building or extension, provided that the use of the land remains the same and any existing area for car parking is not reduced or, if disturbed, any existing car spaces are replaced in the new development.</p>	<p>Considered to Comply.</p> <p>A specific car parking rate is not identified for an Extractive Industry land use. In any case, it is viewed that the 43 proposed spaces is more than sufficient to adequately cater for employees and site visitors.</p>	

Table to Acceptable Solution AS16.1

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

Material Change of Use	Minimum Number of Car Parking Spaces to be Provided
Aged Persons Accommodation	<ul style="list-style-type: none"> 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.

Table to Acceptable Solution AS16.1

Amusement Parlour	5 spaces per 100m ² of GFA – one (1) space per 20m ² .																																								
Apartments	<p>a) for developments with up to 20 apartments, one (1) space per one (1) bedroom apartment, and 2 spaces per 2 bedroom and larger apartments, plus one (1) space per four apartments for visitor parking.</p> <p>b) for developments with more than 20 apartments, requirements for first 20 apartments as in a) plus, one (1) space per apartment and one (1) space per 10 apartments for visitor parking for subsequent units.</p> <p>c) for developments in excess of 20 apartments, the units with 2, 3 or 4 bedrooms shall be considered first in the determination of total parking spaces.</p> <p>d) for mixed-use development with a single apartment, visitor parking for the apartment is not required.</p> <p>e) where development:</p> <ul style="list-style-type: none"> ▪ 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; <p>additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required.</p> <table border="0"> <thead> <tr> <th style="text-align: left;">Road</th> <th style="text-align: left;">Part of Road</th> </tr> </thead> <tbody> <tr> <td>Aloha Lane</td> <td>The whole</td> </tr> <tr> <td>Cooinda Avenue</td> <td>Northern alignment</td> </tr> <tr> <td>Beulah Lane</td> <td>The whole</td> </tr> <tr> <td>Cronin Avenue</td> <td>The whole</td> </tr> <tr> <td>Darwalla Avenue</td> <td>The whole</td> </tr> <tr> <td>Eden Avenue</td> <td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot 1 RP 188138), and to and including Lot 6 RP154810</td> </tr> <tr> <td>Fenton Place</td> <td>The whole</td> </tr> <tr> <td>Garfield Terrace</td> <td>The whole</td> </tr> <tr> <td>Hedges Avenue</td> <td>The whole</td> </tr> <tr> <td>Jefferson Lane</td> <td>North of Third Avenue</td> </tr> <tr> <td>Lennie Avenue</td> <td>The whole</td> </tr> <tr> <td>Little Norman Street</td> <td>The whole</td> </tr> <tr> <td>Montgomery Avenue</td> <td>The whole</td> </tr> <tr> <td>Mountbatten Avenue</td> <td>The whole</td> </tr> <tr> <td>Northcliffe Terrace</td> <td>The whole</td> </tr> <tr> <td>Nagel Avenue</td> <td>Western alignment from and including Lot 12 RP 46948 to and including Lot 1 RP 46948</td> </tr> <tr> <td>O'Connor Street</td> <td>Western Alignment from Wybera Street to and including Lot 26 RP 49999</td> </tr> <tr> <td>Owens Lane</td> <td>The whole</td> </tr> <tr> <td>Pacific Parade</td> <td>The whole</td> </tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot 1 RP 188138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from and including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western Alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole
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Attached Dwelling	<p>a) 2 spaces per dwelling, of which one (1) is to be covered, plus one (1) space per two dwellings for visitor parking.</p> <p>b) where development:</p> <ul style="list-style-type: none"> ▪ 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; <p>additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required.</p> <table border="0"> <thead> <tr> <th style="text-align: left;">Road</th> <th style="text-align: left;">Part of Road</th> </tr> </thead> <tbody> <tr> <td>Aloha Lane</td> <td>The whole</td> </tr> <tr> <td>Cooinda Avenue</td> <td>Northern alignment</td> </tr> <tr> <td>Beulah Lane</td> <td>The whole</td> </tr> <tr> <td>Cronin Avenue</td> <td>The whole</td> </tr> <tr> <td>Darwalla Avenue</td> <td>The whole</td> </tr> <tr> <td>Eden Avenue</td> <td>Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810</td> </tr> <tr> <td>Fenton Place</td> <td>The whole</td> </tr> <tr> <td>Garfield Terrace</td> <td>The whole</td> </tr> <tr> <td>Hedges Avenue</td> <td>The whole</td> </tr> <tr> <td>Jefferson Lane</td> <td>North of Third Avenue</td> </tr> <tr> <td>Lennie Avenue</td> <td>The whole</td> </tr> <tr> <td>Little Norman Street</td> <td>The whole</td> </tr> <tr> <td>Montgomery Avenue</td> <td>The whole</td> </tr> <tr> <td>Mountbatten Avenue</td> <td>The whole</td> </tr> <tr> <td>Northcliffe Terrace</td> <td>The whole</td> </tr> <tr> <td>Nagel Avenue</td> <td>Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948</td> </tr> <tr> <td>O'Connor Street</td> <td>Western alignment from Wybera Street to and including Lot 26 RP 49999</td> </tr> <tr> <td>Owens Lane</td> <td>The whole</td> </tr> <tr> <td>Pacific Parade</td> <td>The whole</td> </tr> <tr> <td>Park Lane</td> <td>The whole</td> </tr> <tr> <td>Peak Avenue</td> <td>The whole</td> </tr> <tr> <td>Schuster Avenue</td> <td>The whole</td> </tr> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole	Cronin Avenue	The whole	Darwalla Avenue	The whole	Eden Avenue	Both alignments from Hill Street to Ward Street and from Ward Street to and including BUP 5455 (Lot RP 1881138), and to and including Lot 6 RP154810	Fenton Place	The whole	Garfield Terrace	The whole	Hedges Avenue	The whole	Jefferson Lane	North of Third Avenue	Lennie Avenue	The whole	Little Norman Street	The whole	Montgomery Avenue	The whole	Mountbatten Avenue	The whole	Northcliffe Terrace	The whole	Nagel Avenue	Western alignment from including Lot 12 RP 46948 to and including Lot 1 RP 46948	O'Connor Street	Western alignment from Wybera Street to and including Lot 26 RP 49999	Owens Lane	The whole	Pacific Parade	The whole	Park Lane	The whole	Peak Avenue	The whole	Schuster Avenue	The whole
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	Sunshine Court Swan Lane	The whole The whole
	Note: The visitor parking space may be provided on street in the case of a duplex development.	
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 b) secondary school c) tertiary and further education d) other	a) one (1) space per staff member; b) one (1) space per staff member, plus one (1) space per each ten Year 12 students enrolled; c) as determined by Council, requiring Traffic Impact Report; and d) as determined by Council, requiring Traffic Impact Report.	
Estate Sales Office	5 spaces.	

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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. <table border="0" style="margin-left: 20px;"> <thead> <tr> <th style="text-align: left;">Road</th> <th style="text-align: left;">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> </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
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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>
Industry	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 .
Integrated Housing	2 spaces per dwelling, of which one (1) must be covered, plus 0.5 spaces per dwelling visitor parking, distributed throughout the site in accessible locations.
Kennel	one (1) space per employee, with a minimum of two spaces plus one (1) visitor parking space.

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Laundromat	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).								
Manufacturers Shop	a) 6.7 spaces per 100m ² of area used for retail (one (1) space per 15m ² of area used for retail); b) 2.5 spaces per 100m ² of area used for manufacturing (one (1) space per 40m ² of area used for industry).								
Marina	a) 0.6 spaces for each wet berth designed for boats ten metres and under; b) 0.8 spaces for each wet berth designed for boats between ten metres and 15 metres; c) one (1) space for each wet berth designed for boats greater than 15 metres; d) 0.2 spaces for each dry berth or swing mooring; plus e) 0.5 spaces for each employee; f) one (1) space per 50m ² of GFA of ancillary activities associated with the marina; g) one (1) space for each wet berth designed for boats greater than 15 metres.								
Marina Shop	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).								
Market	as determined by Council, requiring Traffic Impact Report.								
Medical Centre	5 spaces per 100m ² of GFA (one (1) space per 20m ² of GFA).								
Mini-Storage Warehousing	a) one (1) space per ten (10) storage sheds; plus b) one (1) space per 30m ² GFA administration office area; plus c) a minimum traffic circulation aisle width of 6.5 metres.								
Minor Tourist Facility	as determined by Council, requiring Traffic Impact Report.								
Motel	a) one (1) space per room, plus one (1) space for the manager's residence. b) where a restaurant is included, 0.15 spaces per seat or 3.5 spaces per 100m ² of the restaurant GFA, whichever is the greater. c) where development: <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. <p>additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required.</p> <table border="0"> <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> </tbody> </table>	Road	Part of Road	Aloha Lane	The whole	Cooinda Avenue	Northern alignment	Beulah Lane	The whole
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Motor Vehicle Workshop	6.7 spaces per 100m ² of GFA (one(1) space per 15m ² of GFA).
Night Club	6 spaces per 100m ² of GFA (one (1)space per 17m ² of GFA).
Office	3 spaces per 100m ² of GFA (one (1) space per 33m ² of GFA).
<p>Outdoor Sport and Recreation:</p> <p>a) tennis court or other court game (where not ancillary to other development)</p> <p>b) lawn bowls</p> <p>c) skating rinks, swimming pools</p> <p>d) golf course</p> <p>e) racecourse</p> <p>f) sporting arena</p>	<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>

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g) clubhouse	g) 6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).																												
Place of Worship	10 spaces per 100m ² of GFA (one (1) space per 10m ² of GFA).																												
Reception Room	6 spaces per 100m ² of GFA (one (1) space per 17m ² of GFA).																												
Relocatable Home Park	one (1) space per Relocatable Home plus visitor parking of one (1) space per 5 dwellings.																												
Residential Hotel	<p>a) one (1) space per residential unit plus 10 spaces per 100m² of GFA lounge, bar and beer garden area; plus</p> <p>b) 10 spaces per 100m² of GFA retail floor area for liquor barns or bulk liquor sales; plus</p> <p>c) a reservoir space for 12 cars for a drive-in bottle shop.</p>																												
Resort Hotel	<p>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.</p> <p>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.</p> <p>c) where development:</p> <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; <p>additional visitor car parking shall be provided at a rate of one (1) car parking space for every two (2) visitor car parking spaces required.</p> <table border="0"> <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> </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
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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	<p>a) one (1) space per apartment, plus 0.25 per apartment for visitor parking, where parking is contained in a single parking garage and spaces are not dedicated to particular units;</p> <p>OR</p> <p>b) one (1) space per one (1) bedroom apartment and 2 spaces per 2 bedroom and larger apartments, where spaces are dedicated to each apartment, plus 0.25 visitor spaces per apartment.</p>
Service Industry	2.5 spaces per 100m ² of GFA (one (1) space per 40m ² of GFA).
Service Station	<p>a) 2 spaces, plus 5 spaces per service bay; plus</p> <p>b) 4 spaces per 100m² of GFA of shop sales area of less than 150m²; plus</p> <p>c) 5 spaces per 100m² of GFA of shop sales area exceeding 150m²; plus</p> <p>d) 10 spaces per 100m² of GFA of restaurant or café, or 0.4 spaces per seat, whichever is the greater.</p>
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;

Table to Acceptable Solution AS16.1

<p>a) initial 2000m² of EGFA; then b) 2,001m² – 10,000m² of EGFA; then c) 10,001m² – 20,000m² of EGFA; then d) 20,001m² – 30,000m² of EGFA; then e) >30,000m² of EGFA.</p>	<p>b) 6.1 spaces per 100m² of EGFA; c) 5.6 spaces per 100m² of EGFA; d) 4.3 spaces per 100m² of EGFA; e) 4.1 spaces per 100m² of EGFA.</p> <p>Note: <i>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 $(6.7/100 \times 2000) + (6.1/100 \times 8000) + (5.6/100 \times 5000) = 902$ car parking spaces. An 8,000m² EGFA extension to this centre would require $(5.6/100 \times 5000) + (4.3/100 \times 3000) = 409$ additional car parking spaces.</i></p>
Showroom	2 spaces per 100m ² of GFA (one (1) space per 50m ² of GFA).
Special Accommodation	2 spaces.
Stall	4 spaces.
Storage	<p>a) one (1) space per ten (10) storage sheds; plus b) one (1) space per 30m² GFA administration office area; plus c) a minimum traffic circulation aisle width of 6.5 metres.</p>
Take-Away Food Premises	6.7 spaces per 100m ² of GFA (one (1) space per 15m ² of GFA).
Tavern	<p>a) 10 spaces per 100m² of GFA lounge, bar and beer garden area, (excluding 'staff only' areas); plus b) 10 spaces per 100m² of GFA retail floor area for liquor barns or bulk liquor sales; plus c) a reservoir space for 12 cars for a drive in bottle shop; d) additional parking for gaming machines, at the rate of one (1) space per 3 gaming machines.</p>
Theme Park	at the rate of (number of 'design day' visitors x 0.2347) + 87, where the design day corresponds to the existing 85 percentile day, subject to confirmation of this approach from Council's Manager of Transport Planning.
Tourist Cabins	as determined by Council, requiring Traffic Impact Report.
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.

Table to Acceptable Solution AS16.1

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	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Development that is Code Assessable or Impact Assessable			
PC17 New development must not result in any adverse impact, through the reduction in the car parking capacity of the site and/or the local area.	AS17.1.1 Any car parking spaces lost are replaced elsewhere on the site. OR AS17.1.2 A monetary contribution is provided to Council for those car parking spaces lost, consistent with AS16.2 . OR AS17.1.3 The Building Work is associated with a Material Change of Use that requires a lesser number of parking spaces than the existing use.	Not Applicable. The development of Lot 105 will not result in the loss of any car parking areas.	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
Driveways and Crossovers			
<p>PC18</p> <p>Vehicle crossovers must be constructed to minimise conflict with passing traffic and pedestrians.</p>	<p>AS18</p> <p>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>	<p>Not Applicable.</p> <p>No driveway crossovers are proposed as part of the development of Lot 105.</p>	
Safe Pedestrian Access			
<p>PC19</p> <p>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</p> <p>The design of the development ensures that priority is given to pedestrians for direct links to the building's main entrance and to any adjoining local activities or public transport services.</p> <p>AS19.2</p> <p>Landscaping surrounding the pedestrian walkways and shelters is no higher than 600mm and incorporates trees with branching not lower than 2m (clear stem trees).</p> <p>AS19.3</p> <p>Solid walls and fences are avoided adjacent to pedestrian walkways to improve actual and perceived safety.</p>	<p>In general terms, pedestrians will not be able to access the proposed buildings from Old Coach Road.</p> <p>Complies as Applicable</p> <p>The location of the car parking area will mean that employees and visitors will be easily able to access the buildings as required.</p> <p>Not Applicable.</p> <p>Dedicated pedestrian footpaths are not provided as part of the development.</p> <p>Not Applicable.</p> <p>Dedicated pedestrian footpaths are not provided as part of the development.</p>	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	<p>AS19.4 Security is to be enhanced by passive surveillance over the car parking area from nearby residences or other activities, where practicable.</p>	<p>Can Comply. The proposed buildings are oriented towards the car parking area as necessary.</p>	
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> <ul style="list-style-type: none"> a) minimising distances, and providing safe grading paths, separated from motorised traffic; b) using even, non-slippery pavement materials. 	<p>Not Applicable. Old Coach Road, particularly the portion that adjoins Lot 105, does not feature dedicated cycleways or pedestrian footpaths. In any case, on the basis of the proposed land use, and the inherent on-site safety requirements, employees and visitors will not be arriving at the quarry either on foot or bicycle.</p>	
Integration of Development with Public Transport			
<p>PC21 Development that attracts a high proportion of people dependent on public transport must provide facilities to accommodate public transport servicing requirements.</p>	<p>AS21.1 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.</p> <p>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).</p>	<p>Not Applicable. As indicated in the traffic impact assessment that has been prepared for the EIS, it is not anticipated that public transport will provide a transport option for employees and site visitors (refer to Appendix LL). In any case, the proposed quarry will not be a 'people' attracting land use (as demonstrated by the fact that the use is not listed in the table below).</p>	

Table to Acceptable Solution AS21.1

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	<ul style="list-style-type: none"> a) Educational Establishment b) International Hotel c) Resort Hotel d) Transit Centre e) Shopping Centre Development (more than 4,000m² of EGFA retail floor space) f) Public Events g) Spectator Sports h) Convention Centre 		
<p>PC22 Development that attracts a reasonable proportion of people dependent on public transport must assist in supporting facilities for public transport servicing.</p>	<p>AS22.1 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.</p> <p>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.</p>	<p>Not Applicable. As indicated in the traffic impact assessment that has been prepared for the EIS, it is not anticipated that public transport will provide a transport option for employees and site visitors (refer to Appendix LL). In any case, the proposed quarry will not be a 'people' attracting land use.</p>	

Table to Acceptable Solution AS22.1
<ul style="list-style-type: none"> a) Apartment Buildings with more than 60 units b) Townhouse Complexes with more than 60 units c) Active Recreation Facility d) Bulky Goods Retailers (more than 2,000m² of GFA retail floor space) e) Hospitals f) Community Centres g) Entertainment Venues

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
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. 	<p>Not Applicable.</p> <p>It is viewed that the number of car parking spaces provided as part of the quarry development is more than sufficient to cater for the employees and site visitors.</p>	
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</p>	<p>Complies.</p> <p>A traffic impact assessment has been prepared for the EIS (refer to Appendix LL). This report covers aspects relating to the car parking requirements for the proposed quarry development.</p>	

Performance Criteria	Acceptable Solutions	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required?
	proposed development is able to comply with the provisions of this code and Section 7.4 of Planning Scheme Policy 11 – Land Development Guidelines.		

Part 7, Division 3, Chapter 5 of the 2003 Gold Coast Planning Scheme

Cultural Heritage (Historic) Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development that is Code Assessable or Impact Assessable			
Building Design (Heritage Listed Places)			
<p>PC1</p> <p>All listed places must be conserved, consistent with the Burra Charter, having regard to:</p> <ul style="list-style-type: none"> a) adaptation and reuse of the building; b) the setting of the building and its contents and material finishes; c) the continued care of the building. 	<p>AS1</p> <p>A Conservation Plan which sets out a statement of cultural significance and establishes a conservation policy is provided prior to any development being approved.</p> <p>Note 1: <i>The Conservation Plan must include:</i></p> <ul style="list-style-type: none"> a) <i>a statement of cultural significance.</i> b) <i>a Conservation Policy for the site dealing with buildings, contents, material finishes and landscape works, where relevant.</i> <p>Note 2: <i>In order to achieve the conservation of a place of cultural heritage significance, the developer may be required to enter into an agreement with Council to conserve, in perpetuity, the heritage significance of the place</i></p>	<p>Not Applicable.</p> <p>A cultural heritage assessment has been prepared for the EIS (refer to Appendix NN). The assessment did not discover any places of cultural significance within the boundaries of Lot 105, particularly with respect to the nominated disturbance footprint.</p>	
Building Design (On Sites Contiguous to Heritage Listed Places)			
<p>PC2</p> <p>The design and location of the new development on sites adjoining heritage</p>	<p>AS2</p> <p>The building design includes the following elements to respect and complement the</p>	<p>Not Applicable.</p> <p>Lot 105 does not adjoin any sites that are currently listed on either the State or local</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
listed places must respect and complement the heritage listed place.	adjoining heritage listed place: a) appropriate scale; b) location on site; c) composition; d) roof form; e) external colours; f) external materials and texture.	register as containing a heritage place. If in the future there was a heritage place adjoining Lot 105, then the retention of the vegetation buffer will ensure a physical and visual separation.	
Landscape Work			
PC3 The design of any landscape work on a site containing a place of heritage significance must respect the identified heritage value of the place.	AS3 No acceptable solution provided.	Not Applicable. Lot 105 does not contain a place of heritage significance.	
Subdivision			
PC4 The design of any subdivision of land that includes a site containing a place of heritage significance must respect the identified heritage value of the place.	AS4 No acceptable solution provided.	Not Applicable. A subdivision is not proposed as part of the development of Lot 105.	
Development Bonuses for Conserving Places of Heritage Value			
PC5 The conservation of a place of heritage value may justify for particular sites the adoption of alternative development solutions to the normal provisions of this Planning Scheme. Any such alternative development solutions must contribute to the viability of the conservation of the place of heritage significance. Such alternative	AS5 The following components of the development are considered for possible alternative solutions for the conservation of the place of heritage value: a) land use type; b) total site coverage;	Not Applicable. Lot 105 does not contain a place of heritage significance and no development bonuses are therefore being sought.	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>development solutions are to be consistent with the Burra Charter for the conservation of places of cultural significance.</p>	<p>c) maximum building height; d) minimum setback from frontage or from any other boundaries; e) maximum plot ratio or GFA; f) maximum residential density; g) minimum car parking requirements.</p> <p>Note: <i>Acceptable solutions shall acknowledge the principles of the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter). The following principles of the Burra Charter will form the basis of criteria by which Council will consider development:</i></p> <p>a) <i>The aim of conservation is to retain or recover the cultural significance of a place, and must include provision for its security, maintenance and future.</i></p> <p>b) <i>Conservation is based on a respect for the existing fabric and should involve the least possible physical intervention. It should not distort the evidence provided by the fabric.</i></p> <p>c) <i>Conservation should make use of all the disciplines which can contribute to the study and safeguarding of a place. Techniques employed should be traditional, but in some circumstances they may be modern ones for which a firm scientific basis exists and which have been supported by a body of experience.</i></p> <p>d) <i>Conservation of a place should</i></p>		

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p><i>take into consideration all aspects of its cultural significance, without unwarranted emphasis on any one at the expense of others.</i></p> <p>e) <i>The conservation policy appropriate to a place must first be determined by an understanding of its cultural significance and its physical condition. The conservation policy will determine which uses are compatible.</i></p> <p>f) <i>Conservation requires the maintenance of an appropriate visual setting: eg. form, scale, colour, texture and materials. No new construction, demolition or modification, which would adversely affect the settings, should be allowed. Environmental intrusions which adversely affect appreciation or enjoyment of the place should be excluded.</i></p> <p>g) <i>A building or work should remain in its historical location. The moving of all or part of a building or work is unacceptable, unless this is the sole means of ensuring its survival.</i></p> <p>h) <i>The removal of contents which form part of the cultural significance of the place is unacceptable, unless it is the sole means of ensuring their security and preservation. Such contents must be returned, should changed circumstances make this practicable.</i></p>		

Part 7, Division 3, Chapter 6 of the 2003 Gold Coast Planning Scheme

Cultural Heritage (Indigenous) Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development that is Code Assessable or Impact Assessable			
Siting			
<p>PC1</p> <p>The development must be designed to minimise any detrimental impact on the ICH site, including any middens, scar trees, cave paintings and bora rings.</p>	<p>AS1</p> <p>The building is located in accordance with a Cultural Heritage Management Plan for the site, which has been prepared in consultation with the relevant local indigenous groups.</p>	<p>Not Applicable.</p> <p>The proponent has engaged Jabree Limited to represent the traditional owners in relation to Lot 105. Jabree Limited is the Registered Aboriginal Cultural Heritage Body for the Gold Coast Native Title Group QUD346/2006 claim area.</p> <p>Jabree has completed an indigenous cultural heritage assessment / management plan as part of the EIS process (refer to Chapter 4.10 of the EIS). The Cultural Heritage Management Plan was approved under Section 107 of the Aboriginal Cultural Heritage Act 2003 (Qld) by the delegate of the Department of Aboriginal and Torres Strait Islander and Multicultural Affairs on 13 November 2012 (refer to Appendix MM of the EIS).</p> <p>The assessment that was undertaken confirmed that no items of indigenous cultural heritage were discovered within the disturbance footprint of Lot 105.</p> <p>The engagement of Jabree and the completion of the heritage assessment confirm compliance with this principle.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>PC2</p> <p>The development is designed to avoid impact on likely ICH sites.</p>	<p>AS2</p> <p>The building is not located:</p> <ul style="list-style-type: none"> a) along dominant ridgelines or on other visually significant areas; b) within 100 metres of any perennial watercourse remaining in its natural state; c) within areas of existing native vegetation cover. 	<p>Not Applicable.</p> <p>On the basis of the findings of the indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint.</p>	
Landscape Work			
<p>PC3</p> <p>The design of any landscape work on a site containing a place of indigenous cultural heritage significance must respect the ICH of the place.</p>	<p>AS3</p> <p>No acceptable solution provided</p>	<p>Not Applicable.</p> <p>On the basis of the findings of the indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint.</p>	
Conservation Buffers			
<p>PC4</p> <p>The places of ICH value must be preserved and maintained with landscaping and buffering between proposed built structures, having regard to the:</p> <ul style="list-style-type: none"> a) physical nature of the site; and b) nature of the proposed land use. 	<p>AS4.1</p> <p>The site has open space areas around the places of ICH value.</p> <p>AS4.2</p> <p>The site utilises landscape features or fences to restrict or regulate access to places of ICH value.</p>	<p>Not Applicable.</p> <p>On the basis of the findings of the indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint.</p>	
Changes to Ground Level			
<p>PC5</p> <p>The development is designed to avoid</p>	<p>AS5</p>	<p>Not Applicable.</p> <p>On the basis of the findings of the</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
impact on likely ICH sites.	The development does not make: a) significant alterations to the site's topography; or b) extensive changes to ground level.	indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint. The excavation of Lot 105 as required can therefore proceed without impacting upon any identified sites or items.	
Operational Management			
PC6 The site must be protected during any construction activity to ensure that any detrimental impact to the site is avoided.	AS6 The construction methods and transport, access, storage and use of materials on-site are to be managed to avoid any detrimental impact on the site's ICH values, in accordance with a Cultural Heritage Management Plan which has been prepared and implemented in consultation with local indigenous groups to guide the ongoing management of the site/landscape during both the construction and operational phases of development.	Not Applicable. On the basis of the findings of the indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint.	
Cultural Heritage (Indigenous) Signage			
PC7 The development may include educational information relating to the ICH value of the site.	AS7 The site has interpretive signage detailing the ICH significance of the site.	Not Applicable. On the basis of the findings of the indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint.	
Subdivision Design			
PC8 The lot layout must be designed to minimise	AS8 The lot layout is located in accordance with	Not Applicable. On the basis of the findings of the	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
any detrimental impact on the ICH site, including middens, scar trees, cave paintings and bora rings.	a Cultural Heritage Management Plan for the site.	indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint. In any case, a subdivision is not proposed on Lot 105.	
Material Change of Use			
<p>PC9</p> <p>The operation of any Material Change of Use on a site, containing a place of ICH significance must respect the ICH value of the place.</p>	<p>AS9</p> <p>No acceptable solution provided.</p>	<p>Not Applicable.</p> <p>On the basis of the findings of the indigenous cultural heritage assessment, no significant sites or items were discovered within the disturbance footprint.</p>	

Part 7, Division 3, Chapter 8 of the 2003 Gold Coast Planning Scheme

Flood Affected Areas Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development that is Self Assessable, Code Assessable or Impact Assessable			
Flood Storage			
<p>PC1</p> <p>All development activity conducted on land below the designated flood level must not detrimentally affect the flood storage capacity of the catchment and the drainage regime.</p>	<p>AS1</p> <p>The flood storage volume on the site is maintained up to the Designated Flood Level.</p> <p><i>Note: The Designated Flood Level can be obtained from Council's Flood Search.</i></p>	<p>Not Applicable.</p> <p>Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event.</p>	
Building Floor Levels			
<p>PC2</p> <p>Building floor levels of habitable rooms must be raised to provide an allowance for the hydraulic gradient above the main floodway, so as to meet the requirements of the Standard Building Regulation and Building Code of Australia.</p> <p><i>Note: Performance criteria for setting building floor levels are set out in the Standard Building Regulation and Building Code of Australia. However, it should be noted that Designated Flood Levels provided by Council relate to mainstream flood flow paths and do not include allowances for the hydraulic gradients from residential areas to</i></p>	<p>AS2.1.1</p> <p>An allowance of at least 300mm is added to the Designated Flood Level for habitable rooms, or other allowance amount specified in a Local Area Plan.</p> <p>OR</p> <p>AS2.1.2</p> <p>Damaged residential buildings are reconstructed to have a Design Floor Level at or above the level that existed prior to the building's damage, provided that the building work is limited to reinstatement.</p> <p>AS2.2</p> <p>Where the building has been destroyed by flood, the reconstructed floor level accords</p>	<p>Not Applicable.</p> <p>Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event.</p> <p>In any case, habitable rooms are not proposed as part of the buildings that will be constructed.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<i>the main floodway.</i>	with AS2.1.1.		
<p>PC3 Building floor levels of garages and non habitable rooms must be constructed at a height that reflects an acceptable flood risk for their purpose.</p> <p>Note: <i>PC3 does not apply to:</i></p> <ul style="list-style-type: none"> a) <i>extensions to existing buildings;</i> b) <i>structures detached from a dwelling, for which the use is ancillary to that of a dwelling, provided that use is not listed in column 1 of Table to Acceptable Solution AS7.1.</i> 	<p>AS3.1 Building floor levels of garages and non habitable rooms, constructed at approximately the same level as, and attached to, the main dwelling, is constructed at a height above the Designated Flood Level, except where the dwelling has a suspended floor, constructed one metre or more above ground, or where the building is to be constructed within a Rural Domain.</p> <p>AS3.2 Non-habitable rooms and garages, detached from the fabric but within the curtilage of a building, that are not for the storage of goods are constructed above or below the Designated Flood Level.</p>	<p>Not Applicable. Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event.</p>	
Overland Flow			
<p>PC4 Building work must not provide obstructions to the free passage of stormwater through a property.</p>	<p>AS4 Overland flowing stormwater is allowed free passage between the street and any waterway at the rear of the property, in accordance with the provisions of the Building Code of Australia.</p>	<p>Complies. Only a minimal number of buildings are proposed on Lot 105. On the basis of the levels of the land within the disturbance footprint, the proposed buildings will not impede stormwater runoff. As previously detailed, stormwater will be captured within the disturbance footprint for use for everyday quarrying operations.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development that is Code Assessable or Impact Assessable			
Flooding Risk			
<p>PC5</p> <p>Development in flood affected areas must not cause, or have the cumulative potential to cause, real damage, must not increase the level of risk to life, or be to the detriment of flood evacuation procedures.</p>	<p>AS5</p> <p>Development does not:</p> <ul style="list-style-type: none"> a) increase the number of people calculated to be at risk from flooding; b) increase the number of people likely to need evacuation; c) shorten flood warning times; d) impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes, or as identified within Council's Counter Disaster Plan (flooding); e) place additional burdens on Council's resources or emergency services; f) increase the duration of flooding, unless that increase is part of a Council approved flood mitigation strategy. 	<p>Not Applicable.</p> <p>Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event.</p> <p>From time to time it may be necessary for water contained in the quarry dam and sedimentation pond to be released into the nearby watercourses that have been identified on Lot 105.</p> <p>A management plan will be in place with respect to the appropriate release of water in these circumstances. This will ensure that the release of water will not cause adverse flooding impacts downstream.</p>	
Flood Storage and Conveyance			
<p>PC6</p> <p>Development with plans for earthworks in a floodplain on or over a water body or within a flood affected area below the Designated Flood Level must allow for the maintenance of flood storage, and flood conveyance of flood and drainage channels and overland flow paths.</p>	<p>AS6.1</p> <p>Provide flood storage calculations that demonstrate that flood storage volume, over the site below the Designated Flood Level, is maintained or increased.</p> <p>AS6.2</p> <p>A certified hydraulic study (and, if necessary, a hydrologic study) is prepared</p>	<p>Not Applicable.</p> <p>Earthworks are proposed, however Lot 105 is not located within a flood plain. Furthermore, Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>by a suitably qualified and experienced engineer to investigate the hydraulic characteristics of both the undeveloped and developed site and make comparisons between them. Proposed developments in, on or over a water body, or within a flood affected area, must be tested for:</p> <ul style="list-style-type: none"> a) the 50%, 20%, 10%, 5%, 2% and 1% Annual Exceedance Probability (AEP) for local flood events; b) the 5%, 2%, and 1% AEP floods and the designated flood and design flood AEP (as specified in Table to Acceptable Solution AS7.1) for riverine flood events, c) any resultant afflux or increase in flood velocities sufficient to cause real damage to premises. The Assessment Manager may also require the development to be assessed against rarer floods. <p>AS6.3</p> <p>The Assessment Manager may decide that a hydraulic and/or hydrological study is not necessary if in the Assessment Manager's opinion:</p> <ul style="list-style-type: none"> a) a relevant study, that is not outdated, demonstrates there are no significant flooding impacts that were not covered in the relevant study; or b) the flooding impact of the approval, in relation to the development, is minor, c) in which event the Assessment Manager must provide a written notice to that effect to the applicant. 		

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development for Certain Purposes			
<p>PC7</p> <p>Development listed in Table to Acceptable Solution AS7.1 must allow for flood events and be constructed at a level above most floods.</p>	<p>AS7.1</p> <p>Development is designed for the Design Flood AEP, as specified in Table to Acceptable Solution AS7.1.</p> <p><i>Note: The designated flood level for residential buildings in general is a 1% flood level except for:</i></p> <ul style="list-style-type: none"> a) <i>Broadwater – the 1% AEP storm surge level, plus an allowance of 0.27 metres, to account for sea level rise resulting from climate change;</i> b) <i>Logan and Albert Rivers – the designated flood is based, in part, on rainfall that occurred during the January 1974 flood and assumptions made regarding the ultimate level of development, in accordance with the relevant local planning instruments; and</i> c) <i>Historical flood level is the only information available to be specified designated flood level.</i> <p>AS7.2</p> <p>Development is constructed at or above the Design Flood Reclamation Level, shown in the Table to Acceptable Solution AS7.1, where the Designated Flood is the 1% AEP flood event, except as follows:</p> <ul style="list-style-type: none"> a) <i>Broadwater: the 1% AEP storm surge level, plus an allowance of 0.27 metres, to account for sea level rise resulting from climate change;</i> 	<p>Not Applicable.</p> <p>The proposed land use for Lot 105 is not listed in the Table to AS7.1.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>b) Logan and Albert Rivers: the designated flood is based, in part, on rainfall that occurred during the January 1974 flood and assumptions made regarding the ultimate level of development, in accordance with the relevant local planning instruments; and</p> <p>c) Coomera River: the designated flood is based on the modelled 1% AEP flood event or historic levels, whichever is the higher.</p>		
<p>PC8 Development must consider hydrologic and hydraulic impacts of development in flood affected areas with regard to future climate change.</p>	<p>AS8 No acceptable solution provided. Note: <i>As part of a Hydrologic and hydraulic impact assessment, investigation has been undertaken to determine the impacts of future climate change. The findings of the investigation may be used to modify modelling parameters and boundary conditions used in modelling the hydrologic and hydraulic impacts of development in flood affected areas.</i></p>	<p>Not Applicable. Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event. Furthermore, the mapping associated with the Queensland Coastal Plan indicates that Lot 105 will not be adversely affected in the future as a result of sea level rise.</p>	

Table to Acceptable Solution AS7.1

Land Use	Design Flood
Disaster management facilities	0.2% AEP
Hospitals	0.2% AEP

Table to Acceptable Solution AS7.1

Major electrical switchyards, power stations, water treatment plants	0.2% AEP
Fire/police stations	0.5% AEP
Places of refuge	0.5% AEP
Electricity substations	0.5% AEP
Sewage treatment plants	0.5% AEP
Homes for the aged, hospice	0.5% AEP
Regional fuel storage	0.5% AEP
Food storage warehouses	0.5% AEP
Hotel residential	Designated flood
Educational facilities	Designated flood
Residential buildings	Designated flood
Camping grounds, caravan parks and relocatable homes reclamation levels	Designated flood
Commercial	Designated flood
Light industrial/warehousing	Designated flood
Theme parks	Not specified, but users should not be subjected to any more than high hazard conditions in the designated flood, as specified in AS10.1
Clubs/non-habitable buildings associated with enjoyment of public open space	Not specified, but users should not be subjected to any more than high hazard conditions in the designated flood, as specified in AS10.1
Car parking below buildings	Not specified, but users should not be subjected to any more than high hazard conditions in the designated flood, as specified in AS10.1
Open space	Not specified, but ancillary structures are subject to appropriate hazard conditions in the designated flood, as specified in AS10.1
Rural	Not specified

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Hazard Considerations for Development			
<p>PC9</p> <p>Development listed in the Table to Acceptable Solution AS9 below must be designed and constructed to avoid causing exposure to undue flood hazard.</p>	<p>AS9</p> <p>Development is to be designed and constructed so that users are not exposed to a greater degree of hazard than shown in Table to Acceptable Solution AS9 for the range of flows specified in AS7.1.</p>	<p>Considered to Comply.</p> <p>Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event.</p> <p>In any case, a flood assessment has been prepared for the EIS (refer to Appendix CC).</p>	

Table to Acceptable Solution AS9					
Land-Use	Appropriate Degree of Hazard				
	Nil	Low	Medium	High	Extreme
Public open space/recreation	✓	✓	✓	✓	✓
Theme parks	✓	✓	✓	✓	
Clubs/non-habitable buildings associated with enjoyment of public open space	✓	✓	✓	✓	
Commercial/industrial	✓	✓	✓		
Residential	✓	✓	✓		
Public institutions	✓	✓	✓		
Car parking below buildings	✓	✓	✓	✓	
Caravan parks	✓	✓	✓		
Council offices	✓	✓			
Schools	✓	✓			

Table to Acceptable Solution AS9

Homes for the elderly	✓	✓			
Hospitals	✓	✓			
SES	✓	✓			
Police/fire stations	✓	✓			
Museums/libraries/archives/ infrastructure plan repositories	✓				
Telephone exchanges	✓				

Note: ✓ Indicates an appropriate land use.

The above table examines the appropriateness of land use decisions from the aspect of flood hazard only. As such, it does not confer any land use rights or provide any indication that Council will reject or favourably consider various uses in particular areas. Such consideration will be dealt with appropriately, in the context of the Planning Scheme, and based upon full consideration of all relevant issues.

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Access Criteria with Respect to Hazard			
<p>PC10 All proposed development must demonstrate that sufficient access or egress will be available to enable evacuation during a range of floods, up to and including the designated flood.</p>	<p>AS10.1 Development, not including underground car parks, must ensure that evacuation opportunities exist in accordance with the minimum levels of exposure outlined in Table to Acceptable Solution AS10.1, where means of access or egress may be:</p> <ul style="list-style-type: none"> a) an access route that is below the level of the designated flood, provided that route is classed as a low hazard, as defined in Table to Acceptable Solution AS10.1; or b) an access route that is not the main access route. However, it must remain 	<p>Complies. Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event. Furthermore, the overlay mapping indicates that Old Coach Road is not affected by a Q100 flood inundation event.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>effective for the duration of a range of flood events, up to and including the designated flood; or</p> <p>c) a temporary access arrangement, provided that access can be gained without significant preparation time being required;</p> <p>The access or egress must:</p> <p>a) in the event of a designated flood:</p> <ul style="list-style-type: none"> ▪ not expose users to undue risk; ▪ not cause, or have the cumulative potential to cause, real damage to land and/or premises; ▪ not interrupt or materially change the surface water drainage from or onto adjoining land; <p>b) not create, in the event of a flood, a sudden change in flow distributions, flood level or velocity that could result in:</p> <ul style="list-style-type: none"> ▪ the breaking of a levee; or ▪ the establishment of blockage of a breakout; or ▪ excessive scour; or ▪ sedimentation; or ▪ increased flood hazard. 		

Table to Acceptable Solution AS10.1

Criteria	Degree of Flood Hazard			
	Low	Medium	High	Extreme
Wading ability	If necessary children and the elderly could wade. (Generally, safe wading velocity depth product is less than 0.25.)	Fit adults can wade. (Generally, safe wading velocity depth product is less than 0.4.)	Fit adults would have difficulty wading. (Generally, where wading velocity depth product is less than 0.6.)	Wading is not an option.
Evacuation distances	< 200 metres	200 – 400 metres	400 – 600 metres	> 600 metres
Maximum flood depths	< 0.3 metres	< 0.6 metres	< 1.2 metres	> 1.2 metres
Maximum flood velocity	< 0.4 metres per second	< 0.8 metres	< 1.5 metres	> 1.5 metres
Typical means of egress	Sedan	Sedan early, but 4WD or trucks later	4WD or trucks only in early stages, boats or helicopters	Large trucks, boats or helicopters
Timing Note: This category cannot be implemented until evacuation times have been established in the Counter Disaster Plan (flooding).	Ample for flood forecasting. Warning and evacuation routes remain passable for twice as long as evacuation time.	Evacuation routes remain trafficable for 1.5 times as long as the evacuation time.	Evacuation routes remain trafficable for only up to minimum evacuation time.	There is insufficient evacuation time.
Note: The evacuation times for various facilities or areas would (but not necessarily) be included in the Counter Disaster Plan (flooding). Generally, safe wading conditions assume even walking surfaces with no obstructions, steps, soft underfoot, etc.				

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Filling, Excavation and Contouring			
PC11 Any change to ground level, by way of filling, excavation or contouring, must not result in real damage, flood hazard or impediment to any Counter Disaster Plan, measure or create unreasonable change in the exposure to flood hazard.	AS11.1.1 Changes to ground level, by way of filling, excavating or contouring, comply with a hydraulic master plan approved by Council. OR AS11.1.2	Not Applicable. Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event. Excavation is proposed on Lot 105, but it is not anticipated to cause a flooding issue on the basis of what is detailed on the overlay mapping.	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	A flood study is prepared in accordance with the requirements set out in AS6.1 and AS6.2 , is approved by Council, and it is established that the development complies with, or does not impede, any Counter Disaster Plan measure.	In any case, a flood assessment has been prepared for the EIS (refer to Appendix CC).	
PC12 Filling, excavation or contouring must not cause sedimentation, erosion or adverse impact on the City's drainage network.	AS12 No acceptable solution provided. For guidance, please refer to Constraint Code 14 – Sediment and Erosion Control .	Complies. All water captured within the operating area of the disturbance footprint will be detained for future use. The sedimentation pond will capture this runoff. Furthermore, a sediment and erosion control program has been prepared for the EIS (refer to Appendix W).	
Landscaping			
PC13 Landscaping must not impede a natural watercourse, a flood channel or an overland flow path.	AS13.1.1 Landscaping complies with a hydraulics master plan approved by Council. OR AS13.1.2 A flood study, allowing for the landscaping, is prepared in accordance with the requirements of AS6.2 , and is approved by the Assessment Manager.	Considered to Comply. Two watercourses were identified on Lot 105. These watercourses are already heavily vegetated. Rehabilitation works will be undertaken as required, however this work will not detract from the role of the watercourse on the basis of the extent of vegetation that currently exists. The water resources assessment has also examined the existing catchment areas within Lot 105 as a result of the proposed development (refer to Appendix CC). It is to be noted that the waterways that existing on Lot 105 are ephemeral in nature.	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Building Floor Levels			
<p>PC14</p> <p>Buildings that are to be constructed on flood prone land shall not be inundated by floodwaters during a designated flood event.</p>	<p>AS14.1</p> <p>Development is constructed at or above the Specified Minimum Flood AEP plus the Minimum Design Freeboard, as set out in column 2 of the Table to Acceptable Solution AS14.1.</p> <p>AS14.2</p> <p>Where a proposed land use does not reasonable apply to any land use listed in the Table to Acceptable Solution AS14.1, the applicant is to submit:</p> <ul style="list-style-type: none"> a) the proposed minimum flood AEP for building floor levels; b) the proposed design freeboard above the specified flood level; and c) a flood hazard and flood risk assessment for the proposed development, assessing the effects on costs, safety, access and potential losses. <p>AS14.3</p> <p>It is noted that PC14 does not apply to:</p> <ul style="list-style-type: none"> a) garages below residential buildings; b) garages below commercial premises; and c) garages below industrial premises, provided there are suitable means to restrict motor vehicles being washed away during a flood event. 	<p>Not Applicable.</p> <p>Lot 105 is not detailed on the Overlay Mapping as being subject to a Q100 flood inundation event.</p>	

Table to Acceptable Solution 14.1

Land Use	Specified Minimum Flood AEP Plus Minimum Design Freeboard
Disaster management facilities	0.2% AEP + 500mm
Hospitals	0.2% AEP + 500mm
Major electrical switchyards, Power stations, Water treatment plants ¹	0.2% AEP + 500mm
Fire and Police stations ²	0.5% AEP + 400mm
Places of refuge	0.5% AEP + 400mm
Electricity Substations ¹	0.5% AEP + 400mm
Sewage Treatment Plants ³	0.5% AEP + 400mm
Homes for the aged, Hospice ⁴	0.5% AEP + 400mm
Regional fuel storage	0.5% AEP + 400mm
Food storage warehouses	0.5% AEP + 400mm
Hotel residential	Designated flood + 300mm
Educational facilities ⁵	Designated flood + 300mm
Residential buildings	Designated flood + 300mm
Camping grounds, Caravan parks and Relocatable homes reclamation levels	Designated flood + 300mm
Commercial ⁶	Designated flood
Light Industrial / Warehousing ⁶	Designated flood
Theme Parks	Not specified, but ancillary structures are subject to medium hazard considerations at the designated flood.
Clubs/ Non-habitable buildings associated with enjoyment of public open space	Not specified, but ancillary structures are subject to medium hazard considerations at the designated flood.
Car parking below buildings	Not specified, but ancillary structures are subject to medium hazard considerations at the designated flood.
Open space	Not specified, but ancillary structures are subject to appropriate hazard considerations at the designated flood.

Table to Acceptable Solution 14.1

Rural	Not specified
<p>Note: AEP is the Annual Accedence Probability</p> <p>Notes for Table of AS14.1</p> <ol style="list-style-type: none"> 1. <i>Applies to switchyard components necessary for the operation of the facility during a flood emergency. This shall be determined by Powerlink.</i> 2. <i>Excludes 'shop front' facilities and those not likely to be utilised during a flood emergency.</i> 3. <i>Specifically, bunds, electrical and mechanical equipment necessary for the continued operation of a sewage treatment plant shall not be at risk of inundation during a flood emergency.</i> 4. <i>The flood immunity specified is to meet the objective of not adding to the burden of flood emergency services.</i> 5. <i>It is not necessary that all rooms within an education facility be above the 1% AEP level. However, there should be sufficient space to accommodate the whole of the school population for the continuation of education, immediately after a flood.</i> 6. <i>Freeboard is not specified, as it is considered that commercial risk provisions should apply. If such land is developed to a flood immunity less than 1% AEP (as may be permitted by any local planning instrument), Council may endorse rates notices accordingly.</i> 	

Part 7, Division 3, Chapter 9 of the 2003 Gold Coast Planning Scheme

Natural Wetlands Areas and Natural Waterways Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development that is Code Assessable or Impact Assessable			
Ecological Assessment			
<p>PC1 Prior to commencing the development design:</p> <ul style="list-style-type: none"> a) the ecological features and functions located on and/or adjacent to the site must be identified and assessed; 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>AS1 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>Complies. An ecological assessment (for both fauna and flora) has been prepared for the EIS (refer to Appendix X).</p>	
Retention of Ecologically Significant Areas			
<p>PC2 Ecologically significant areas must be protected and maintained.</p>	<p>AS2 Development does not occur within an ecologically significant area, including wetlands, aquatic and riparian communities.</p>	<p>Complies. The ecological assessment identified ecologically significant areas on Lot 105. These included threatened species of national significance and endangered remnant regional ecosystems. The disturbance footprint associated with the proposed quarry development will not</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
		<p>result in the removal of any of these ecologically significant areas.</p> <p>Remnant areas within the Old Coach Road reserve area will be required to be removed in order to construct the access intersection.</p> <p>In any case, the buffer area that will be retained on Lot 105 will be the subject of a rehabilitation, restoration and on-going management regime that will improve the habitat values of Lot 105. This regime will create an offset for the vegetation that is removed on the site and will achieve an ecological equivalence.</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>Complies.</p> <p>Within the boundaries of Lot 105, the proposed disturbance footprint does not encroach into the identified areas of ecological significance. In any case, the report that has been prepared for the EIS includes management regimes in the context of these identified areas (refer to Appendix X).</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</p>	<p>PC4</p> <p>No acceptable solution provided.</p>	<p>Complies.</p> <p>The ecological assessment identified ecologically significant areas on Lot 105. These included threatened species of national significance and endangered remnant regional ecosystems. The disturbance footprint associated with the proposed quarry development will not</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>the area; and</p> <p>b) access to the area for maintenance and management purposes.</p>		<p>result in the removal of any of these ecologically significant areas.</p> <p>Remnant areas within the Old Coach Road reserve area will be required to be removed in order to construct the access intersection.</p> <p>In any case, the buffer area that will be retained on Lot 105 will be the subject of a rehabilitation, restoration and on-going management regime that will improve the habitat values of Lot 105. This regime will create an offset for the vegetation that is removed on the site and will achieve an ecological equivalence.</p> <p>On the basis of the above, and the fact that 70% of Lot 105 will be retained as a vegetated buffer, the ecological function of Lot 105 as a habitat and corridor will be maintained.</p>	
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</p>	<p>Complies.</p> <p>Identified areas of degradation in the buffer area will be rehabilitated and restored. The vegetation that will be utilised will reflect the species that exist on Lot 105, and will therefore improve the habitat values of the buffer area.</p> <p>Furthermore, food source trees for the glossy black cockatoo will be planted and a net benefit for koalas will be achieved.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>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>Can Comply.</p> <p>A Landscape Plan can be provided as part of a future Operational Works application detailing the location and extent of rehabilitation as required.</p>	
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>Complies.</p> <p>A stormwater management plan has been prepared for the EIS (refer to Appendix CC and Appendix EE).</p> <p>Stormwater runoff captured within the operational areas of the disturbance footprint will be detained in either the quarry dam or sedimentation pond. From time to time it may be necessary for water in these waterbodies to be released into the nearby watercourses that have been identified on Lot 105.</p> <p>A management plan will be in place with respect to the appropriate release of water in these circumstances. Furthermore, the treatment train associated with the detention of the stormwater runoff will ensure a no worsening impact on downstream areas (in terms of water quality).</p>	
On Site Effluent Disposal			

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<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>	<p>Complies.</p> <p>The Unsewered Land Constraint Code has been addressed. It is noted that the disposal area associated with the on-site system will not adversely impact on any identified areas of ecological significance. The disposal area is situated within the disturbance footprint.</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 provided as part of the Ecological Site Assessment.</p> <p>OR</p>	<p>Not Applicable.</p> <p>Overlay Map 11 does not identify a freshwater or tidal wetland on Lot 105.</p> <p>In terms of riparian communities, Overlay Map 11 indicates an area in the western portion of Lot 105. The disturbance footprint is located in excess of 60m from this area.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<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>Not Applicable. Overlay Map 11 does not identify a Major Linkage (water based) on Lot 105. In terms of riparian communities, Overlay Map 11 indicates an area in the western portion of Lot 105. The disturbance footprint is located in excess of 60m from this area.</p> <p>Complies. AS8.1.5 doesn't apply as the proponent has elected to comply with AS8.1.6. Overlay Map 11 identifies a number of waterways on Lot 105. It is noted that two of the identified waterways are actually dams. Furthermore, two watercourses</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>OR</p> <p>AS8.1.6</p> <p>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>Note: <i>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>	<p>have been confirmed on site.</p> <p>By the very nature of the proposed development of Lot 105, some of the ephemeral waterways, as identified on Overlay Map 11, will be removed as a result of the excavation works within the disturbance footprint. As a result, buffers in accordance with the Acceptable Solution cannot be provided.</p> <p>The ecological assessment on Lot 105 revealed that no areas of ecological significance were identified within the disturbance footprint area (i.e. in relation to the 'waterways' as identified on Overlay Map 11 that will be removed).</p> <p>The ecological assessment has also demonstrated that the separation distances between the disturbance footprint and the identified areas of ecological significance will not result in adverse impacts. In any case, the buffer area that will be retained on Lot 105 will be the subject of a rehabilitation, restoration and on-going management regime that will improve the habitat values of Lot 105.</p> <p>Two watercourses were identified on Lot 105. The disturbance footprint does encroach into the 30m buffer associated with these watercourses for the sole purpose of ensuring that a legal point of discharge can be achieved.</p>	
Ecological Corridors			
PC9	AS9.1.1	Complies.	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>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.</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>OR</p> <p>AS9.1.2</p> <p>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</p>	<p>The disturbance footprint on Lot 105 is centrally located and will result in the creation of vegetated buffers to the adjoining boundaries that are in excess of 100m. This buffer area will enable the movement of fauna through Lot 105 as required. Furthermore, rehabilitation and restoration of the buffer will improve habitat and corridor values and achieve ecological equivalence.</p> <p>The assessment that has been prepared for the EIS confirms that the corridor functions will be maintained in relation to the buffer areas on Lot 105 (refer to Appendix X).</p>	
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, identified in the Ecological Assessment, are:</p> <ul style="list-style-type: none"> 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. <p>AS10.2</p>	<p>Alternate Solution.</p> <p>Approximately 70% of Lot 105 will be retained as a vegetated buffer. This area contains the ecologically significant areas determined as a result of the on-site surveys. The buffer area will remain in the tenure of the proponent for the life of the quarry.</p> <p>A rehabilitation, restoration and on-going management regime will be undertaken within the buffer area in order to improve the habitat and connectivity values of the area. These offset vegetation works that will be undertaken in the buffer area will achieve ecological equivalence.</p> <p>Can Comply.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<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 Terms of Reference did not require the preparation of an Open Space Management Plan, which is usually associated with open space areas that will be dedicated to Council.</p> <p>In any case, such a report can be prepared in the context of the rehabilitation that will be undertaken in the buffer area. This would form part of a future Operational Works application if required.</p>	
Vehicular and Pedestrian Crossings			
<p>PC11</p> <p>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.</p>	<p>AS11.1.1</p> <p>Vehicular and/or pedestrian accessways do not cross over or through ecologically significant areas (in particular, wetland, aquatic and riparian communities) on the site.</p> <p>OR</p> <p>AS11.1.2</p> <p>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:</p> <ol style="list-style-type: none"> a) minimise the area of disturbance; b) facilitate the unimpeded movement of fauna. 	<p>Complies.</p> <p>No pedestrian or vehicular crossings extend through the ecologically significant areas that have been identified on Lot 105 as part of the on-site analysis that has been completed (refer to Appendix X of the EIS).</p>	

Part 7, Division 3, Chapter 10 of the 2003 Gold Coast Planning Scheme

Nature Conservation Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
For All Areas Identified on Overlay Map OM20			
Development that is Self Assessable, Code Assessable or Impact Assessable			
Protecting Ecologically Significant Areas			
<p>PC1 Areas on the site identified as part of the Citywide nature conservation network must be conserved and protected.</p>	<p>AS1.1.1 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: a) Large Habitat Systems; b) Major Linkages. OR AS.1.1.2 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.</p>	<p>Conflict. Lot 105 is identified as being a Major Linkage on Overlay Map OM20. On the basis of the type of development that is proposed, vegetation will need to be cleared. Lot 105 is identified as an extractive resource area in both the SEQRP and SPP 2/07. The proposed development therefore reflects a State interest. As far back as 1973, Lot 105 was predominantly cleared of vegetation for the purposes of agricultural pursuits. As a result, the majority of the vegetation that currently exists on Lot 105 is non-remnant. Lot 105 does contain an endangered remnant regional ecosystem within its boundaries, however it is noted that the disturbance footprint does not encroach into this area.</p>	
Development that is Code Assessable or Impact Assessable			

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
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>Complies.</p> <p>An ecological assessment (for both fauna and flora) has been prepared for the EIS (refer to Appendix X).</p> <p>This document details mitigation and management measures that will be adhered to as part of the development and on-going operation of the quarry.</p>	
Fauna Conservation			
<p>PC3</p> <p>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</p> <p>The native fauna habitat located on the site is undamaged and retained.</p>	<p>Conflict.</p> <p>Vegetation will be required to be cleared in order to facilitate the proposed quarry development. The extent of clearing will only occur within the disturbance footprint.</p> <p>To offset for the removal of the vegetation, a rehabilitation, restoration and on-going management regime will be undertaken within the buffer area. This will improve the habitat and corridor values of the buffer as well as achieving ecological equivalence. Additional food source trees will be planted for the glossy black cockatoo and a net benefit will be achieved for koalas.</p> <p>Lot 105 does contain an endangered remnant regional ecosystem within its boundaries, however it is noted that the disturbance footprint does not encroach into</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>AS3.2</p> <p>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</p> <p>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>this area.</p> <p>Can Comply.</p> <p>When the vegetation is cleared, a spotter / catcher will be present. This is a standard Council requirement.</p> <p>Can Comply.</p> <p>A vegetation clearing plan has been prepared for the EIS (refer to Appendix Y). This plan confirms that no more than 3ha of vegetation will be cleared in any one day.</p>	
Lot Size, Design and Layout			
<p>PC4</p> <p>Lot size, design and layout must support the protection of the site's ecologically significant areas.</p>	<p>AS4.1</p> <p>Lot size, design and layout minimises fragmentation of any ecologically significant area.</p>	<p>Not Applicable.</p> <p>The proposed development of Lot 105 does not involve a subdivision.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>AS4.2</p> <p>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>	<p>Not Applicable.</p> <p>The proposed development of Lot 105 does not involve a subdivision.</p>	
Large Habitat Systems and Foothill Buffers, Major Linkages (Land Based), Significant Remnants and Bushland Mosaics			
Ecologically Significant Areas			
<p>PC5</p> <p>Ecologically significant areas must be protected and maintained.</p>	<p>AS5.1</p> <p>Development does not occur within an area identified as an ecologically significant area.</p> <p>AS5.2</p> <p>The ecologically significant area is not negatively impacted, either directly or indirectly, by activity resulting from the construction and operation of the development.</p>	<p>Complies.</p> <p>An ecological assessment (for both fauna and flora) has been prepared for the EIS (refer to Appendix X). The disturbance footprint associated with the proposed quarry development will not result in the removal of any of these ecologically significant areas.</p> <p>Complies.</p> <p>The proposed disturbance footprint does not encroach into the identified areas of ecological significance. In any case, the report that has been prepared for the EIS includes management regimes in the context of these identified areas (refer to Appendix X).</p>	
Other Remnant Vegetation			
<p>PC6</p> <p>The conservation of the site's ecologically</p>	<p>AS6.1</p> <p>The development occurs wholly or partly within an area designated as a Large</p>	<p>Not Applicable.</p> <p>Lot 105 is not identified as being within a Large Habitat System as detailed on</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
significant areas must be supported.	<p>Habitat System and is restricted to existing cleared or degraded areas identified in the approved Ecological Site Assessment as not requiring rehabilitation.</p> <p>AS6.2</p> <p>The development forms a consolidated and compact node which:</p> <ul style="list-style-type: none"> 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. 	<p>Overlay Map OM20.</p> <p>Considered to Comply.</p> <p>Only 30% of Lot 105 will be cleared to facilitate the proposed quarry development. The remaining 70% of Lot 105 will be retained as a vegetated buffer. The disturbance footprint is centrally located within Lot 105, which means that the buffer area extends either side of the quarry development can be utilised for habitat and corridor opportunities.</p> <p>Lot 105 does contain an endangered remnant regional ecosystem within its boundaries, however it is noted that the disturbance footprint does not encroach into this area.</p>	
Fauna Conservation			
<p>PC7</p> <p>Unimpeded movement of fauna within and</p>	<p>AS7.1</p> <p>The development incorporates viable native</p>	<p>Complies.</p> <p>Approximately 70% of Lot 105 will be</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>through the site and along designated ecological corridors must be facilitated.</p>	<p>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.</p> <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>	<p>retained as a vegetated buffer. A rehabilitation, restoration and on-going management regime will be undertaken within the buffer area to improve the habitat and corridor values. This regime will offset the clearing required to be undertaken within the disturbance footprint and achieve an ecological equivalence</p> <p>The quarry benches will be rehabilitated as necessary which will also assist with fauna movement, while other structures to facilitate fauna movement have been considered in the context of the access road into the quarry (e.g. glider poles and ramps).</p> <p>Can Comply.</p> <p>The type of fencing that may be erected around the perimeter of Lot 105 has yet to be finalised. Further details would be provided as part of future, relevant development applications.</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>Alternate Solution.</p> <p>For the most part, a buffer of 30m is achieved between identified ecologically significant areas and the disturbance footprint. The only exception relates to a portion of the 30m buffer area associated with the endangered remnant regional ecosystem identified within the boundaries of Lot 105. The encroachment of the disturbance footprint into this buffer area will</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>AS8.1.2 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 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>not result in the removal of any of this vegetation, nor will it adversely impact upon the area. In any case, the rehabilitation and restoration program that will be undertaken will ensure that the endangered remnant regional ecosystem is enhanced.</p> <p>Not Applicable. Lot 105 is not identified on Overlay Map OM11 as containing a wetland area.</p>	
Ecological Corridors			
<p>PC9 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 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; b) 100 metres in koala habitat; c) 120 metres for ground based wildlife corridors.</p>	<p>Alternate Solution. The disturbance footprint on Lot 105 is centrally located and will result in the creation of vegetated buffers to the adjoining boundaries that are generally well in excess of 120m. There is only one point where a distance of less than 120m is provided between the disturbance footprint and the boundaries of Lot 105.</p> <p>Overall, this buffer area will enable the</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<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>	<p>movement of fauna through Lot 105 as required. Furthermore, rehabilitation and restoration of the buffer will improve habitat and corridor and connectivity values.</p> <p>The assessment that has been prepared for the EIS confirms that that corridor and connectivity functions will be achieved in relation to the buffer areas on Lot 105 (refer to Appendix X).</p>	
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> <ul style="list-style-type: none"> 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; b) incorporated within Private Open Space and included within a Voluntary Statutory Covenant or a Vegetation Protection Area. <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>Alternate Solution.</p> <p>Approximately 70% of Lot 105 will be retained as a vegetated buffer. This area contains the ecologically significant areas determined as a result of the on-site surveys. The buffer area will remain in the tenure of the proponent for the life of the quarry and will not be dedicated to Council.</p> <p>A rehabilitation, restoration and on-going management regime will be undertaken within the buffer area in order to improve the habitat and connectivity values of the area.</p> <p>Can Comply.</p> <p>The Terms of Reference did not require the preparation of an Open Space Management Plan, which is usually associated with open space areas that will be dedicated to Council.</p> <p>In any case, such a report can be prepared in the context of the rehabilitation that will be undertaken in the buffer area. This would</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
form part of a future Operational Works application if required.			
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> <ul style="list-style-type: none"> a) reflect the species composition of native remnant vegetation present on the site or surrounds; consolidate existing habitats on the site; b) do not utilise plant species that will displace native flora species or degrade fauna habitat; and c) support the habitat needs of any rare and threatened species. 	<p>Complies.</p> <p>Identified areas of degradation in the buffer area will be rehabilitated and restored. The vegetation that will be utilised will reflect the species that exist on Lot 105, and will therefore improve the habitat values of the buffer area.</p> <p>Furthermore, food source trees for the glossy black cockatoo will be planted. Finally, the rehabilitation works will result in the achievement of a net benefit for koalas.</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> <ul style="list-style-type: none"> a) uses species and stock endemic to the local area; reflects the species composition of native remnant vegetation present on the site or surrounds; b) consolidates existing habitats on the site; and 	<p>Complies.</p> <p>All vegetation that will be utilised for the purposes of rehabilitation and restoration will be consistent with the species that exist on Lot 105.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	c) does not use plant species that will displace native flora species or degrade fauna habitat.		
Existing Remnant Vegetation (and Other Natural Areas)			
Ecologically Significant Areas			
<p>PC13 Ecologically significant areas must be conserved and protected.</p>	<p>AS13.1.1 Development does not occur within an area identified as ecologically 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>	<p>Please refer to the responses provided in relation to PC5. These responses also appropriately address PC13.</p> <p>Complies.</p> <p>The proposed development of Lot 105 will not result in the removal of any identified areas of ecological significance within the boundaries of the subject site.</p> <p>Please refer to the responses provided in relation to PC5. These responses also appropriately address PC13.</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</p>	<p>Please refer to the responses provided in relation to PC8. These responses also appropriately address PC14.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>significant areas on and/or adjacent to the site.</p> <p>OR</p> <p>AS14.1.2</p> <p>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>		
Management Arrangements			
<p>PC15</p> <p>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</p> <p>Ecologically significant areas including buffers, are:</p> <ul style="list-style-type: none"> 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; b) incorporated within Private Open Space and included within a Voluntary Statutory Covenant or a Vegetation Protection Area. <p>AS15.2</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>Please refer to the responses provided in relation to PC10. These responses also appropriately address PC15.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Landscape Work			
<p>PC16 Landscape work must:</p> <ul style="list-style-type: none"> 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. 	<p>AS16 No acceptable solution provided.</p>	<p>Complies. Vegetation will be required to be cleared in order to facilitate the proposed quarry development. The extent of clearing will only occur within the disturbance footprint. To offset for the removal of the vegetation, a rehabilitation, restoration and on-going management regime will be undertaken within the buffer area. This will improve the habitat and corridor values of the buffer as well as achieving ecological equivalence. Additional food source trees will be planted for the glossy black cockatoo and a net benefit will be achieved for koalas. The retention of the vegetated buffer area means that there will be no external views into the quarry development from the roads or allotments that adjoin the boundaries of Lot 105.</p>	

Part 7, Division 3, Chapter 15 of the 2003 Gold Coast Planning Scheme


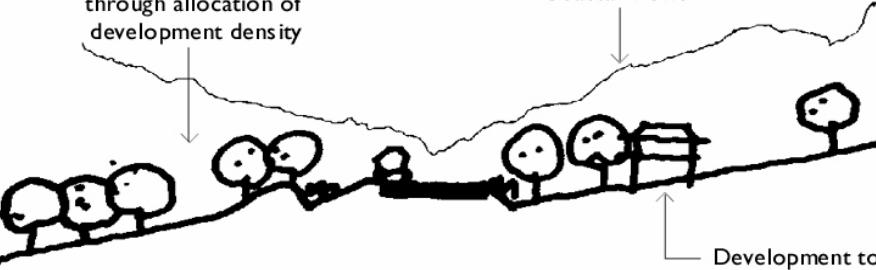
Service Roads (Pacific Motorway) Constraint Code

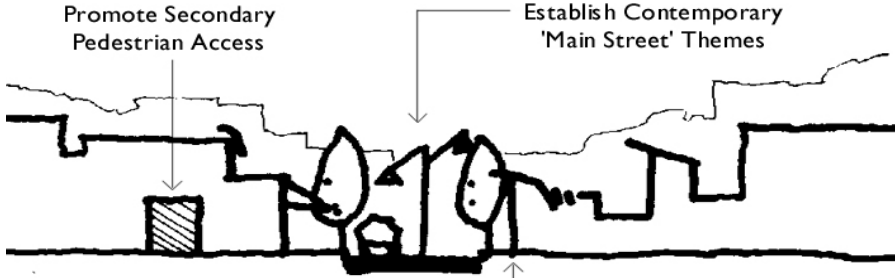
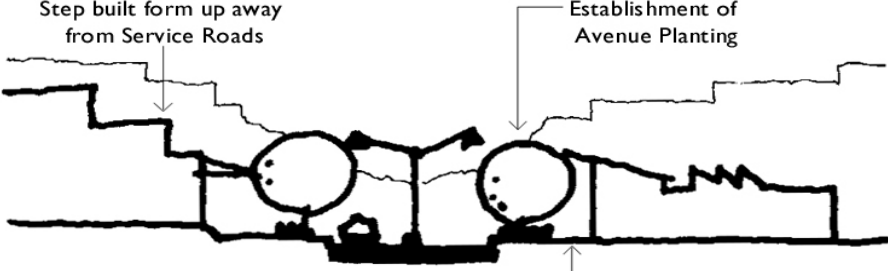
Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development that is Self Assessable, Code Assessable or Impact Assessable			
Siting of Car Park Areas			
Type 1, Type 3 PC1 Sites fronting the service road must ensure that the car park is sited to complement the streetscape, and is consistent with the urban character of the local area.	Type 1, Type 3 AS1.1 The car park is located to the rear of the site. OR AS1.2 The car park area is provided in a basement to the main building.	Not Applicable. A portion of Old Coach Road north of Lot 105 and the proposed extension of the Bermuda Street Interchange is identified as a 'future link' (Type 5). It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105.	
Visual Amenity			
Type 2, Type 4, Type 5, Type 9 PC2 All development along the: a) Existing Link – Service Road; b) Future Node Fringe – Service Road; c) Future Link Development – Service Road must not distract motorists along the Pacific Motorway.	Type 2, Type 4, Type 5, Type 9 AS2.1 Outdoor storage or display of goods, vehicles or equipment for sale or hire is not visible from the Pacific Motorway.	It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105. In any case, responses to the corresponding Acceptable Solutions have been provided. Complies. Outdoor storage areas associated with the proposed quarry development will not be visible from either Old Coach Road or the Pacific Motorway.	

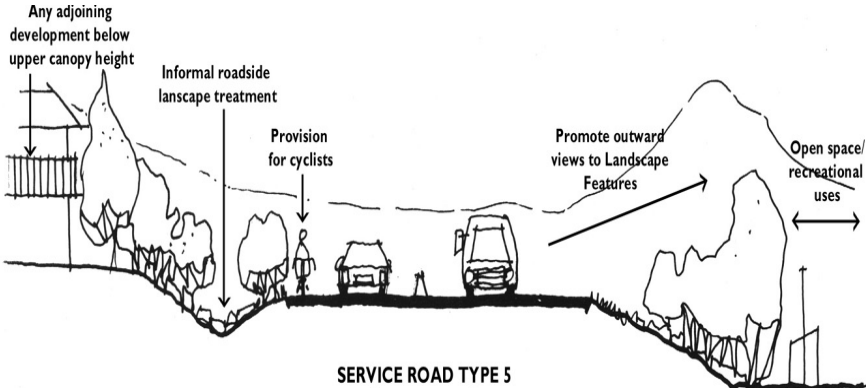
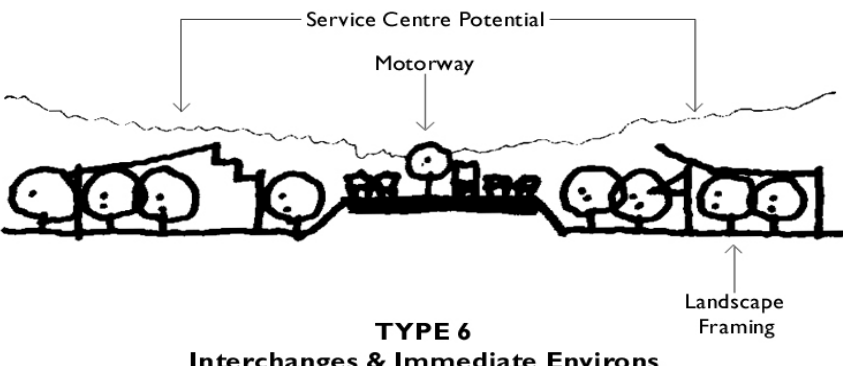
Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>AS2.2 A minimum three metre buffer or landscape treatment is provided between the land use and the street frontage.</p>	<p>Complies. With the exception of the access intersection, the entire frontage of Lot 105 will be retained as a vegetated buffer.</p>	
Access Arrangements			
<p>All Types PC3 Access to sites must not adversely impact on the through traffic function and efficiency of the service road and/or pedestrian movement.</p>	<p>All Types AS3.1 The site has a single point of ingress and egress to the service road. OR AS3.2 The ingress/egress is consolidated with adjoining sites and/or access easements. OR AS3.3 Access to the site is via connecting streets, rather than from the service road.</p>	<p>It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105. In any case, responses to the corresponding Acceptable Solutions have been provided.</p> <p>Complies. A single access point into Lot 105 is provided from Old Coach Road. A CHR intersection is proposed to be constructed and its design is adequate for the proposed use.</p>	
Development that is Code Assessable or Impact Assessable			
Built Form			
<p>Type 6 PC4 New development must seek to maintain a distinctive built form directly associated with the Pacific Motorway.</p>	<p>Type 6 AS4 The building is oriented to the motorway.</p>	<p>Not Applicable. A portion of Old Coach Road north of Lot 105 and the proposed extension of the Bermuda Street Interchange are identified as a 'future link' (Type 5). It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105.</p>	

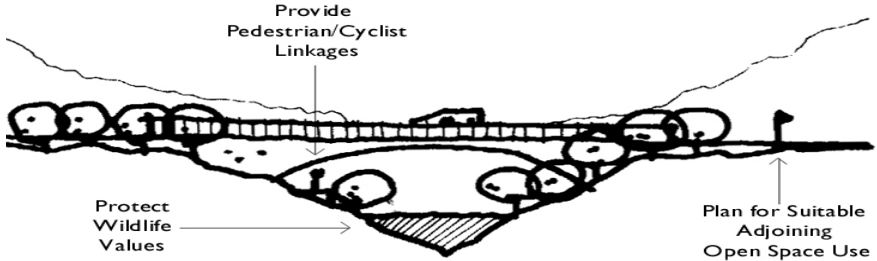
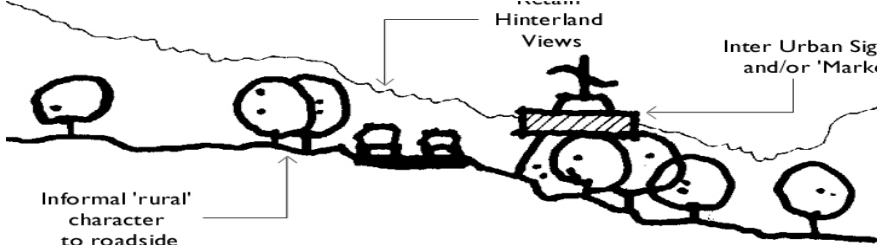
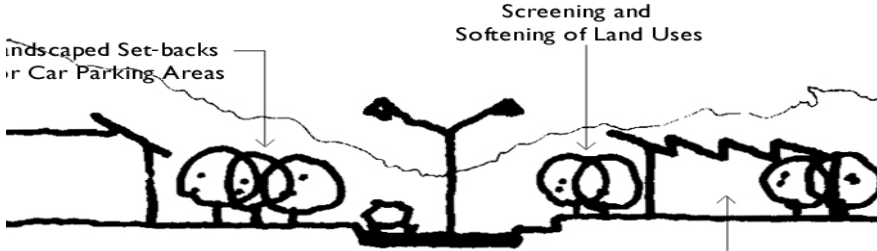
Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>All Types PC5 New development must achieve a design and built form, consistent with the description and objectives set out for the service road types in Table 15-1 – Service Road Types in Clause 3.0 Service Road Situations (above) in which they are located.</p>	<p>All Types AS5 The design of the development is consistent with the concepts shown in the figures for each service road type included at the end of this code.</p>	<p>It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105. In any case, responses to the corresponding Acceptable Solutions have been provided.</p> <p>Considered to Comply. Not built form associated with the proposed quarry development will be visible from Old Coach Road. The existing vegetation that extends along the frontage of Lot 105 will be retained, thereby maintaining the existing, natural aesthetics.</p>	
Vegetation Protection			
<p>Type 7 PC6 The development must not adversely impact on existing nature conservation, open space and landscape values along waterways.</p>	<p>Type 7 AS6 Riparian areas are retained in a natural state, or used for low-key recreational activities, where this is consistent with existing ecological values.</p>	<p>Not Applicable. A portion of Old Coach Road north of Lot 105 and the proposed extension of the Bermuda Street Interchange are identified as a 'future link' (Type 5). It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105.</p>	
Flora and Fauna Protection			
<p>Type 8 PC7 All development must not adversely impact on</p>	<p>Type 8 AS7.1 Riparian areas are retained in a natural</p>	<p>Not Applicable. A portion of Old Coach Road north of Lot 105 and the proposed extension of the</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
existing nature conservation, open space and landscape values identified for these local areas.	state, or used for low-key recreational activities, where this is consistent with existing ecological values. AS7.2 Opportunities for wildlife crossings and wildlife corridors are preserved.	Bermuda Street Interchange are identified as a 'future link' (Type 5). It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105.	
Access Arrangements			
<p>Type 1, Type 3 PC8</p> <p>Access to sites must not adversely impact on the through traffic function and efficiency of the service road and/or pedestrian movement.</p>	<p>Type 1, Type 3 AS8.1 Where a central median is constructed, the site access is restricted to left in/ left out.</p> <p>AS8.2 The location of the ingress/egress and its width takes account of pedestrian movement along the site frontage.</p> <p>Type 1, Type 3 AS8.3 Pedestrian movement across the service road is not adversely affected by the location of the ingress/egress.</p> <p>AS8.4 Where there is sufficient road reserve, an auxiliary lane is provided fronting the development.</p>	<p>Not Applicable.</p> <p>A portion of Old Coach Road north of Lot 105 and the proposed extension of the Bermuda Street Interchange are identified as a 'future link' (Type 5). It is noted that Type 5 is not associated with the portion of Old Coach Road that extends adjacent to the boundary of Lot 105.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>Promote secondary pedestrian access</p> <p>Encourage and Promote 'Main Street' Programs</p> <p>Minimal Set-backs</p>  <p>Provide Pedestrian-friendly environment</p> <p>Type 1: Existing Node</p>			
	<p>Maintain semi-rural character through allocation of development density</p> <p>Promote Hinterland & Coastal Views</p>  <p>Development to be set-back from Service Roads</p> <p>TYPE 2 Existing Links</p>		

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>Promote Secondary Pedestrian Access</p> <p>Establish Contemporary 'Main Street' Themes</p>  <p>TYPE 3 Future Identified Node</p> <p>Encourage Minimal Set-backs from Service Roads</p>			
<p>Step built form up away from Service Roads</p> <p>Establishment of Avenue Planting</p>  <p>TYPE 4 Future Nodal Fringe</p> <p>Avoid Excessive Setbacks</p>			

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	 <p>Any adjoining development below upper canopy height</p> <p>Informal roadside landscape treatment</p> <p>Provision for cyclists</p> <p>Promote outward views to Landscape Features</p> <p>Open space/recreational uses</p> <p>SERVICE ROAD TYPE 5</p>		
	 <p>Service Centre Potential</p> <p>Motorway</p> <p>Landscape Framing</p> <p>TYPE 6 Interchanges & Immediate Environs</p>		

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	 <p>TYPE 7 Major River/Creek Crossing</p>		
	 <p>TYPE 8 Inter Urban Break Area</p>		
	 <p>TYPE 9 Cluster Node</p>		

Part 7, Division 3, Chapter 1 of the 2003 Gold Coast Planning Scheme

Steep Slopes or Unstable Soils Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Development that is Self Assessable, Code Assessable or Impact Assessable			
Site Slope Constraints			
<p>PC1 Building work must be responsive to the constraints of steep sloping land.</p>	<p>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.</p>	<p>Not Applicable. The buildings and structures associated with the proposed quarry development will be situated on a flat pad area. This will be created as a result of the excavation required to facilitate the proposed development.</p>	
Built Form and Character			
<p>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.</p>	<p>AS2.1 A split-level building form is utilised.</p>	<p>Not Applicable. Split level buildings are not proposed given that a flat pad area can be created.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>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.</p> <p>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.</p>	<p>Alternate Solution. A single plane concrete slab can be provided for each of the intended buildings. The buildings and structures associated with the proposed quarry development will be situated on a flat pad area. This will be created as a result of the excavation required to facilitate the proposed development.</p> <p>Not Applicable. Buildings will be constructed on a slab on the ground as required.</p>	
Development that is Code Assessable or Impact Assessable			
Visual Impact			
<p>PC3 Development on steep slopes must minimise any impact on the landscape character of the City's rural, urban and hinterland areas.</p>	<p>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. OR AS3.1.2 Development on steep slopes is designed and located to avoid protruding above the</p>	<p>Complies. The nature of the proposed development is that there will be works undertaken below the existing ground level, rather than on existing slopes. Approximately 70% of Lot 105 will be retained as a vegetated buffer. As a result, there will be no external views into the quarry facility from those roads and allotments that immediately adjoin the boundaries of Lot 105. As a result, the existing character of Lot 105 will be</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	surrounding tree level or above any significant ridgelines.	<p>maintained from these vantage points.</p> <p>With respect to higher vantage points in the surrounding area, 5 or 6 of the upper benches of the quarry pit will be visible after 25 to 30 years. To minimise potential visual impacts, these benches will be rehabilitated with vegetation.</p> <p>The plant equipment will be coloured green so that it blends in with the surrounding vegetation.</p>	
Stormwater Drainage			
<p>PC4</p> <p>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.</p>	<p>AS4</p> <p>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.</p>	<p>Complies.</p> <p>All stormwater runoff captured within the operational area of the disturbance footprint will be detained in either the quarry dam or sedimentation pond.</p> <p>From time to time it may be necessary for water in these waterbodies to be released into the nearby watercourses that have been identified on Lot 105.</p> <p>A management plan will be in place with respect to the appropriate release of water in these circumstances. Furthermore, the treatment train associated with the detention of the stormwater runoff will ensure a no worsening impact on downstream areas (in terms of water quality).</p>	
Cut and Fill Work			
PC5	AS5.1.1	Alternate Solution.	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
<p>All cut and fill work must not create a detrimental impact on the slope stability, erosion potential or visual amenity.</p>	<p>The height of cut and/or fill, whether retained or not, does not exceed:</p> <ul style="list-style-type: none"> a) 900mm adjoining a public area; b) 1200mm adjoining a residential site; c) 2500mm adjoining a non-residential site. <p>OR</p> <p>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.</p> <p>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.</p>	<p>By the very nature of the project, the extent of cut will exceed the parameters detailed in the Acceptable Solution. Lot 105 does adjoin allotments utilised for residential purposes.</p> <p>It is noted that the proposed excavation works will occur well in excess of 100m from these adjoining properties, and along with the extensive vegetation buffer that will be retained, it is not viewed that there will be adverse impacts on slope stability, erosion potential or visual amenity in the context of the adjoining allotments.</p> <p>Not Applicable. The cuts do exceed what is detailed in AS5.1.1, however on the basis of the significant separation distances between the disturbance footprint and the adjoining allotments (as well as the significant vegetated buffer area that will be retained), it is viewed that terraces are not required.</p> <p>Complies. 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 Lot 105.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>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.</p> <p>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.</p>	<p>Complies. The excavation that occurs, particularly with respect to the pit, will result in the creation of benches which assists with the stabilisation of the quarry pit walls. Where required, these benches will be rehabilitated.</p> <p>Complies. The excavation that occurs, particularly with respect to the pit, will result in the creation of benches which assists with the stabilisation of the quarry pit walls. Where required, these benches will be rehabilitated.</p>	
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>Considered to Comply. The overlay map indicates that the majority of Lot 105 is considered to be of a low risk. The map does indicate some of the steeper slopes as being a moderate risk. The relevance of the overlay map to the quarrying activity is not high as excavation will cut below these features and they will be removed from within the disturbance footprint. However, from a practical perspective the mapping does highlight areas where some caution should be used with planned rehabilitation works, if any, to ensure stability of the thin residual soil profile is retained in these areas.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
Documentation			
<p>PC7</p> <p>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</p> <p>A Geotechnical Assessment Report is prepared which incorporates at least the following information:</p> <ul style="list-style-type: none"> a) boundary dimensions; b) location of easements; c) existing services, such as sewer, stormwater, water, gas, electricity, telephone and other utility services; d) contour lines to AHD (500mm vertical intervals); e) street front kerb location, cross over, side gully pits locations; driveway location and slope; f) off-street parking locations; building location and setback dimensions; g) earthwork details and building pad levels; h) retaining wall location, extent, height and offset from boundaries; i) existing and proposed on-site drainage system; j) identification of trees to be removed or retained; k) fencing extent, location, height, material and type; l) swimming pool location, level and depth; m) ancillary structures, such as pergolas and sheds; 	<p>Complies.</p> <p>A geotechnical report has been prepared for the EIS (refer to Appendix Q).</p> <p>The overlay map indicates that the majority of Lot 105 is considered to be of a low risk. The map does indicate some of the steeper slopes as being a moderate risk. The relevance of the overlay map to the quarrying activity is not high as excavation will cut below these features and they will be removed from within the disturbance footprint. However, from a practical perspective the mapping does highlight areas where some caution should be used with planned rehabilitation works, if any, to ensure stability of the thin residual soil profile is retained in these areas.</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
	<p>n) landscaping, lawn areas, paved areas, mass planting areas and trees.</p> <p>AS7.2 A Geotechnical Site Analysis includes, but is not limited to, a:</p> <p>a) Stability Assessment Report; b) Landslide Hazard Rating Analysis; c) Foundation Investigation Report (ie. a soil test report).</p>	<p>Complies.</p> <p>The geotechnical report has been prepared specifically for the EIS. Where relevant, the document does provide a commentary in relation to the applicable aspects detailed in the Acceptable Solution.</p>	
Site Slope Constraints			
<p>PC8</p> <p>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.</p>	<p>AS8</p> <p>A Slope Stability Report, which is certified by a registered professional engineer, demonstrates that a site is suitable for building purposes, and:</p> <p>a) identifies the stability risk; b) addresses potential stability problems.</p>	<p>Not Applicable.</p> <p>A subdivision is not proposed as part of the development of Lot 105.</p>	
Access			
<p>PC9</p> <p>Subdivision on steep slopes must ensure that safe and efficient access by vehicles and pedestrians can be achieved.</p>	<p>AS9.1</p> <p>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.</p> <p>AS9.2</p> <p>Driveways internal to the site are not steeper than 25% (1V:4H).</p>	<p>Not Applicable.</p> <p>A subdivision is not proposed as part of the development of Lot 105.</p>	

Part 7, Division 3, Chapter 17 of the 2003 Gold Coast Planning Scheme

Unsewered Land Constraint Code

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
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. Note: <i>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> 	<p>Complies. An on-site system (including the associated disposal area) that will adequately service the operation of the proposed quarry will be provided within the disturbance footprint. Reference is to be made to the report that is contained in Appendix L of the EIS.</p>	
<p>PC2 The proposed wastewater disposal area must be located in a position that is sufficiently removed from adjoining property</p>	<p>AS2 The allotment size or lot configuration allows for the required separation distances of the disposal area from adjoining property</p>	<p>Complies. The wastewater system and associated disposal area is located within the disturbance footprint on Lot 105 and will not</p>	

Performance Criteria	Acceptable Solution	How does the proposal comply with the Acceptable Solution or Performance Criteria?	Internal Use: Has compliance with the Acceptable Solution/ Performance Criteria been demonstrated? Is a request for further information required
boundaries and nearby watercourses.	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.	be able drain to either of the watercourses that traverse Lot 105 or into adjoining properties. Reference is to be made to the report that is contained in Appendix L of the EIS.	
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. Note: <i>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>	<p>Complies. The wastewater system and associated disposal area is located within the disturbance footprint on Lot 105 and will not be able drain to either of the watercourses that traverse Lot 105. Reference is to be made to the report that is contained in Appendix L of the EIS.</p>	