

PART 6 LOCAL AREA PLANS

DIVISION 2 LOCAL AREA PLANS

CHAPTER 9 COOMERA

PART 6, DIVISION 2 LOCAL AREA PLANS

CHAPTER 9 COOMERA

1.0 INTENT

The purpose of this Local Area Plan (LAP) is to provide detailed planning provisions for the future development of Coomera. The LAP has an area of approximately 5,000 hectares. This LAP incorporates the outcomes of the Coomera **Charrette Planning Study (1995)**. By utilising these two studies, the special location of Coomera on the City Rail service and the opportunities to maximise use of public transport are recognised. The Coomera LAP recognises the requirements of a future community, in excess of 60,000 people, and provides a balance of living, working and recreational land uses.

2.0 APPLICATION

- 2.1 This LAP applies to all development subject to the Planning Scheme and located within the LAP area indicated in **Coomera LAP Map 9.1 - Boundary**.
- 2.2 The Table of Development indicated in **Clause 6.0** identifies the level of assessment for development occurring within this LAP area.
- 2.3 The codes that may be relevant to the assessment of development are listed in **Clause 7.0**.
- 2.4 It should be noted that self assessable development is consistent with the intent and Desired Environmental Outcomes (**DEOs**) of this LAP, and therefore need only comply with the acceptable solutions of the **Coomera LAP Place Code** contained in **Clause 8.0** and any other acceptable solutions identified in the relevant codes explicitly referred to in **Subclause 7.1**.
- 2.5 The Coomera LAP covers the area surrounding the Coomera Town Centre LAP.

3.0 DESIRED ENVIRONMENTAL OUTCOMES

- 3.1 A variety of employment opportunities is provided within Coomera, ranging from skilled jobs within local and neighbourhood level activity centres to light industrial and marine industry employment (refer to **DEO Soc.2**).
- 3.2 The water quality of Oakey Creek is improved and the creek is located in a wide natural riparian corridor (refer to **DEO Ecol.2**).
- 3.3 The Gold Coast Marine Precinct is developed and promoted as a world class waterfront industry area (refer to **DEO Econ.3**).

4.0 LOCAL AREA FEATURES

4.1 Urban Purpose and Form

Coomera is generally located between Hotham Creek and the Coomera River. Hotham Creek forms part of the inter urban break, a green space to be left in perpetuity to provide an attractive gateway to the urban area of the Gold Coast City. The eastern boundary of Coomera coincides with environmentally sensitive wetlands and good quality land that is used to produce sugar cane. To the west, Coomera is bounded by Brygon Creek which flows into the Coomera River and Hotham Creek.

Coomera's topography is undulating and becomes increasingly steep to the west. The steeper land in the western sector is well vegetated, and provides a green forest setting for the future residential population of Coomera. Much of the land identified for development is gently undulating, and is well suited for the development of an interesting urban form. Neighbourhoods are grouped into suburbs that have their own identity, due to their geographical location. Creek and vegetation corridors frame these grouped neighbourhoods.

For over twenty years, Coomera has been identified as a future urban area. The Master Plan development of the area will provide for some of the future residential demands of South East Queensland over the next 25 - 35 years. Coomera is expected to have an ultimate population of approximately 65,000 persons.

Some of Coomera has already been subdivided and large acreage blocks now create a condition of fragmented ownership which complicates the process of urban development. The concept of transit-oriented development and walkable neighbourhoods can be achieved by ensuring that individual developments are connected with a coordinated system of streets, parks and walkways.

4.2 Mobility and Accessibility

The Pacific Motorway passes through the local area. It is intended that to utilise the existing road system for future transport needs. This system of roads will require significant upgrade to allow for the efficient and safe movement of an emerging community. A major urban traffic route is assigned to both Yawalpah and Foxwell Roads, linking the Pacific Motorway to the proposed major urban traffic route. (The proposed Sub Regional Road, Hotham Creek/Ruffles/Baileys Mountain Roads and Old Coach/Reserve Roads are intended to be major rural traffic routes). A proposed major urban traffic route is will link Baileys Mountain Road at Old Coach Road to the Pacific Motorway. A number of major roads on new alignments are intended. **Coomera LAP Map 9.6 - Major Road Network** indicates the proposed major road network for the area.

The level of accessibility that Coomera enjoys is changing. The existence of the railway station provides the opportunity for Coomera to be planned, to maximise the use of public transport. At the same time, there is an opportunity to create convenient accessibility for pedestrians and cyclists through a strong link between land use and accessibility considerations. Planning for local employment opportunities will create less travel demand outside the Coomera area, and further support development that is closely allied with the principles of accessibility. Coomera will be a locality based on the principles of transit-oriented development. **Coomera LAP Maps 9.7 -Bicycle Network** and **9.8 - Coomera LAP Public Transport Routes** indicate the proposed bicycle and public transport routes for the area.

The locality enjoys the convenience of connection both to the Brisbane metropolitan area and the urbanised parts of the Gold Coast City. Further improvements in accessibility have been realised with the upgrading of the Pacific Motorway to eight lanes. Additional east-west connections across the Pacific Motorway will be required, via a number of overpasses. The timing for construction of these depend upon the demands created by new urban development.

4.3 Development Considerations

There are some factors that will require consideration prior to development. Parts of the LAP area are at or near sea level, so potential drainage and potential acid sulfate soils are an issue.

The LAP area also includes segments of remnant vegetation which should be retained, particularly along creek and drainage lines.

The opportunities for integrated development are enhanced by the limited amount of existing development in the LAP area. The ability exists to ensure orderly and sequenced development,

allowing for the efficient and affordable provision (and ongoing maintenance) of utility and community infrastructure.

Development densities in the ranges of 15 and 25 dwellings per hectare (adjacent to neighbourhood centres) are required to ensure that viable neighbourhood facilities, including local stores, localised facilities and public transport services, can be established. These neighbourhood facilities will also provide local employment.

A number of development constraints are evident within the LAP area. These constraints have been mapped (refer **Coomera LAP Map 9.5 - Constraints**), and include slopes above 16%, significant vegetation and habitat corridors, agricultural land, land subject to flooding, land difficult to service with physical infrastructure, and land affected by major transport corridors. The proposed development form has recognised these constraints, and any proposed development is to recognise and/or address the identified constraints.

4.4 Local Area Features

4.4.1 Natural Resources

The topography and existing vegetation of Coomera give it a high standard of visual amenity. This is enhanced by the linkage of the Coomera area to the Broadwater by the Coomera River. More elevated parts of Coomera afford views to beach front locations, including Surfers Paradise. The LAP area includes land along the Coomera River and north of the area at McCoys Creek in East Coomera which is of ecological significance. In addition, Hotham Creek, the Coomera River and major tributaries have been nominated as regionally significant corridors for wildlife movement.

The lowlands within the LAP area have been identified as a critical nature conservation zone, due to the loss of coastal lowland vegetation in South East Queensland. Accordingly, not only are these areas protected, but restrictions will apply to any activity that may have an adverse impact on the water quality of the wetlands.

To the west of the Pacific Motorway are areas of hilly bushland where low density rural and residential development has allowed large tracts of natural bushland to be retained.

4.4.2 Cultural Heritage Significance

Coomera's early history and subsequent development has left an indelible mark upon the landscape. The early history of the area was based upon sugar growing and cattle grazing.

In previous studies conducted in the area, no sites of particular regional or state cultural heritage have been identified. There may be areas of particular local significance which have not yet been documented.

4.4.3 Extractive or Agricultural Resources

The northern quadrant of the Coomera LAP area is classified as Good Quality Agricultural Land and is planted with sugar cane. Any proposals to utilise Good Quality Agricultural Land for urban purposes must satisfy the relevant state planning policy.

4.5 Future Requirements for Services and Facilities

The Coomera LAP area is expected to require a range of facilities, including retail, commercial and office floor space, within town and local centres, community, recreational and educational facilities.

5.0 PRECINCTS

Coomera is a large and complex local area. The outcomes desired for different parts of the area require its division into precincts. Delineation of these precincts is based on the local area features identified in the LAP. The preferred pattern for future development has also determined the boundaries of the precincts, with common activities placed in the same precinct. **Coomera LAP Map 9.2 - Precincts** depicts the distribution and location of each precinct. The precincts depicted for the LAP are:

Precinct 1:	Coomera Residential
Precinct 2:	Local Centres
Precinct 3:	Marine Industry
Precinct 4:	Fringe Business
Precinct 5:	Low Impact Industry
Precinct 6:	Community Purposes
Precinct 7:	Park Living
Precinct 8:	Private Open Space
Precinct 9:	Rural Living/Open Space
Precinct 10:	Agriculture/Conservation

5.1 Precinct 1 - Coomera Residential: Preferred Character

The land allocated for residential use has been determined, with regard to the constraints of the sector. The land deemed suitable for residential development has been based on a series of interconnected walkable neighbourhoods, with radii of approximately 400 metres (**refer Coomera LAP Map 9.9 - Walkable Neighbourhoods**).

Residential uses are to be the preferred land use in the Coomera Residential Precinct. This preferred land use type is to be implemented so that residential density is highest at the centre of the neighbourhood, and gradually decreases in intensity as walkability to the centre decreases with increasing distance from the centre. The principles of this form of development are indicatively shown on **Coomera LAP Map 9.4 - Maximum Residential Density**.

The form of residential development and housing in Coomera will be different to that which has occurred historically on the Gold Coast City and in South East Queensland. In Coomera, the opportunity to create urban form that is supportive of the use of public transport is to be implemented. High density residential development is intended along future bus corridors. The criterion for the high density allocation is the walkability to likely bus stops. As the planning for bus stops occurs after residential development is in place, the high density will take the form of a linear corridor, rather than a sequence of 400 metre radius circles denoting walkability.

The design of housing, or the planning and design of housing allotments, is to be undertaken to ensure:

- location of neighbourhood centres such that the public transport system can provide direct connectivity, especially between the neighbourhoods and the Town Centre Transport Interchange at the Coomera Railway Station;
- capitalisation on areas of land providing potentially high quality development opportunities, due to views, topography, relationship to high traffic flows, relationship to existing or proposed motorway interchanges and rail crossings;
- optimisation of the potential of existing development and associated services and other infrastructure and facilities; and
- optimisation of the relationships between potential neighbourhoods and proposed major facilities, such as open space and schools.

A mix of allotment sizes will be created to encourage the broadest range of housing styles. The development of significant areas of single type land subdivision and dwellings is not favoured. Diversity in the design of individual dwellings on smaller lots is also encouraged. To ensure a range of housing choice and the variety of lot sizes, consideration is to be given to existing and planned development on adjoining sites in the neighbourhood, so that the overall diversity objectives are met (refer Coomera LAP Figures 9.1, 9.2, 9.3 and 9.4).

To encourage a range of residential densities, the Coomera LAP provides for three categories of residential development:

1. Residential 1 (R1)
2. Residential 2 (R2)
3. Residential 3 (only in Precinct 2) (R3).

5.1.1 Residential 1 (R1): Maximum of 25 Dwellings Per Net Hectare Preferred Character and Intended Land Use

The R1 category will occupy the largest amount of land within the Coomera LAP area. The principal type of development will be housing, designed in walkable neighbourhoods. Walkable neighbourhoods are to characterise the urban form of Coomera.

In this category of the Coomera Housing Precinct, both detached and attached dwelling units are preferred. There will also be a substantial number of opportunities to work from home, created in both detached and attached dwelling units. Development will be predominantly single and two storeys.

Residential 1 land is intended primarily for housing at a density of 25 dwelling units per net hectare, with a range of allotment sizes, unless otherwise approved by Council.

5.1.2 Residential 2 (R2): up to 33 Dwellings Per Net Hectare Preferred Character and Intended Land Use

The character of the R2 housing category is, except for the intention that the density of development is higher, the same as for the R1 category.

A maximum density of 33 dwelling units per net hectare, and a mix of allotment sizes, are proposed in this allocation.

Land included in the Residential 2 Category is intended to be located in neighbourhood centres or within walking distance of the neighbourhood centre, unless the Coomera LAP indicates otherwise.

5.1.3 Oakey Ridge Residential Neighbourhood

Approximately 300 metres west of the Coomera River, on the eastern extension of Foxwell Road, there is a knoll. It is intended that the area be available for development in a relatively intense manner, to capitalise on the views and access to the river and potential moorings. Development of up to (approximately) eight storeys in height, above footpath levels, will be encouraged. The visual prominence of this site dictates the requirement for detailed architectural designs. The concept for development of Oakey Ridge is shown on Coomera LAP Figure 9.8.

5.2 Precinct 2: Intent For Local Centres

The most important local centre is Pimpama, with other local centres at Yawalpah, Coomera East and Coomera West (refer Coomera LAP Map 9.2 - Precincts).

Community, retail and commercial buildings serving the neighbourhood are to be clustered together around an urban square or a key intersection. Activity in the centre is to focus on maximising efficient and easy access to the centre from the rest of the neighbourhood. The centre will also contain at least one public transport stop or transit stop for the whole neighbourhood. The community, retail and commercial activities should occupy a prominent corner in the neighbourhood, with the best exposure to passing trade. Public meeting space is to be provided, co-locating with other community activities such as the day care centre. The centre should contain one facility, such as a milk bar/corner store or cafe, where people can meet in a public context. Larger retail centres and local centres will contain convenience facilities, while small neighbourhood centres may only contain a transit stop.

The amount of retail, community and workplace activity that can be supported will depend on residential density in the neighbourhood, the street on which the centre is located and the flexibility of the built form to accommodate changes in use as the needs of the neighbourhood change over time. **Coomera LAP Figure 9.6** illustrates a mixed use building in a neighbourhood centre.

Coomera LAP Figure 9.1 indicates the manner in which schools and other community facilities can be integrated into the design of the neighbourhood.

Neighbourhood centres will also contain dwelling units. The most intensive housing in the neighbourhood would be located near the centre. It could also be located in the centre in a multi storey building, either above the ground floor or at the rear of community retail or commercial buildings. A multi storey building near the centre is to be designed to be robust, to accommodate different activities over time, as neighbourhood circumstances change.

5.2.1 Pimpama Local Centre: Preferred Character and Intended Land Use

The Pimpama Plan is based on the existing urban fabric of the Pimpama township, with the main street shopping area and low density residential housing. A significant population can ultimately be located within the Pimpama Local Centre area.

The Pimpama Local Centre is intended to service the convenience needs of residents. The size of the centre is restricted to the existing village area until a public transport facility is operational for Pimpama. When the public transport facility is complete, increased residential and retail facilities will be encouraged. These activities will be required to acknowledge the existing village, by way of street connections and pedestrian links. Residential development will be a mix of low density, predominantly detached dwellings, with some attached dwellings and medium detached dwellings supported within walking distance to the centre. Residential development form and densities can be intensified when the public transport facility is built.

The proposed character of the Pimpama main street is shown on **Coomera LAP Figure 9.7**.

Intensification of existing residential development is encouraged.

Along the rail line, commercial and business uses are planned, with the intent that the buildings erected will form a noise buffer where the rail line is sufficiently elevated to generate a potential problem.

The LAP encourages significant local employment through the provision of commercial, business and industrial activities located near both the rail line and the Pacific Motorway interchange, convenient to transport for employees, receipt of materials and product distribution. Industrial Uses (small sites for local businesses compatible with adjoining uses) are primarily located around the existing interchange at the Yawalpah Road intersection with the Pacific Motorway.

The Pimpama Local Centre Plan provides for retail floor area of up to approximately 6,000m², which will satisfy local retail demand as well as that of part of the surrounding industrial and residential areas in neighbourhoods and lower order centres.

Opportunities exist for the establishment of theme parks in this area, due to its close proximity to the Yawalpah Road interchange and the future transport interchange.

5.2.2 Pimpama Local Centre, Residential 3 Type Development: 40+ Dwellings Per Net Hectare Preferred Character and Intended Land Use

Coomera LAP Figure 9.5 shows an example of the preferred building types intended to be used in the LAP area. Residential 3 is the highest density residential development envisaged for the Coomera LAP.

This category is to apply in the Local Centre of Pimpama. It will be integrated as a mixed use form of development in the centre. Residential development will not be located on the ground storey of buildings in the centre, unless otherwise approved by Council.

5.2.3 Coomera East Centre

The Coomera East Centre is located at the junction of Foxwell Road and a new road that will service the Oakey Ridge area. This centre is intended to service the east Coomera area and has good public transport links to the town centre. The local centre will serve three other neighbourhoods and will provide the local retail needs for these communities. Commercial and pedestrian based retail activities will require approximately 1.5 hectares of land, to allow for the development of up to 3000m² of floor space. Residential densities of up to 25 dwellings per hectare are encouraged, close to the centre.

5.2.4 Coomera West Centre

The Coomera West Local Centre is intended to be a centre with a higher order retail and commercial development.

The Coomera West Local Centre encompasses an area which will become the centre for four other surrounding neighbourhoods. People from these surrounding neighbourhoods are expected to use the Coomera West Centre for local retail and community facilities and, consequently, Coomera West will act as a local centre on the western side of the Pacific Motorway, in the southern part of the Coomera area.

Coomera West shows commercial and pedestrian-based retail space, with sufficient land (approximately two hectares) to allow up to 4,000m² of retail and commercial floor space.

Coomera West residential development, at the R2 density, is preferred close to the centre. A school may be located within the vicinity of the neighbourhood centre and in close proximity to a future child care centre subject to need and local government approval or appropriate State consideration. Refer to **Coomera LAP Figure 9.1** for the preferred relationship between school and child care centre locations.

Activity areas are potentially shared with the community, and can effectively augment other open space. Retention of a significant environmental corridor along the Yaun Creek catchment is envisaged.

5.2.5 Yawalpah Centre

The Yawalpah Centre is located within the public transport corridor that connects the Pimpama Centre to the Coomera Town Centre. This corridor supports residential densities up to 25 dwellings per hectare. This local centre will be required to cater for the pedestrian-based retail and commercial needs of the residential population in the area. Architectural form and building configuration will be required to reinforce a sense of place for the Yawalpah community.

Approximately 1.5 hectares will be required to facilitate the establishment of 3,000m² of retail and commercial floor space.

5.3 Precinct 3: Marine Industry: Preferred Character and Intended Land Use

The Marine Industry is identified as an economic sector which has future prospects for local economic growth for the City. A Marine Industry Precinct at Beattie Road, Coomera is proposed to include approximately 250 hectares of land. A range of marine industry companies is to be accommodated, including boat building, boat refit, mechanical service and marine component manufacture. It is intended to develop this precinct as a world class waterfront industry development. A high standard of architectural and landscape form is expected.

Development within this precinct is subject to Council's approval for fill, and will be determined on the basis of detailed hydraulic analysis. Storm water treatment is to be of the highest standard, to ensure that acceptable water quality is maintained in the Coomera River. Development within the Marine Precinct will be subject to a number of Environmental Protection Policies.

The Beattie Road area is intended for business and industry associated with the manufacture of sports fishing boats, motor cruisers, fibreglass and reinforced plastic boats, outboard motor boats, aluminium fishing dinghies and commercial and recreational boats. Ancillary business and industry is also encouraged. Preferred activities include marine lighting, boat fittings, steering controls, propeller inspection systems and marine instrumentation manufacture.

To meet the need of the boat building industry, the LAP incorporates sufficient land for the industry's needs for the next 30 years. The precinct is promoted locally, nationally and internationally, and will provide opportunities for major boat building and maintenance for craft from ten foot to the super yacht.

It is essential that businesses in this precinct have access to the Coomera River. Consequently, there will not be a continuous open space corridor between the Marine Precinct and the river. In any development, appropriate steps are to be taken for the provision of landscaping, to promote an attractive environment on the river.

To ensure the establishment and continued operation of this precinct at Coomera, the following planning objectives will be used to assess development applications:

- the precinct is to be sufficiently large to allow appropriate buffering from residential developments;
- the release of land is to be planned, to allow for progressive development;
- provision is made for large (50 metre) boat maintenance and refit facilities which require water access; and
- to preserve the manufacturing integrity, no residential development should be allowed within the precinct.

5.4 Precinct 4: Fringe Business: Preferred Character and Intended Land Use

The area shown on Coomera LAP Map 9.2 - Precincts for Fringe Business is to be developed to support retail development which is conveniently accessible by car. Development is to comprise showrooms and display yards that address the street, and workshop and storage areas located at the rear of the site. They will have a high standard of urban amenity with adequate off-street parking, loading and unloading on-site, and landscape work.

All building form is to address street frontages and public areas. It will not be permitted for developments to be dominated by car parking, blank building walls and unsympathetic advertising devices. Advertising devices are to be incorporated into building designs. Free standing signs will be permitted where it can be demonstrated that the sign is of a size, scale and design which is sympathetic to the building and adjacent buildings. To avoid a proliferation of freestanding signs, multi-tenant signs will be required if the building is occupied by more than one business. Bunting, advertising flags or signage above building facades will not be permitted.

Car parking and streetscapes are to include regularly spaced shade trees to provide shade and soften the building forms.

5.5 Precinct 5: Low Impact Industry: Preferred Character and Intended Land Use

In the Coomera LAP, there are two distinct types of trades and industry activity. These are Low Impact Industry and Marine Industry.

The Low Impact Industry area is located between the Pacific Motorway and Kristins Lane, north of the Foxwell Road interchange.

Uses in this precinct are generally located in large and bulky buildings. Development in this precinct is to maximise noise attenuation, through the use of building materials and style and the location of buildings, to minimise impacts of development on residential areas.

The area shown in the Coomera LAP for Low Impact Industry is close to the Pacific Motorway. The role of this precinct is identical to the **Part 5, Division 2, Chapter 11 - Industry 2 (Low Impact) Domain**. The provisions for that domain apply to this precinct.

Due to the precinct's high visibility to passing traffic and nearby residences, building form is to display a high level of architectural detailing. Industrial activities, including associated car parking and storage areas, are to be well screened with suitable landscape planting. The entire precinct is to be developed in an industrial park setting.

Provision for advertising devices will be incorporated into building designs to minimise unsympathetic signage. Freestanding signs will be required to be of a size, scale and design which complement the building to which they relate. Multi-tenant signs will be required for developments consisting of more than one business premises, to avoid a proliferation of freestanding signs.

5.6 Precinct 6: Community Purposes: Preferred Character and Intended Land Use

The precinct is to be used primarily for community use, and includes public and private primary and secondary schools, centres for tertiary education, libraries, community houses and other public facilities, such as municipal offices, sports and recreation areas and a community health centre.

The LAP shows schools and major recreational spaces typically located away from local or neighbourhood centres (refer to Coomera LAP Figure 9.1). This is because the intent of Transit Oriented Development is to locate the high intensity land uses near transit stops to maximise the viability of transport services. The Plan actively discourages the use of significant areas of land for relatively low intensity uses, such as recreation space, near transit stops and centres. High density activity in and near neighbourhood and local centres is required to enhance the viability of the public transport system throughout Coomera.

Where secondary or tertiary schools are concerned, the students will rely heavily on public transport services. Therefore, location of school buildings and areas of intensity of activity near local or neighbourhood centres is appropriate, but the open space/playing fields, usually associated with schools, are to be located away from the Local or Neighbourhood Centre.

5.7 Precinct 7: Park Living: Preferred Character and Intended Land Use

New development must be designed to be sympathetic to the topography of the site on which the development is proposed. Forms of building that minimise earth works, whether to cut or fill the land, are preferred.

The height of buildings is to be determined by the height of the tree canopy in the area. The highest part of the building is not to be visible above the tree canopy. If there is no tree canopy on the site, building work is to be designed in conjunction with a Revegetation Plan for the site, approved with the application for Building Work.

Location of buildings is to occur so that they do not dominate ridgelines.

The role of the Park Living allocation is to reflect the Planning Scheme land use domain of Park Living. Park Living provides a buffer between the Coomera Residential Precincts and the Green Space hinterland areas. This precinct also allows recognition of the prior to develop steep lands, now considered unsuitable for urban residential development. Steep slopes, lack of some services or recognition of environmental values may be reasons to keep development at a very low density.

5.8 Precinct 8: Private Open Space: Preferred Character and Intended Land Use

The role of this precinct is to accommodate tourist opportunities in the LAP area.

There are no prescribed requirements for development in this precinct, as all intended uses will require impact assessment and will be assessed on the merits of the proposal. Uses are to be designed and operated so that their impacts do not adversely affect adjoining lands.

5.9 Precinct 9: Intent For Rural Living/Open Space

To provide for rural style residential development and also to provide for the effective servicing of current and future needs for recreational land within the Coomera LAP area. Further, to contribute to the open space network within the Coomera area for landscape and habitat protection purposes.

5.9.1 Development Character

Within the LAP area, the likely requirements for recreation facilities (for a population in excess of 60,000 people) are:

- four district level outdoor sports areas up to ten hectares in size, each area catering to a population of 10,000 - 15,000 people;
- four district level passive recreational areas, up to five hectares in size;

- three community/neighbourhood centres:
- one of which could be a major community centre, located in the town centre; and
- two smaller neighbourhood centres, one on either side of the motorway;
- an indoor, multi-purpose recreation/sporting centre; and
- neighbourhood and local parks, including children's playgrounds in each neighbourhood.

(a) Location Criteria for District Level/Major Facilities

In the Coomera LAP, the criteria for location of these facilities are to:

- be easily accessible to public and private transport;
- locate adjacent to main transport thoroughfares;
- co-locate with other community facilities e.g. schools, shopping centres, recreation facilities, etc;
- locate centrally in the catchment - within a five kilometre radius of the majority of potential users of the facilities;
- have direct road frontage (approximately 50% of the perimeter), to provide good physical access and visibility;
- allow for all built facilities to be located above the Q100 flood level; and
- be accessible to services and facilities, including infrastructure services.

(b) Location Criteria for Local/Neighbourhood Facilities

In the Coomera LAP, the criteria for location of these facilities are to:

- be within walking distance of potential users (say, 400 metres);
- be sited along minor roads;
- have direct road frontage (up to 50% of perimeter for access and visibility); and
- be accessible to services and facilities, including infrastructure services.

5.10 Precinct 10: Agriculture/Conservation: Preferred Character and Intended Land Use

The Agriculture/Conservation allocation is intended to protect rural economic activities, while providing opportunities for the protection of valuable natural areas and recreation and landscape interest values. This precinct applies to land included in areas shown on **Coomera LAP Map 9.2 - Precincts** as either Agriculture or Open Space Buffer. Some of this land is also affected by the Conservation and Landscape Protection overlay, shown on the same map.

The land contained within the Agriculture/Conservation Precinct is generally to remain for the use of low intensity agricultural pursuits, in accordance with the provisions in the Planning Scheme for the Rural Domain. Areas of conservation significance are to be managed in accordance with the **Nature Conservation Strategy**.

A minimum lot size of 20 hectares is identified for this precinct.

6.0 COOMERA LOCAL AREA PLAN TABLE OF DEVELOPMENT

Note: *This Table must be read in conjunction with the explanation provided in Part 6, Division 1, Chapter 2 - Using Local Area Plans.*

A: MATERIAL CHANGE OF USE			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Precinct 1- Coomera Residential			
<p>Family Day Care Home Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Special Accommodation</p>	<p>Detached Dwelling Display Home Estate Sales Office Home Office Private Recreation where lighting is proposed</p>	<p>Aged Persons Accommodation Attached Dwelling and Medium Density Detached Dwelling Apartment Building Bed and Breakfast Caretaker's Residence Child Care Centre Convenience Shop Family Accommodation Place of Worship (floor space no greater than 300m²) Telecommunications Facilities n.e.i.</p>	<p>Cafe Caravan Park Community Care Centre Educational Establishment Funeral Parlour Home Occupation Hostel Accommodation Medical Centre Motel Place of Worship (floor space greater than 300m²) Relocatable Home Park Service Station</p>
Precinct 2 - Local Centres			
<p>Family Day Care Home Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Special Accommodation</p>	<p>Cafe Caretaker's Residence Commercial Services Convenience Shop where operating within the hours 6am to 10pm Detached Dwelling Display Home Estate Sales Office Home Occupation Laundromat Office (less than 500m² GFA) Private Recreation where lighting is proposed Restaurant (less than 150m² GFA) Service Industry (Group A) Shop where operating within the hours 6am to 10pm Take-Away Food Premises where operating within the hours 6am to 10pm Temporary Use Tourist Shop</p>	<p>Bed and Breakfast Car Park Family Accommodation Fast Food Premises where operating within the hours 6am to 10pm Hostel Accommodation Market Medical Centre Place of Worship (less than 200m² GFA) Restaurant (greater than 150m² but less than 250m² GFA) Retail Plant Nursery Service Industry (Group B) Service Station (except where operating hours outside 7am to 7pm) Showroom Telecommunications Facilities n.e.i. Veterinary Clinic</p>	<p>Amusement Parlour Attached Dwelling and Medium Density Detached Dwelling Apartment Building Childcare Centre Community Care Centre Convenience Shop n.e.i. Educational Establishment Fast Food Premises n.e.i. Hospital Hostel Accommodation Indoor Recreation Facility Minor Tourist Facility Motel Motor Vehicle Repairs Office n.e.i. Place of Worship n.e.i. Reception Room Restaurant n.e.i. Service Station n.e.i. Shop n.e.i. Shopping Centre Development Take-Away Food Premises n.e.i. Tavern Transit Centre Vehicle Hire Premises Vehicle Sales Premises Veterinary Hospital</p>
Precinct 3 - Marine Industry			
<p>Agriculture Conservation (natural</p>	<p>Caretaker's Residence Estate Sales Office</p>	<p>Cafe when located above ground floor level</p>	<p>Aquaculture Cafe n.e.i.</p>

A: MATERIAL CHANGE OF USE			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park	Shop where only for marine goods and services which are used in any water based activity Manufacturer's Shop Temporary Use Warehouse where directly associated with waterfront industry	Car Park Convenience Shop Laundromat Restaurant where located above ground floor level Service Station where including the sale of fuel directly to water marine craft Shop (where the GFA is less than 100m ²) Telecommunications Facilities n.e.i. Tourist Shop (where located above ground floor level) Take-Away Food Premises (where the GFA is less than 100m ²) Transport Terminal where including water based transport Waterfront Industry (excluding Fish and Seafood Processing and Storage)	Commercial Services Fuel Depot Hostel Accommodation (above ground floor level) Marina Place of Worship Restaurant n.e.i. Resort Hotel Service Industry Service Station n.e.i Tavern Tourist Facility Tourist Shop n.e.i. Transit Centre Waterfront Industry where including Fish and Seafood Processing and Storage
Precinct 4 - Fringe Business			
Family Day Care Home Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Special Accommodation	Caretaker's Residence Detached Dwelling Display Home Estate Sales Office Home Occupation Laundromat Office (only where it is ancillary to another use and constitutes less than 20% of GFA) Private Recreation where lighting is proposed Service Industry (Group B) Service Station Showroom Take Away Food Premises Temporary Use Tourist Shop Vehicle Hire Premises Vehicle Sales Premises Veterinary Clinic Warehouse	Bed and Breakfast Bulk Garden Supplies Cafe Car Park Caretaker's Residence Convenience Shop Fast Food Premises Hostel Accommodation Medical Centre Motor Vehicle Repairs Office (only where it is ancillary to another use and is greater than 20% of GFA) Place of Worship Retail Plant Nursery Service Industry Storage Telecommunications Facilities n.e.i.	Attached Dwelling and Medium Density Detached Dwelling Amusement Parlour Apartment Building Caravan Park Child Care Centre Community Care Centre Fuel Depot Indoor Recreation Facility Industry Milk Depot Minor Tourist Facility Motel Relocatable Home Park Reception Room Restaurant Tourist Facility Transit Centre Transport Terminal
Precinct 5 -Low Impact Industry			
Agriculture Conservation (natural area management)	Caretaker's Residence Estate Sales Office Service Station	Bulk Garden Supplies Car Park Industry	Convenience Shop Fuel Depot Indoor Recreation

A: MATERIAL CHANGE OF USE			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
<p>Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park</p>	<p>Service Industry (Group B) Temporary Use Veterinary Clinic Warehouse</p>	<p>Kennel Milk Depot Motor Vehicle Repairs Service Industry (Group A) Take-Away Food Shop Telecommunications Facilities n.e.i. Transport Terminal Veterinary Hospital</p>	<p>Manufacturer's Shop Place of Worship Plant Hire Premises Refuse Disposal Refuse Transfer Station Salvage Yard Take-Away Food Premises Transit Centre Vehicle Hire Premises</p>
Precinct 6 - Community Purposes			
<p>Agriculture Conservation (natural area management) Family Day Care Home Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park</p>	<p>Caretaker's Residence Cemetery Community Care Centre Community Purposes (excluding Corrective Institution) Medical Centre Transit Centre Transport Terminal Temporary Use</p>	<p>Cafe Car Park Caravan Park Child Care Centre Convenience Shop Indoor Recreation Facility Market Minor Tourist Facility Place of Worship Reception Room Restaurant Telecommunications Facilities n.e.i. Tourist Shop</p>	<p>Community Purposes n.e.i. Refuse Disposal Refuse Transfer Station Tourist Cabins</p>
Precinct 7- Park Living			
<p>Conservation (natural area management) Family Day Care Home Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Special Accommodation</p>	<p>Display Home Estate Sales Office Home Office Detached Dwelling Private Recreation where lighting is proposed</p>	<p>Bed and Breakfast Caretaker's Residence Family Accommodation Home Occupation Telecommunications Facilities n.e.i.</p>	<p>Animal Husbandry Cafe Child Care Centre Convenience Shop Ecotourism Facility Educational Establishment Farm Forestry Minor Tourist Facility Place of Worship Retail Plant Nursery Tourist Cabins</p>
Precinct 8 - Private Open Space			
<p>Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park</p>	<p>Caretaker's Residence Temporary Use</p>	<p>Farm Forestry Telecommunications Facilities n.e.i.</p>	<p>Agriculture Amusement Parlour Aquaculture Cafe Convenience Shop Ecotourism Facility Fast Food Premises Indoor Recreation Facility Market Minor Tourist Facility Reception Room Restaurant Restricted Club Take-Away Food Premises</p>

A: MATERIAL CHANGE OF USE			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
			Tavern Tourist Facility Tourist Shop
Precinct 9 - Rural Living/Open Space			
Agriculture where identified on Overlay Map OM2 - Good Quality Agricultural Land Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Private Recreation n.e.i. Special Accommodation	Home Office Detached Dwelling Private Recreation where lighting is proposed Temporary Use	Cafe (where the maximum GFA is less than 100m ²) Caretaker's Residence Community Purposes (excluding Corrective Institution) Farm Forestry in compliance with an adopted management plan Indoor Recreation Facility Market Minor Tourist Facility Restricted Club Take-Away Food Premises (where the GFA is less than 100m ²) Telecommunications Facilities n.e.i.	Cafe n.e.i. Convenience Shop Ecotourism Facility Home Occupation Restaurant Retail Nursery Tourist Facility Tourist Shop Tourist Cabins
Precinct 10 - Agriculture/Conservation			
Agriculture where identified on Overlay Map OM2 - Good Quality Agricultural Land Conservation (natural area management) Family Day Care Home Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park	Animal Husbandry Caretaker's Residence Detached Dwelling Home Office Temporary Use	Bed and Breakfast Family Accommodation Farm Forestry where in the Agriculture Designation Home Occupation Telecommunications Facilities n.e.i.	Agriculture n.e.i. Aquaculture Commercial Ground Water Extraction Farm Forestry Farm Stay Place of Worship Retail Nursery Rural Industry

B: MATERIAL CHANGE OF USE OVERLAY PROVISIONS			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Material Change of Use involving Building Work that:			
		exceeds two storeys due to the inclusion of a partial third storey and the GFA of the partial storey does not exceed 50% of the GFA of the storey immediately below,	exceeds two storeys (except for a partial third storey with less than 50% of the GFA of the storey immediately below), where the site is not in an area where a maximum building height

B: MATERIAL CHANGE OF USE OVERLAY PROVISIONS			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Material Change of Use involving Building Work that:			
		and the site is not in an area where a maximum building height exceeding two storeys is identified on Coomera LAP Map 9.3 - Maximum Building Height	exceeding two storeys is identified on Coomera LAP Map 9.3 - Maximum Building Height OR Exceeds the maximum number of storeys indicated for the site identified on Coomera LAP Map.9.3 - Maximum Building Height
			exceeds the maximum residential density for the subject land as shown on Coomera LAP Map 9.4 - Maximum Residential Density
		on a site identified as a Moderate, High or Very High Risk Areas identified on Overlay Map OM16 - Area of Unstable Soils and Areas of Potential Land Slip Hazard	
	is located in a Medium or High Potential Bushfire Hazard Area as on Overlay Map OM10 - Potential Bushfire Hazard Areas , and complies with the Acceptable Solutions of Constraint Code 2 - Bushfire Management Areas	is located in a Medium or High Potential Bushfire Hazard Area as on Overlay Map OM10 - Potential Bushfire Hazard Areas , and alternative solutions to the Acceptable Solutions of Constraint Code 2 - Bushfire Management Areas are proposed	
	is on a site identified on Overlay Map OM13 - Building Setback Line from Canals and Waterways as being affected by waterway building setback, and is in compliance with the Acceptable Solutions of Constraint Code 3 - Canals and Waterways	is on a site identified on Overlay Map OM13 - Building Setback Line from Canals and Waterways as being affected by a waterway building setback, and alternative solutions to the Acceptable Solutions of Constraint Code 3 - Canals and Waterways are proposed	
		is on or adjoins a site listed on the Queensland Heritage Register (Queensland Heritage Act 1992) or the Register of the National Estate	

B: MATERIAL CHANGE OF USE OVERLAY PROVISIONS			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Material Change of Use involving Building Work that:			
		(Australian Heritage Commission Act 1975) or the National Trust of Queensland list	
		is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register - Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987; OR is located on land which is the subject of a native title claim; OR is located on land that is known to the owner of the land and/or the developer to be of indigenous cultural heritage value	
			would result in a residential dwelling being located within 500 metres of a lot containing an extractive industry operation or resource (hard rock quarrying) or within 200 metres of a lot containing an extractive industry operation or resource (sand and gravel operations) as defined on Overlay Map OM23 - Extractive Resources
	is on a site identified on the Domain Maps as being affected by Future Road Requirement and complies with the Acceptable Solutions of Constraint Code 4 - Car Parking, Access and Transport Integration	is on a site identified on the Domain Maps as being affected by Future Road Requirement and alternative solutions to the Acceptable Solutions of Constraint Code 4 - Car Parking, Access and Transport Integration are proposed	

C: OPERATIONAL WORK - CHANGES TO GROUND LEVEL			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Operational Work that involves extraction, excavation or fill that:			
		Precinct 1: exceeds a volume of 50 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		Precinct 2: exceeds a volume of 20 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		Precincts 3,4 and 5: exceeds a volume of 100 cubic metres of fill or excavation, or is closer than five metres from the allotment boundary	
		Precinct 6: exceeds a volume of 20 cubic metres of fill or excavation, or is closer than ten metres from the allotment boundary	
		Precincts 7, 8, 9 and 10: exceeds a volume of 100 cubic metres of fill or excavation, or is closer than 20 metres from the allotment boundary	
		is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register - Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987 ; OR is located on land which is the subject of a native title claim; OR is located on land that is known to the owner of the land and/or the developer to be of indigenous cultural heritage value	

D: OPERATIONAL WORK - ADVERTISING DEVICES			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
	Advertising Device that is: a) not internally illuminated nor animated, and where the total area of signage per street frontage does not exceed the following, for each precinct: <ul style="list-style-type: none"> • Precinct 1: 0.6m² • Precinct 2: 10m² • Precinct 3: 20m² • Precinct 4: 10m² • Precinct 5: 20m² • Precinct 6: 5m² • Precinct 7: 1m² • Precinct 8: 5m² • Precinct 9: 2m² • Precinct 10: 2m² • Precinct 11: 0.6m² b) not on land with frontage to an arterial road or any state-controlled road	Advertising Device n.e.i.	

E: OPERATIONAL WORK - INFRASTRUCTURE AND LANDSCAPE WORK			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Minor Landscape Work		Landscape Work n.e.i.	
Landscape Work associated with a detached dwelling or a Caretaker's Residence.		Works for Infrastructure	

F: OPERATIONAL WORK - VEGETATION CLEARING			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Vegetation Clearing that:			
	results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and complies with the Acceptable Solution of Specific Development Code 36 - Vegetation	results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and alternate solutions to the Acceptable Solutions of Specific Development	

F: OPERATIONAL WORK - VEGETATION CLEARING			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	MPACT ASSESSABLE
Vegetation Clearing that:			
	Management; OR results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (Precincts 7, 9 and 10), and complies with the Acceptable Solutions of Specific Development Code 36 - Vegetation Management	Code 36 - Vegetation Management are proposed; OR results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (Precincts 7, 9 and 10), and alternate solutions to the Acceptable Solutions of Specific Development Code 36 - Vegetation Management are proposed	

G: RECONFIGURING A LOT			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	MPACT ASSESSABLE
Reconfiguring a Lot that:			
		Precinct 1: is located in a Residential 1 area and results in no lots with an area less than 400m ² OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development.	Precinct 1: is located in a Residential 1 area and results in one or more lots with an area less than 400m ² OR is located in a Residential 2 area and results in one or more lots with an area less than 200m ²
		Precinct 1: is located in a Residential 2 area and results in no lots with an area less than 200m ² OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development	

G: RECONFIGURING A LOT			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	MPACT ASSESSABLE
Reconfiguring a Lot that:			
		<p>Precincts 2, 3, 4, 5 and 6: results in no lots with an area less than 1,000m² Or entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precincts 2, 3, 4, 5 and 6: results in one or more lots with an area less than 1,000m²</p>
		<p>Precincts 7: has an average lot size of no less than 8,000m² and results in no lots with an area less than 4,000m² Or entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precincts 7: has an average lot size less than 8,000m² and/or results in one or more lots with an area less than 4,000m²</p>
		<p>Precincts 8: results in no lots with an area less than 4,000m² Or entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precincts 8: results in one or more lots with an area less than 4,000m²</p>
		<p>Precincts 9 and 10: results in no lots with an area less than 20 hectares Or entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots) or a Volumetric Lot within a</p>	<p>Precincts 9 and 10: results in one or more lots with an area less than 20 hectares</p>

G: RECONFIGURING A LOT			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	MPACT ASSESSABLE
Reconfiguring a Lot that:			
		building, or a leasehold subdivision of an existing or approved development	
			would create the potential for a residential dwelling to be located within 500 metres of a lot containing an extractive industry operation or resource (hard rock quarrying) or within 200 metres of a lot containing an extractive industry operation or resource (sand and gravel operations) as defined on Overlay Map OM23 - Extractive Resources

7.0 RELEVANT CODES

Codes relevant for development assessment in the Coomera Local Area Plan are listed below. The Place Code applies in all cases. A Specific Development Code will only apply if that specific development is proposed. A Constraint Code will only apply where the proposed development is directly impacted by the constraint that is the subject of that code.

7.1 Self Assessable Development

The following codes apply to development that is self assessable in the Coomera LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Coomera LAP Place Code	2 Advertising Devices 4 Animal Husbandry 10 Caretaker's Residence 13 Detached Dwellings 14 Display Homes and Estate Sales Offices 24 Office 25 Private Recreation 27 Retail and Related Establishments 31 Service Station 34 Temporary Use 36 Vegetation Management 37 Vehicle Sales 38 Working from Home	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 11 Nature Conservation 16 Steep Slopes or Unstable Soils

7.2 Material Change of Use

The following codes apply to development that is code or impact assessable **Material Change of Use** in the Coomera LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Coomera LAP Place Code	3 Aged Persons Accommodation 4 Animal Husbandry 5 Aquaculture 6 Attached Dwellings and Medium Detached Dwellings 7 Bed and Breakfast Tourist Accommodation 9 Caravan Parks 10 Caretaker's Residence 12 Child Care Centres 13 Detached Dwellings 14 Display Homes and Estate Sales Offices 15 Ecotourism Facility 16 Family Accommodation 17 Farm Forestry 19 High Rise Residential and Tourist Accommodation 20 Kennels 21 Landscape Work 22 Low Rise Apartment Building 23 Low Rise Commercial Tourist Accommodation 24 Office 25 Private Recreation 26 Relocatable Home Parks 27 Retail and Related Establishments 29 Rural Industry 30 Salvage Yards 31 Service Stations 33 Telecommunications Facilities 35 Tourist Cabins 37 Vehicle Sales 38 Working from Home 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

7.3 Operational Work - Changes to Ground Level

The following codes apply to development that is code or impact assessable **Operational Work - Changes to Ground Level** (extracting gravel, rock, sand or soil from the place where it occurs naturally, or excavating or filling that materially affects premises or their use) in the Coomera LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Coomera LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies	2 Bushfire Management Areas 3 Canals and Waterways 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

7.4 Operational Work - Advertising Devices, Landscape Work and Infrastructure

The following codes apply to development that is code or impact assessable **Operational Work - Advertising Devices** (placing an Advertising Device on premises), **Landscape Work** (undertaking Landscape Work in, on, over or under premises that materially affects premises or their use) or **Infrastructure** (undertaking Works for Infrastructure) in the Coomera LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Coomera LAP Place Code	2 Advertising Devices 21 Landscape Work 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

7.5 Operational Work - Vegetation Clearing

The following codes apply to development that is code or impact assessable **Operational Work - Vegetation Clearing** in the Coomera LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Coomera LAP Place Code	36 Vegetation Management	2 Bushfire Management Areas 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

7.6 Reconfiguring a Lot

The following codes apply to development that is code or impact assessable **Reconfiguring a Lot** in the Coomera LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Coomera LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies 21 Landscape Work 28 Reconfiguring a Lot 36 Vegetation Management 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

8.0 COOMERA LAP PLACE CODE

8.1 Purpose

This Place Code seeks to ensure that the scale, density, layout and aesthetic appearance of all development is consistent with the role of Coomera as a Regional Activity Centre and the desired style and character of the centre. These provisions also aim to ensure that Coomera becomes a distinctive and recognisable location within the city, where high standards of urban design and architecture are promoted.

8.2 Application

8.2.1 The Coomera LAP Place Code applies to development indicated as self, code or impact assessable in the Coomera LAP Table of Development at **Clause 6.0** of this LAP.

8.2.2 Performance Criteria PC1-PC43 apply to all code and impact assessable development in this LAP. For development identified as self assessable in **Clause 6.0**, only the Acceptable Solutions to Performance Criteria PC1-PC6 apply.

8.3 Development Requirements

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS												
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACT ASSESSABLE													
BUILDING HEIGHT													
<p>PC1 The height of buildings within the LAP area varies to create a transition from the medium rise areas in local centres to the low rise areas of the surrounding suburban neighbourhoods.</p>	<p>AS1.1 The building is not more than 8.5 metres in height and has a maximum of two storeys OR AS1.2 The height of buildings in each precinct does not exceed the maximums shown on Coomera LAP Map 9.3 - Maximum Building Height.</p>												
ACCOMMODATION DENSITY													
<p>PC2 Accommodation density must decrease in proportion to distance from local and neighbourhood centres.</p>	<p>AS2 The maximum dwelling density in any precinct does not exceed the relevant accommodation density (RD number) shown for that precinct on Coomera LAP Map 9.4 - Maximum Residential Density</p>												
SITE COVERAGE													
<p>PC3 The site coverage of development must be in accordance with the function of the precinct and its relationship with surrounding precincts.</p>	<p>AS3 The maximum site coverage of any development does not exceed the following:</p> <table border="1"> <tbody> <tr> <td>Precinct 1: Residential 1 areas</td> <td>50%</td> </tr> <tr> <td>Precinct 1: Residential 2 areas</td> <td>40%</td> </tr> <tr> <td>Precincts 2, 3, 4 and 5</td> <td>80%</td> </tr> <tr> <td>Precinct 6</td> <td>30%</td> </tr> <tr> <td>Precinct 7</td> <td>25%</td> </tr> <tr> <td>Precincts 8, 9 and 10</td> <td>5%</td> </tr> </tbody> </table>	Precinct 1: Residential 1 areas	50%	Precinct 1: Residential 2 areas	40%	Precincts 2, 3, 4 and 5	80%	Precinct 6	30%	Precinct 7	25%	Precincts 8, 9 and 10	5%
Precinct 1: Residential 1 areas	50%												
Precinct 1: Residential 2 areas	40%												
Precincts 2, 3, 4 and 5	80%												
Precinct 6	30%												
Precinct 7	25%												
Precincts 8, 9 and 10	5%												
BUILDING SETBACK													

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
<p>PC4 Building setbacks must contribute to an interesting and attractive street perspective and to the visual amenity of Coomera. Buildings must provide for setbacks from the street frontage and the side and rear boundaries of the site, which are appropriate for the:</p> <ul style="list-style-type: none"> a) efficient use of the site; b) local character of the area; c) effective separation from neighbouring properties and from frontages to roads. 	<p>Precinct 1: AS4.1 The frontage setback is no less than six metres. AS4.2 The minimum setbacks from any side and rear boundaries, within each precinct, are 1.5 metres to the side boundary and six metres to the rear boundary. Precincts 2, 3 and 4: AS4.3 The minimum building frontage setback to any street, within each precinct, is six metres. AS4.4 Where a side setback is provided, it is at least 1.5 metres. AS4.5 The minimum setbacks from the rear boundaries are three metres. Precinct 5: AS4.6 The minimum building setback to a main street frontage is ten metres and seven to any other street. AS4.7 The minimum side or rear setback is 1.5 metres, except where the site abuts a residential use or public open space, where the minimum setback is three metres. Precincts 6, 7, 8, 9 and 10: AS4.8 All buildings are set back not less than six metres from the frontage of the site and three metres from the side and rear boundaries of the site.</p>
<p>All Precincts: PC5 The height of the buildings must not cause adverse impact on neighbouring sites. The development opportunities of the neighbouring sites are considered in terms of the impact of the development.</p>	<p>All Precincts: AS5 All buildings exceeding two storeys in height have their upper storeys set back from the lot boundaries, consistent with the following distances:</p> <ul style="list-style-type: none"> a) a minimum of six metres from the frontage in respect of that part of the building which exceeds two storeys in height; b) for side and rear boundary setbacks, two metres for that part of the building which is above the second storey but which does not exceed 7.5 metres above that storey; c) for side and rear boundary setbacks, two metres plus 0.5 metres for every three metres (or part thereof) of that part of the building which is greater than 7.5 metres above the second storey.
VEHICULAR CROSSINGS	
<p>PC6 Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <ul style="list-style-type: none"> a) a safe footpath environment; b) safe vehicular access to the property; c) appropriate hydraulic performance of the stormwater infrastructure; d) no damage to vehicle or road infrastructure; 	<p>AS6 The vehicular crossing is provided and designed in accordance with Part 10, Division 1 - Standard Drawings:</p> <ul style="list-style-type: none"> • Drawing No. 59213 (Rural Access with Pipe Crossing); • Drawing No. 59217 (Driveway and Verges Low Density Residential); • Drawing No. 59218 (Driveways Industrial, Commercial and Multi-Unit Residential).

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood.	<i>Note: All vehicular crossings require an approval in accordance with Local Law No 11 - Roads and Malls.</i>
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE	
SITING	
PC7 All buildings must be sited to complement the regional business centre character and the built form of the surrounding area, and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 - Site Analysis	AS7 No acceptable solution provided.
PC8 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS8 No acceptable solution provided.
BUILDING APPEARANCE	
All Precincts: PC9 Roof areas must be designed to promote an interesting and diverse outlook from all public and private areas.	All Precincts: AS9.1 The roof areas of all buildings within all precincts is designed to hide or disguise all rooftop machinery and service equipment, including lift and plant rooms. Precincts 1, 2, 6, 7, 9 and 10: AS9.2 Roofs display a pitched form, with an overhang of at least one metre on frontages, and provide awnings or hoods on individual windows.
All Precincts: PC10 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the character of the Coomera regional centre. New building work is to reflect the preferred character for each precinct.	All Precincts: AS10.1 The massing and proportions of new commercial buildings are consistent with those of adjoining commercial buildings. Some integration with adjoining facades is provided to avoid obvious inconsistencies in building style and form between adjoining developments. AS10.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.
PC11 Design and siting of new buildings within an existing street must ensure that the existing streetscape and character are maintained or enhanced.	AS11 The new building in an existing street reflects a consistent building line setback, height, orientation and scale to adjoining buildings.
PC12 Design and siting of new buildings in a new street must achieve a variety of building forms.	AS12 New buildings in a new street achieve a mix of building heights and sizes, within a compatible range of designs.
PC13 Buildings and landscaping must be designed to maximise privacy.	AS13 Development is consistent with the preferred design elements shown on Coomera LAP Figure 9.5 .
FOOTPATH AWNINGS AND PEDESTRIAN LINKAGES	
PC14 Commercial buildings must provide awnings for the comfort of pedestrians.	AS14.1 Commercial buildings provide awnings which are cantilevered or suspended at a minimum width of 1.5 metres over the adjoining footway, within the road reserve area.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	<p>AS14.2 Footpath awnings are designed to complement and integrate with the design and the facade of the building.</p> <p>AS14.3 Awnings on individual sites complement, and are compatible with, awnings on neighbouring sites.</p>
BUILDING DESIGN, SAFETY AND COMFORT	
<p>PC15 Buildings and associated areas must be designed to assist in crime prevention.</p>	<p>AS15.1 Landscaping does not restrict sightlines and surveillance within a site.</p> <p>AS15.2 Car parking areas are well lit and are designed to ensure casual surveillance.</p> <p>AS15.3 Building entrances face public streets, town squares or public parks and not internal courtyards.</p>
<p>PC16 Building design and appearance must be conducive to the safety and comfort of all building users.</p>	<p>AS16.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall.</p> <p>AS16.2 The location of equipment which has potential to create noise is designed to minimise the penetration of noise to dwelling units on the premises and to residential premises external to the site.</p> <p>AS16.3 All dwellings, particularly those within commercial nodes and/or fronting major roads, are acoustically treated to avoid noise nuisance created by traffic, late night entertainment facilities and other commercial operations. This may involve utilisation of double glazing, insulation or any other measures identified through the submission of a noise impact report, where required as part of the assessment process.</p>
<p>PC17 Development in the LAP area must be designed to be responsive to the local climate. Buildings and landscape are designed to optimise:</p> <ul style="list-style-type: none"> a) solar exclusion and natural ventilation in summer; b) solar access in winter. 	<p>AS17 Buildings incorporate shading to control solar access during summer, particularly in the form of deep eaves, screens and landscaping.</p>
DESIGN OF CAR PARK AREAS	
<p>All Precincts: PC18 All ground level parking must be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.</p>	<p>All Precincts: AS18.1 Significant trees are preserved and incorporated into car parking areas.</p> <p>AS18.2 Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space. Any portion of a car parking area that is not utilised for parking bays, access aisles or any other essential purpose is utilised for landscaping.</p>

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
<p>PC19 All car park areas must be designed and constructed to service the needs of all users of the development and to complement the character of the local business centre.</p>	<p>AS19.1 All car park areas are constructed and detailed to ensure they do not dominate the street frontage of the development. Car park areas provided at ground level are located behind buildings or recessed behind the building frontage.</p> <p>AS19.2 The facade of above ground level car parks is to a high standard of design and appearance and includes the provision of planter boxes and podium planting.</p> <p>AS19.3 Building materials, patterns, textures and colours used in garage and carport structures are complementary to those of the principal building on the site.</p>
DESIGN OF DEVELOPMENT ADJACENT TO THE RAIL LINE	
<p>PC20 The design and appearance of development, adjacent to the railway line must form an attractive outlook for persons using the train service.</p>	<p>AS20.1.1 Development along the railway line addresses the railway line with a suitable design intent.</p> <p>OR</p> <p>AS20.1.2 Development along the railway line provides an appropriate landscaped buffer.</p>
ADVERTISING DEVICES	
<p>PC21 All signage must be complementary to the design and style of the buildings on the site on which it is located and to signs and development on adjoining sites. All advertising devices must be designed and constructed to complement the character of local centres surrounding suburban areas and environs.</p>	<p>AS21.1 All buildings, containing a commercial use component contain signage envelopes on the exterior of the frontages of the building structure, to meet the signage requirements of the end use business. Such signage envelopes allow for signage, which does not dominate the facade and which complements the design of the building.</p> <p>AS21.2 Freestanding signs complement the design of the buildings to which they relate, do not dominate the streetscape of a locality, are compatible with signage on adjoining sites, and clearly identify the product or business being promoted.</p> <p>AS21.3 Where a site contains more than one business premises, only one freestanding multi-tenant sign is used per street frontage. The placement of more than one freestanding sign on any frontage of a site is avoided.</p> <p>Precinct 1: AS21.4 All signs are consistent with the provisions for the Residential Choice Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 2: AS21.5 All signs are consistent with the provisions for the Local Business Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 3: AS21.6 All signs are consistent with the provisions for the Marine Industry Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 4:</p>

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	<p>AS21.7 All signs are consistent with the provisions for the Fringe Business Domain set out in Specific Development Code 2 - Advertising Devices.</p>
	<p>Precinct 5: AS21.8 All signs are consistent with the provisions for the Industry 2 (Low Impact) Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 6: AS21.9 All signs are consistent with the provisions for the Community Purposes Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 7: AS21.10 All signs are consistent with the provisions for the Park Living Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 8: AS21.11 All signs are consistent with the provisions for the Private Open Space Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 9: AS21.12 All signs are consistent with the provisions for the Rural Domain set out in Specific Development Code 2 - Advertising Devices.</p> <p>Precinct 10: AS21.13 All signs are consistent with the provisions for the Rural Domain set out in Specific Development Code 2 - Advertising Devices.</p>
LANDSCAPE WORK	
<p>PC22 Landscape design must contribute to the creation of distinctive, memorable and legible local centres and surrounding suburban areas for Coomera.</p>	<p>AS22.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg. views to the river, mountains or other important landscape elements).</p> <p>AS22.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths.</p> <p>AS22.3 Landscape plantings utilise local native species to promote a distinctive Coomera or Albert Corridor character.</p>
<p>PC23 Open space and pedestrian areas must be designed to be both functional and safe.</p>	<p>AS23 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic of public and semi public spaces, pedestrian and cyclist paths, car parking areas and building entrances.</p>
<p>PC24 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area and any adjoining residential or public open space areas.</p>	<p>AS24 The car park area and open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.</p>

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS																																										
LOT SIZE (FOR SUBDIVISION ONLY)																																											
<p>PC25 All lots must be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent.</p>	<p>AS25 All lots in each of the following precincts are consistent with the requirements for lot size and dimensions for the following Domains set out in Specific Development Code 28 - Reconfiguring a Lot as follows:</p> <table border="1" style="width: 100%;"> <thead> <tr> <th>Precinct</th> <th>Domain</th> </tr> </thead> <tbody> <tr><td>2</td><td>Local Business</td></tr> <tr><td>3</td><td>Marine Industry</td></tr> <tr><td>4</td><td>Fringe Business</td></tr> <tr><td>5</td><td>Fringe Business</td></tr> <tr><td>6</td><td>Community Purposes</td></tr> <tr><td>7</td><td>Park Living</td></tr> <tr><td>8</td><td>Private Open Space</td></tr> <tr><td>9</td><td>Rural</td></tr> <tr><td>10</td><td>Rural</td></tr> </tbody> </table>	Precinct	Domain	2	Local Business	3	Marine Industry	4	Fringe Business	5	Fringe Business	6	Community Purposes	7	Park Living	8	Private Open Space	9	Rural	10	Rural																						
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<p>Precinct 1: PC26 A range of lot sizes and densities must be incorporated into any proposal to create new allotments.</p>	<p>Precinct 1: AS26 Development is consistent with the tables below, which state the preferred allotment size range for Residential Areas 1 and 2:</p> <table border="1" style="width: 100%;"> <thead> <tr> <th colspan="3" style="text-align: center;">RESIDENTIAL 1</th> </tr> <tr> <th style="text-align: left;">RANGE LOT SIZE (SQUARE METRES)</th> <th style="text-align: center;">MIN%</th> <th style="text-align: center;">MAX%</th> </tr> </thead> <tbody> <tr><td>Up to 200</td><td style="text-align: center;">0</td><td style="text-align: center;">30</td></tr> <tr><td>201 to 400</td><td style="text-align: center;">25</td><td style="text-align: center;">55</td></tr> <tr><td>401 to 600</td><td style="text-align: center;">25</td><td style="text-align: center;">55</td></tr> <tr><td>601 to 800</td><td style="text-align: center;">10</td><td style="text-align: center;">20</td></tr> <tr><td>Larger than 800</td><td style="text-align: center;">5</td><td style="text-align: center;">10</td></tr> <tr> <th colspan="3" style="text-align: center;">RESIDENTIAL 2</th> </tr> <tr> <th style="text-align: left;">RANGE LOT SIZE (SQUARE METRES)</th> <th style="text-align: center;">MIN%</th> <th style="text-align: center;">MAX%</th> </tr> <tr><td>Up to 200</td><td style="text-align: center;">20</td><td style="text-align: center;">50</td></tr> <tr><td>201 to 400</td><td style="text-align: center;">30</td><td style="text-align: center;">60</td></tr> <tr><td>401 to 600</td><td style="text-align: center;">10</td><td style="text-align: center;">30</td></tr> <tr><td>601 to 800</td><td style="text-align: center;">5</td><td style="text-align: center;">15</td></tr> <tr><td>Larger than 800</td><td style="text-align: center;">0</td><td style="text-align: center;">10</td></tr> </tbody> </table>	RESIDENTIAL 1			RANGE LOT SIZE (SQUARE METRES)	MIN%	MAX%	Up to 200	0	30	201 to 400	25	55	401 to 600	25	55	601 to 800	10	20	Larger than 800	5	10	RESIDENTIAL 2			RANGE LOT SIZE (SQUARE METRES)	MIN%	MAX%	Up to 200	20	50	201 to 400	30	60	401 to 600	10	30	601 to 800	5	15	Larger than 800	0	10
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<p>Precinct 1: PC27 Subdivision must be undertaken so that further intensification of residential areas can occur. Existing housing can be incorporated within proposed subdivision, provided it allows for further residential intensification at a later date.</p>	<p>Precinct 1: AS27 Development is consistent with the principles illustrated in LAP Figures 9.2, 9.3 and 9.4.</p>																																										
AMENITY PROTECTION																																											
<p>PC28 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>AS28 No acceptable solution provided.</p>																																										
<p>PC29 The proposed development must take into account and seek to ameliorate any negative aspects of the</p>	<p>AS29 No acceptable solution provided.</p>																																										

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
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IMPACTS FROM AGRICULTURAL ACTIVITY

<p>PC30 Where a sensitive receptor is proposed adjacent to agricultural activities undertaken on a site identified on Overlay Map OM2 - Good Quality Agricultural Land, impacts from agricultural activities, including chemical spray drift, odour, noise, dust, smoke and ash, must not adversely affect community public health, safety and amenity.</p> <p><i>Note: For the purposes of PC33, Sensitive Receptor is defined as a dwelling, mobile home or caravan park, residential marina or other residential place in a residential development, a motel, hotel or hostel, a childcare centre, kindergarten, school, university or other educational institution or a medical centre or hospital.</i></p>	<p>AS30.1 The sensitive receptor is adjacent to agricultural activity that emits noise, and a separation distance between the sensitive receptor and the agricultural land is in accordance with solutions outlined on Page 16 of the Planning Guidelines: Separating Agricultural and Residential Land Uses - August 1997 (DNR, DGLP).</p> <p>AS30.2 The sensitive receptor is adjacent to agricultural activity that emits odour, dust, smoke, ash or chemical spray, and a separation distance between residential development and the agricultural land is not less than 500 metres.</p>
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PLOT RATIO

<p>PC31 The bulk of the development proposal must be proportional to the character of the local area, with some bonus in floor space available where identified public benefits are provided.</p>	<p>AS31.1.1 The basic plot ratios described for each precinct in the Table to Performance Criterion PC31 is not exceeded. The building exceeds four storeys in height, the basic plot ratio complies with the requirements of Specific Development Code 19 - High Rise Residential and Tourist Accommodation. OR AS31.1.2 The Basic Plot Ratio is exceeded by the incorporation of bonus elements in a development consistent with the provisions of Planning Scheme Policy 18 Using the Urban Design Bonus Provisions, provided that the Maximum Plot Ratio described for each precinct in the Table to Performance Criterion PC31, is not exceeded.</p>
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TABLE TO PERFORMANCE CRITERION PC31 PLOT RATIO CONTROLS BY PRECINCT AND SUB-PRECINCT

<p>Precinct 1:</p> <ul style="list-style-type: none"> a) the basic plot ratio is 4:1 b) No maximum applies 	<p>Precinct 5</p> <ul style="list-style-type: none"> a) the basic plot ratio is 2:1 b) the maximum plot ratio is 3:1
<p>Precincts 2 & 3</p> <ul style="list-style-type: none"> a) The basic plot ratio is 4:1 b) No maximum applies 	<p>Precinct 6</p> <ul style="list-style-type: none"> a) As determined by Specific Development Code 19 - High Rise Residential and Tourist Accommodation Code

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
<p>Precincts 4:</p> <ul style="list-style-type: none"> a) the basic plot ratio is 3:1 b) the maximum plot ratio is 4:1 	<p>Precincts 7, 9 and 10:</p> <p>No plot ratio maximum</p>
<p>ACCESS PROVISIONS</p>	
<p>All Precincts: PC32 The LAP area must have a high standard of accessibility for vehicles, pedestrians and cyclists.</p>	<p>All Precincts: AS32.1 New development contributes to:</p> <ul style="list-style-type: none"> a) developing off-street car parking facilities; b) encouraging the development of a pedestrian walkway system, based on a network of shopping arcades, open space links and widened footpaths throughout the central area; c) improving vehicular traffic flows and reducing conflicts between local and through traffic; d) reducing pedestrian/vehicular conflict, by provision of a system of rear vehicular access lane ways. <p>AS32.2 In commercial developments, pedestrian facilities may be provided in exchange for plot ratio bonuses.</p> <p>AS32.3 Development of properties traversed by the proposed pedestrian/cycle path system (shown on Coomera LAP Map 9.7 - Bicycle Network) incorporate the facility in their design and layout.</p>
<p>PC33 Provision must be made in industrial or commercial developments to encourage workers to cycle to work by the provision of adequate shower, changing and locker storage space in suitable locations.</p>	<p>AS33 Each public convenience includes at least two showers.</p>
<p>PC34 Pedestrian-vehicle conflicts must be minimised.</p>	<p>AS34.1 Development is designed to give priority to pedestrian movement, through vehicle site and streetscape works.</p> <p>AS34.2 Vehicle access to sites may be limited.</p> <p>AS34.3 Car park entrances and ramps, loading docks and access ways are minimised and suitably designed and treated to ensure that they do not adversely impact on the streetscape and adjoining development.</p>
<p>PC35 Conflicts between pedestrians and vehicles, at entrance points to parking areas, must be minimised.</p>	<p>AS35.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function.</p> <p>AS35.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.</p> <p>AS35.3 Rear lanes and/or streets with lesser pedestrian activity are used for access to basements and parking areas on sites which have more than one street frontage.</p>

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	AS35.4 Footpaths are constructed to Council's specifications along the site frontages to all public streets, at the developer's expense.
PC36 Improved public transport facilities must be provided through the establishment of a centralised public transport node. A major public transit interchange will incorporate bus and taxi services, as well as other forms of public transport.	AS36 Development is designed to support the functional operation of the transit interchange.
PC37 The role and functional capacity of the road network must be maintained.	AS37 Development is designed to support the functional operation of the vehicular access network, as shown on Coomera LAP Map 9.6 - Major Road Network . Local road location will be determined at the time of development applications. All roads comply with the principles of transit oriented development and walkable neighbourhoods.
PC38 Development must be designed to support the functional operation of the pedestrian network.	AS38 Use is made of signalised intersections, pedestrian refuges and, where appropriate, overpasses and underpasses.
PC39 Development must be designed to support the functional operation of the cycle network.	AS39 Development is designed to support the functional operation of the cycle way system, as shown on Coomera LAP Map 9.7 - Bicycle Network . Local cycle ways will be determined at time of subdivision of each development.
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS	
PC40 Commercial developments must include public convenience facilities, where there is a need for their provision.	AS40 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.
BUILDING SERVICES	
PC41 Appropriate building services and safety measures must be incorporated into residential, commercial and mixed use buildings to allow for the safe operation and convenient use and maintenance of these buildings.	AS41 Separate pedestrian entrances are provided between business and residential land uses. If required, separate elevators are installed to separate residential access from business access.
PC42 Adequate facilities for the loading and unloading of goods must be provided to meet the needs of the development.	AS42 For all commercial developments, a loading area is provided on-site that is separated from the public access areas and readily accessible from all commercial tenancies on the site.
PC43 Adequate facilities of the development with a refuse disposal service must be provided to meet the needs of the development.	AS43.1 Provision is made for the storage of refuse on-site and suitable access for the removal of refuse. AS43.2 All outdoor storage or refuse disposal areas are screened from public view.

8.4 Reduction of Required Car Parking Provision

In considering whether the car parking reductions described in **Constraint Code 4 - Car Parking, Access and Transport Integration** are warranted, Council will consider the following factors:

- function of the roads to which the site has frontage;

- availability and utilisation of on-street parking in the vicinity;
- availability and utilisation of private parking facilities in the vicinity;
- potential for joint usage of private parking facilities;
- proximity to frequent public transport services;
- quality and connectivity of surrounding pedestrian networks;
- proximity of the site to higher density residential developments and employment generating developments;
- whether or not the reduction of parking requirements will result in the preservation of significant trees on the site;
- short versus long term parking needs for the development under consideration;
- Council's ability to provide alternate parking, in a suitable location and within an acceptable time span; and
- the development's proximity to public off-street parking areas.