

PART 6 LOCAL AREA PLANS

DIVISION 2 LOCAL AREA PLANS

CHAPTER 16 HOPE ISLAND

PART 6, DIVISION 2 LOCAL AREA PLANS

CHAPTER 16 HOPE ISLAND

1.0 INTENT

The purpose of this Local Area Plan (LAP) is to maintain the diverse contrast of high quality resort/residential facilities, international hotels, new developing residential communities, small villages, marine industries, retail and tourist attractions in Hope Island. This LAP also addresses significant flooding and hydraulic constraints that require the construction of a controlled flow path through a canal system. Drainage will then flow into the Coombabah and Coomera River estuaries.

Hope Island has established a unique development pattern, through the incorporation of the open spaces of the golf courses and waterway systems within the resort complexes, thereby maintaining a feeling of openness in a relatively low density residential environment. In contrast to the resorts, the character of the closer settlement villages of Santa Barbara and Boykambil provides a strong sense of place and identity that is not impacted upon by the resort development. However, due to their location and size, the general openness of the island is not diminished.

Urban and large lot residential development will also create another dimension of open living, which will not detract from the overall low density urban character of the Island. New urban development will need to have regard for urban design principles that will retain the established character and provide walkable and user friendly communities.

With appropriate land use controls, Hope Island has the potential to be developed as a quality character area for the City, offering high amenity with associated tourist and leisure activities. As **Part 3, Division 3, Chapter 14** has identified:

- The Hope Island Land Use Theme acknowledges a combination of tourism, recreational and residential uses in a unique location on the lower reaches of the Coomera River, adjacent to Coombabah and Saltwater Creeks. Further development of the area is envisaged, consistent with a quality residential and tourism destination.

2.0 APPLICATION

2.1 This LAP applies to all development subject to the Planning Scheme and located within the LAP area as indicated in **Hope Island LAP Map 16.1 - 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 in this LAP area 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 Hope Island 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**.

3.0 DESIRED ENVIRONMENTAL OUTCOMES

3.1 The achievement of a world class suite of luxury resorts and recreational facilities that complement the tourist attractions of the Gold Coast City area (refer to **DEO Econ-4**).

3.2 The achievement of a resort residential living environment that includes an appropriate land use pattern and measures to manage the local flooding and hydraulic constraints (refer to **DEO Soc-5**).

4.0 LOCAL AREA FEATURES

4.1 Major Resorts

The Island is identified with the two major resorts of Sanctuary Cove and Hope Island.

Sanctuary Cove Resort is an important tourist attraction, offering a shopping village, two high quality golf courses, marina facilities, a hotel and permanent residential accommodation. The residential component offers a golf course and river frontage. An attractive modern village, themed with waterfront design, brick paved streets and sub-tropical landscaping, has successfully provided a people-friendly environment for both tourists and locals. It provides a diverse range of services and facilities, including restaurants and gift shops. Vehicular movement does not dominate which, despite the very high visitor numbers and daily movements.

Hope Island Resort also offers a high quality golf course, and residential accommodation in townhouse and detached dwelling style with canal and golf course frontage. This resort is still in the development phase and, when finished, will consist of an integrated canal network with associated housing and tourist accommodation. A hotel and conference centre and a harbour and marina village are also part of the overall master plan.

4.2 Villages

In contrast to the resort style development and living are the small villages of Santa Barbara and Boykambil. These villages have established character with a strong sense of place. Santa Barbara has a compact shopping area with an aspect to the Coomera River over a foreshore park. Boykambil has a local shop and service station, with a number of allotments fronting the Coombabah estuary. Both villages consist primarily of low density detached dwellings, which is the preferred and established character.

It is intended to keep retail activity at a very low level to service primarily the needs of residents of the villages.

4.3 Transport and Access

Hope Island is located on a main arterial road that provides transport routes to the Pacific Motorway and the coastal strip via Oxenford - Southport Road. It has ready access to the hinterland and the urbanised areas that provide support services and facilities. Whilst Hope Island does not have ocean frontage or beaches, it is readily accessible by water from the northern end of the coastal strip through the Broadwater and from the southern Moreton Bay islands and the many estuaries to the north.

At the very western end of the Island, at the junction of the Coomera River and Saltwater Creek, is the main south coast railway line. It is possible in the future for a railway station to be constructed, adjoining Monterey Keys, which could make rail transport available to the Island.

4.4 Flooding, Hydraulic Constraints and Acid Sulfate Soils

One of the main constraints to remaining development on the Island is flooding. This has been addressed through the proposed construction of a controlled canal system that will enable drainage to flow into the Coombabah and Saltwater Creek estuaries. This canal system will be navigable and provide an opportunity for residential water frontage, in the central part of the Island (refer to **Hope Island LAP Map 16.5 - Flood Inundation** and **Hope Island LAP Map 16.6 - Canal Alignment**).

Development of the Hope Island Canal is to be in accordance with:

- an approval granted by the Executive Council of Queensland (Minute Number 1244) on 5 October 1995;

- Council resolution G98.0309.036 that granted approval to the Hope Island Canal Association Incorporated to use the approval obtained by Council, under the City of Brisbane (**Flood Mitigation Works Approval) Act 1952;**
- a Deed of Agreement between the Hope Island Canal Association Incorporated and the former Council of The Shire of Albert, executed on 17 March 1995;
- a subsequent Deed of Variation between the Council and Hope Island Canal Association Incorporated, executed on 31 October 1997; and
- various changes to ground level and engineering drawing approvals.

Other flooding and hydraulic problems encountered in the South Crescent Avenue Precinct will need to be addressed on merit, with the assistance of a flood model. Any other local or minor drainage systems will need to be linked over time into a comprehensive drainage system.

Acid Sulfate soils are a major concern, and will need to be managed during development to minimise any adverse impacts.

4.5 Open Space

Open space is characterised by the privately owned and operated golf courses, in the Hope Island and Sanctuary Cove Resorts. Existing public open spaces are mainly located along the vicinity of the future canal system, and will eventually form sections of the canal network. Oyster Park with frontage to Saltwater Creek, once upgraded, will provide both active and passive recreation facilities. This area is, however, not accessible to residents, due to its location next to the major roundabout connecting Oxenford - Southport Road and Broadwater Avenue.

Precinct 4 - Hope Island Central is expected to accommodate a residential density of up to 25 dwellings per net hectare. As the precinct develops, additional public open spaces and recreational facilities will need to be provided to meet community needs.

5.0 PRECINCTS

The Hope Island LAP area has been divided into seven precincts. These precincts have distinctive characteristics, and are a reflection of existing land use patterns and the preferred future development pattern for this local area. Accordingly, the planning requirements within each precinct vary.

Precinct 1:	Major Resorts
Precinct 2:	Santa Barbara and Boykambil Villages
Precinct 3:	South Crescent Avenue
Precinct 4:	Hope Island Central
Precinct 5:	Hope Harbour
Precinct 6:	Tourist and Retail (Oxenford - Southport Road and Broadwater Terrace)
Precinct 7:	Caseys and Oxenford - Southport Roads

These precincts are shown on **Hope Island LAP Map 16.2 - Precincts**.

5.1 Precinct 1: Intent for Major Resorts

This precinct incorporates the two major tourist resorts of Sanctuary Cove and Hope Island. These resorts occupy a large proportion of the Island and have significant investment and employment opportunities.

The intent for this precinct is to continue to promote this type of development, which is a major asset to the stock of tourist and lifestyle facilities of the City. Previous state government acts have applied to these developments and agreements with Council have been established for the ongoing development of these resorts.

5.2 Precinct 2: Intent for Santa Barbara and Boykambil Villages

The intent for this precinct is to preserve the village character of these two villages as lifestyle choices and character precincts. Development should be for purposes that reflect and respect the village character and maintain the separation from adjoining activities.

5.3 Precinct 3: Intent for South Crescent Avenue

The intent for this precinct is to maintain a low density residential environment, with appropriate flooding and hydraulic controls. High urban densities of development will be discouraged.

This area comprises large allotments and has begun to develop as a low density Park Living environment. The area is significantly affected by flooding from the Saltwater Creek and Coombabah estuaries. Flooding and hydraulic issues will need to be addressed in this area, to ensure that afflux and inundation of buildings does not occur.

5.4 Precinct 4: Intent for Central Hope Island

The intent of this precinct is to provide for predominantly residential development. Proposed residential densities will be governed by the constraints relating to the urban design objectives, traffic generation, the creation of walkable communities, amenity and social impacts and the established character of the island. A mix of residential densities and built form is the most appropriate outcome. Development will be required to comply with specific urban design principles.

A substantial component of residential land is available in Sickle, Grant and Broadwater Avenues. This is the area that requires the construction of a canal system to enable development to proceed. An indicative alignment for this canal is shown on **Hope Island LAP Map 16.6 - Canal Alignment**. The canal will need to be constructed and operable before substantial residential development occurs. Council has negotiated at length with individual property owners to resolve the amount of land required for the canal and its alignment.

It is desirable that a community atmosphere be created, with open space, bicycle and pedestrian ways and focal points for community gathering and recreation. In view of the relatively remote location of Hope Island from comprehensive services, facilities and transport, it is not desirable to promote high density residential development. Alternatively, a mixture of low to medium density development would be an appropriate planning and environmental outcome.

With the future redistribution of road access, resulting from the creation of the canal drainage system, very high traffic movements will occur along Sickle Avenue. This will eventually be the only vehicular access to the Central Hope Island Precinct. This is a further reason why high residential densities are not appropriate.

5.5 Precinct 5: Intent for Hope Harbour

The intent for this precinct is to preserve the marine-based industries and activities, with minimal amenity and environmental impact on adjoining residential development. Existing tourist accommodation and associated facilities are controlled by the available amount of land. It is intended that over time this precinct will become a support facility for the Coomera River Marine Precinct, on the western side of the Coomera River.

This area is primarily focused on marine industries and tourist accommodation (in the form of a hotel). It is a support marine precinct for the growing Coomera River Marine Precinct to the west of Hope Island.

Hope Harbour has investment and employment opportunities that should be retained. Any impact on adjoining residential development is to be mitigated through the provision of landscaped buffers and mounding. This area presently has few environmental constraints. However, when the road

configuration is implemented, vehicular access will only be available through Sickie Avenue westward, then in to the roundabout on Oxenford - Southport Road.

Any expansion or change of industries in this area should not create detrimental impacts on the residential component of Hope Island Central. This includes, but is not limited to, traffic movements, noise, odour and other amenity impacts.

5.6 Precinct 6: Intent for Tourist and Retail (Oxenford - Southport Road and Broadwater Avenue)

To the far west for the Island, on Oxenford - Southport Road adjoining Saltwater Creek, is a tourist service node. This is a small area that has limited potential for any significant retailing or business venture. It would be best suited as a combination service station and convenience store, serving the western end of Hope Island and the adjoining residential estate of Monterey Keys. The most appropriate site would be on the southern side of Oxenford - Southport Road, where the land component is larger and has greater elevation.

5.7 Precinct 7: Intent for Caseys Road, Santa Barbara Road and Oxenford-Southport Road

The intent of this precinct is to encourage medium density development, consistent with the residential development already constructed. This precinct contains large allotments that would be suitable for this purpose and would be located close to services and facilities. Flooding and hydraulic issues will need to be resolved, as will suitable access points onto Oxenford - Southport Road.

Present development consists primarily of medium density housing estates and some detached dwellings. A retirement village is also proposed for this area. Much of the land is vacant, and has flooding and hydraulic constraints. Current development trends and future options tend to support medium density housing. This would be an appropriate option for this area, pending the resolution of flooding issues.

Other considerations will be safe vehicular access points onto Oxenford - Southport Road and the possible realignment of Pendraat Parade, at its intersection with Oxenford - Southport Road.

6.0 HOPE ISLAND 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 - Major Resorts			
Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park	Caretaker's Residence	Telecommunications Facilities n.e.i. Waterfront industry	Agriculture Amusement Park Aquaculture Cafe n.e.i. Cemetery Convenience Shop Ecotourism Facility Farm Forestry Fast Food Premises Indoor Recreation Facility Marina Market Minor Tourist Facility Outdoor Sport and Recreation

A: MATERIAL CHANGE OF USE			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
			Reception Room Restaurant n.e.i. Take-Away Food Premises n.e.i. Tavern Tourist Facility Tourist Shop
Precinct 2 - Santa Barbara and Boykambil Villages			
Family Day Care Home Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Special Accommodation	Display Home Home Office Detached Dwelling	Bed and Breakfast Café (when located in Pinnaroo Street between Akoonah, and Mungala Street) Caretaker's Residence Commercial Services (when located in Pinnaroo Street between Akoonah, and Mungala Street) Convenience Shop Family Accommodation Home Occupation Office (when located in Pinnaroo Street between Akoonah, and Mungala Street) Place of Worship (floor space no greater than 300m ²) Restaurant (when located in Pinnaroo Street between Akoonah, and Mungala Street) Shop (when located in Pinnaroo Street between Akoonah, and Mungala Street) Take-Away Food Premises (when located in Pinnaroo Street between Akoonah, and Mungala Street) Telecommunications Facilities n.e.i.	Aged Persons Accommodation Attached Dwelling and Medium Density Detached Dwellings Commercial Services n.e.i. Cafe n.e.i. Caravan Park Childcare Centre Community Care Centre Educational Establishment Hostel Accommodation Market Medical Centre Minor Tourist Facility Office n.e.i. Place of Worship (floor space greater than 300m ²) Public Recreation Retail Nursery Restaurant n.e.i. Service Station Service Industry Shop n.e.i. Take-Away Food Premises n.e.i. Tavern Veterinary Clinic
Precinct 3 - South Crescent Avenue			
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 Special Accommodation	Display Home Estate Sales Office Home Office Detached Dwelling	Bed and Breakfast Caretaker's Residence Family Accommodation Home Occupation Telecommunications Facilities n.e.i.	Animal Husbandry Animal Boarding Establishment Cafe n.e.i. Caravan Park Child Care Centre Convenience Shop Ecotourism Facility Educational Establishment Farm Forestry Minor Tourist Facility Place of Worship Public Recreation

A: MATERIAL CHANGE OF USE			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
			Restaurant n.e.i. Retail Plant Nursery Rural Industry Tavern Tourist Cabins
Precinct 4 - Central Hope Island			
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 Special Accommodation	Display Home Home Office Detached Dwelling	Aged Persons Accommodation Attached Dwelling and Medium Density Detached Dwellings Apartment Bed and Breakfast Caretaker's Residence Convenience Shop Family Accommodation Home Occupation Place of Worship (floor space no greater than 300m ²) Telecommunications Facilities n.e.i.	Cafe n.e.i. Caravan Park Child Care Centre Community Care Centre Educational Establishment Hostel Accommodation Medical Centre Motel Place of Worship (floor space greater than 300m ²) Relocatable Home Park Service Station
Precinct 5 - Hope Harbour			
Agriculture Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park	Boat Hire Premises Boat Storage Caretaker's Residence Estate Sales Office Shop where only for marine goods and services which are used in any water based activity Temporary Use Waterfront Industry where including Manufacturers Shop, Naval Architect or Drafting Services, or Warehouse directly associated with waterfront industry	Cafe when located above ground floor level Car Park Convenience Shop Laundromat Restaurant where located above ground floor level Service Station including the sale of fuel directly to marine craft Take-Away Food Shop Tourist Shop where located above ground floor level Waterfront Industry Telecommunications Facilities n.e.i.	Aquaculture Cafe n.e.i. Commercial Services n.e.i. Fuel Depot Hostel Accommodation above ground floor level Marina Market where directly associated with Fresh Seafood Transport Terminal where including water based transport Office n.e.i. Place of Worship Restaurant n.e.i. Resort Hotel Waterfront Industry where directly associated with Fish and Seafood Processing and Storage Service Industry when directly related to waterfront industry activity Service Station n.e.i. above ground floor level Tavern Tourist Facility Tourist Shop n.e.i. Transit Centre Transport Terminal
Precinct 6 - Tourist And Retail			
Family Day Care Home Home Office	Cafe Caretaker's Residence	Bed and Breakfast Car Park	Amusement Parlour Attached Dwelling and

A: MATERIAL CHANGE OF USE			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
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	Commercial Services Convenience Shop Detached Dwelling Display Home Estate Sales Office Fast Food Premises Home Occupation Laundromat Private Recreation where lighting is proposed Restaurant (less than 150m ² GFA) Service Industry Group A Shop Showroom Take-Away Food Premises Tourist Shop Temporary Use Veterinary Clinic	Family Accommodation Hostel Accommodation Market Medical Centre Office (less than 500m ² GFA) Place of Worship (less than 200m ² GFA) Retail Plant Nursery Service Industry Group B Service Station (except where operating hours outside 7am to 7pm are proposed) Showroom Telecommunications Facilities n.e.i. Veterinary Clinic	Medium Density Detached Dwellings Apartment Childcare Centre Community Care Centre Educational Establishment Hospital Hostel Accommodation Indoor Recreation Facility Minor Tourist Facility Motel Motor Vehicle Repairs Place of Worship n.e.i. Reception Room Restaurant n.e.i. Service Station n.e.i. Shopping Centre Development Tavern Transit Centre Vehicle Hire Premises Vehicle Sales Premises Veterinary Hospital
PRECINCT 7 - CASEYS, SANTA BARBARA AND OXFENFORD - SOUTHPORT ROADS			
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	Display Home Home Office Detached Dwelling Private Recreation where lighting is proposed	Aged Persons Accommodation Attached Dwelling and Medium Density Detached Dwellings Apartment Building Bed and Breakfast Caretaker's Residence Convenience Shop Family Accommodation Home Office Place of Worship (floor space no greater than 300m ²) Telecommunications Facilities n.e.i.	Cafe n.e.i. Caravan Park Child Care Centre Community Care Centre Educational Establishment Home Occupation Hostel Accommodation Medical Centre Motel Place of Worship Relocatable Home Park Service Station

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, and the site is not in an area where a maximum building height exceeding two storeys is identified on Hope Island LAP Map 16.3-	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 exceeding two storeys is identified on Hope Island LAP Map 16.3 - 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:			
		Maximum Building Height	OR Exceeds the maximum number of storeys indicated for the site identified on Hope Island LAP Map.16.3 - Maximum Building Height
			exceeds the maximum residential density for the subject site shown on Hope Island LAP Map 16.4 -Maximum Residential Density
	Is on a site located in a Medium or High Potential Bushfire Hazard Area as identified on Overlay Map OM10 - Potential Bushfire Hazard Areas , and complies with the Acceptable Solutions of Constraint Code 2 - Bushfire Management Areas	is on a site located in a Medium or High Potential Bushfire Hazard Area as identified 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 a 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 (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	

B: MATERIAL CHANGE OF USE OVERLAY PROVISIONS			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Material Change of Use involving Building Work that:			
		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:			
		Precincts 1 and 6: exceeds a volume of 20 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		Precincts 2, 3, 4 and 7: exceeds a volume of 50 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		Precinct 5: exceeds a volume of 50 cubic metres of fill or excavation, or is closer than five metres from the allotment boundary	

C: OPERATIONAL WORK - CHANGES TO GROUND LEVEL			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Operational Work that involves extraction, excavation or fill that:			
		<p>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;</p> <p>OR</p> <p>is located on land which is the subject of a native title claim;</p> <p>OR</p> <p>is located on land that is known to the owner of the land and/or the developer to be of indigenous cultural heritage value</p>	

D: OPERATIONAL WORK - ADVERTISING DEVICES			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
	<p>Advertising Device that is:</p> <p>a) not internally illuminated nor animated and where the total area of signage per street frontage does not exceed the following, for each precinct:</p> <p>Precinct 1: 5m² Precinct 2: 0.6m² Precinct 3: 1m² Precinct 4: 0.6m² Precinct 5: 20m² Precinct 6: 10m² Precinct 7: 0.6m²</p> <p>(b) not on land with frontage to an arterial road or any state-controlled road</p>	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:			
	<p>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 Solutions of Specific Development Code 36 - Vegetation Management;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (Precinct 3 only) and complies with the Acceptable Solutions of Specific Development Code 36 - Vegetation Management</p>	<p>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 Code 36 - Vegetation Management are proposed;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (Precinct 3 only) and alternate solutions to the Acceptable Solutions of Specific Development Code 36 - Vegetation Management are proposed</p>	

G: RECONFIGURING A LOT			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Reconfiguring a Lot that:			
		Precincts 1, 4 and 7:	Precincts 1, 4 and 7
		<p>results in no lots with an area less than 400m²</p> <p>OR</p> <p>entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>results in one or more lots with an area less than 400m²</p>

G: RECONFIGURING A LOT			
EXEMPT	SELF ASSESSABLE	CODE ASSESSABLE	IMPACT ASSESSABLE
Reconfiguring a Lot that:			
		<p>Precinct 2: results in no lots with an area less than 600m² 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>Precinct 2: results in one or more lots with an area less than 600m²</p>
		<p>Precinct 3: 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>Precinct 3: results in one or more lots with an area less than 4,000m²</p>
		<p>Precincts 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 5 and 6: results in one or more lots with an area less than 1,000m²</p>
			<p>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.</p>

7.0 RELEVANT CODES

Codes relevant for development assessment in Hope Island LAP 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 Hope Island LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Hope Island LAP Place Code	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 34 Temporary Use 36 Vegetation Management 38 Working from Home	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation

7.2 Material Change of Use

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Hope Island 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 21 Landscape Work 22 Low Rise Apartment Building 23 Low Rise Commercial Tourist Accommodation 24 Office 25 Private Recreation 27 Relocatable Home Parks 27 Retail and Related Establishments 31 Service Stations 33 Telecommunications Facilities 35 Tourist Cabins 38 Working from Home 39 Works for Infrastructure	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 13 Road Traffic Noise Management 14 Sediment and Erosion Control 17 Unsewered Land

7.3 Operational Work - Changes to Ground Level

The following codes apply to development that is self or code 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 Hope Island LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Hope Island LAP Place Code	2.11 Changes to Ground Level and Creation of New Waterbodies	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 14 Sediment and Erosion Control

7.4 Operational Work - Advertising Devices, Landscape Work and Infrastructure

The following codes apply to development that is code 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 Hope Island LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Hope Island 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 14 Sediment and Erosion Control

7.5 Operational Work - Vegetation Clearing

The following codes apply to development that is code assessable **Operational Work - Vegetation** in the Hope Island LAP area.

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Hope Island LAP Place Code	36 Vegetation Management	3 Canals and Waterways 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control

7.6 Reconfiguring a Lot

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

PLACE CODE	SPECIFIC DEVELOPMENT CODES	CONSTRAINT CODES
Hope Island 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 13 Road Traffic Noise Management 14 Sediment and Erosion Control 17 Unsewered Land

8.0 HOPE ISLAND LAP PLACE CODE

8.1 Purpose

This Place Code seeks to ensure that the scale and density of development and, in particular, that the design and appearance of residential and resort premises is consistent with the intent and DEOs of this LAP.

8.2 Application

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

8.2.2 Performance Criteria PC1-PC27 apply to all code or impact assessable development in this LAP. For development identified as self assessable in **Clause 6.0**, only the Acceptable Solutions to Performance Criteria PC1-PC5 apply.

8.3 Development Requirements

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
DEVELOPMENT THAT IS SELF ASSESSABLE, CODE ASSESSABLE OR IMPACT ASSESSABLE	
BUILDING HEIGHT	
PC1 All buildings must be limited in height to complement the local resort and residential character and to protect the residential amenity of adjoining areas.	AS1.1 The building has a maximum of two storeys OR AS1.2 The height of buildings in each precinct does not exceed the maximums shown on Hope Island LAP Map 16.3 - Maximum Building Height.
BUILDING SETBACK	
PC2 All buildings must provide for setbacks from the street frontage and from the side and rear boundaries which are appropriate for: a) the efficient use of the site; b) the local character of the area; c) the effective separation from neighbouring properties and from frontages to roads.	Precinct 3: AS2.2 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. Precinct 5: AS2.3.1 All buildings are set back at least ten metres from the major street frontage of the site and at least seven metres from frontages to any other streets. AS2.3.2 All buildings are set back at least 1.5 metres from any other boundary (not being a street frontage). OR

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS								
	<p>AS2.3.3 Where the site adjoins a residential lot or public open space, all buildings or structures are sited at a minimum of three metres from the relevant boundary.</p>								
	<p>Precinct 6: AS2.4.1 All buildings are set back at least two metres from the frontage of the site. OR AS2.4.2 The first two storeys of the building are set back at a distance consistent with the frontage setback of any existing buildings on adjoining sites. If any of the adjoining buildings are built to the frontage boundary, no frontage setback is required. AS2.5.1 Where the site adjoins a residential lot or public open space, all buildings or structures are sited at a minimum of two metres from the relevant boundary. OR AS2.5.2 Where the site adjoins a commercial site, no side setback is provided. All Precincts: AS2.6 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. 								
SITE COVERAGE									
<p>PC3 Site coverage must be consistent with the local resort and residential character of Hope Island.</p>	<p>AS3 The maximum site coverage for any development does not exceed:</p> <table border="1" data-bbox="810 1525 1358 1675"> <tbody> <tr> <td>Precincts 1, 4 and 7</td> <td>60%</td> </tr> <tr> <td>Precinct 2</td> <td>50%</td> </tr> <tr> <td>Precinct 3</td> <td>25%</td> </tr> <tr> <td>Precincts 5 and 6</td> <td>80%</td> </tr> </tbody> </table>	Precincts 1, 4 and 7	60%	Precinct 2	50%	Precinct 3	25%	Precincts 5 and 6	80%
Precincts 1, 4 and 7	60%								
Precinct 2	50%								
Precinct 3	25%								
Precincts 5 and 6	80%								
ACCOMMODATION DENSITY									
<p>PC4 Accommodation density must be consistent with the local resort and residential character of Hope Island.</p>	<p>AS4.1.1 The dwelling density is one dwelling per lot. OR AS4.1.2 The development does not exceed the maximum residential density for the subject site shown in Hope Island LAP Map 16.4 - Maximum Residential Density</p>								
VEHICULAR CROSSINGS									
<p>PC5 Vehicular crossings associated with the development must be designed and constructed to ensure:</p>	<p>AS5 The vehicular crossing is provided and designed in accordance with Part 10, Division 1 - Standard</p>								

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
a) a safe footpath environment; b) safe vehicular access to the property; c) appropriate hydraulic performance of the stormwater infrastructure; d) no damage to vehicle or road infrastructure; e) minimal loss of on-street parking spaces; f) continued amenity of the neighbourhood.	Drawings: <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). <p><i>Note: All vehicular crossings require an approval in accordance with Local Law No 11 - Roads and Malls.</i></p>
DEVELOPMENT THAT IS CODE ASSESSABLE OR IMPACT ASSESSABLE	
SITING	
PC6 All buildings must be sited to complement the local area 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 .	AS6 No acceptable solution provided.
PC7 The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.	AS7 No acceptable solution provided.
BUILDING APPEARANCE AND SAFETY	
PC8 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the character of the individual local business centre.	AS8.1 The massing and proportions of new buildings is consistent with those of adjoining buildings. AS8.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.
PC9 Building design and appearance must be conducive to the safety and comfort of all building users.	AS9.1 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. AS9.2 All 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. AS9.3 The location of equipment that 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.
PC10 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 area.	AS10.1 All car park areas are designed and constructed to ensure they do not dominate the street frontage of the development. Car park areas provided at ground level are located behind dwellings or recessed behind the dwelling frontage.
	AS10.2 Building materials, patterns, textures and colours used in garage and carport structures are complementary to those of the principal building on the site.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
ADVERTISING DEVICES	
<p>PC11 All advertising devices must be designed and constructed to complement the character of the local area.</p>	<p>Precincts 1, 4 and 7: AS11.1 All signs are consistent with the provisions for the Residential Choice Domain set out in Specific Development Code 2 - Advertising Devices. Precinct 2: AS11.2 All signs are consistent with the provisions for the Detached Dwelling Domain set out in Specific Development Code 2 - Advertising Devices Precinct 3: AS11.3 All signs are consistent with the provisions for the Park Living Domain set out in Specific Development Code 2 - Advertising Devices. Precinct 5: AS11.4 All signs are consistent with the provisions for the Marine Industry Domain set out in Specific Development Code 2 - Advertising Devices. Precinct 6: AS11.5 All signs are consistent with the provisions for the Local Business Domain set out in Specific Development Code 2 - Advertising Devices.</p>
LANDSCAPE WORK	
<p>PC12 All ground level car parking, open space and buffer areas must be landscaped and maintained, to complement the character of the local business centre and any adjoining residential or public open space areas.</p>	<p>AS12 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.</p>
LOT SIZE (FOR SUBDIVISION ONLY)	
<p>PC13 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>Precincts 1, 4 and 7: AS13.1 All lots are consistent with the requirements for lot size and dimensions for the Residential Choice Domain set out in Specific Development Code 28 - Reconfiguring a Lot. Precinct 2: AS13.2 All lots are consistent with the requirements for lot size and dimensions for the Detached Dwelling Domain set out in Specific Development Code 28 - Reconfiguring a Lot. Precinct 3: AS13.3 All lots are consistent with the requirements for lot size and dimensions for the Park Living Domain set out in Specific Development Code 28 - Reconfiguring a Lot. Precinct 5: AS13.4 All lots are consistent with the requirements for lot size and dimensions for the Marine Industry Domain set out in Specific Development Code 28 - Reconfiguring a Lot.</p>
	<p>Precinct 6: AS13.5 All lots are consistent with the requirements for lot size and dimensions for the Local Business Domain set out in Specific Development Code 28 -</p>

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	Reconfiguring a Lot.
WALKABLE NEIGHBOURHOODS	
<p>PC14 Residential development must incorporate the principle of a walkable neighbourhood. This essentially means that people should be able to circulate about the neighbourhood, either on foot or by bicycle, and enjoy reasonably direct access to facilities, in the shortest possible time and distance. This means that streets should be reasonably direct, and should be connected, where appropriate, by inter-connecting walkways that are direct and safe to use.</p>	<p>AS14.1 A connective, grid style subdivision design is employed. There is very limited provision of cul de sac. AS14.2 Pedestrian links, by way of pathways with a minimum width of ten metres, are provided to service no-through roads with alternative routes. AS14.3 All pathway links are as direct as possible. AS14.4 Transport network design is consistent with Hope Island LAP Map 16.8 -Access and Mobility.</p>
<p>PC15 Subdivision design must ensure that reasonable access is available to community facilities from all residential lots. Important community facilities include parks, community halls and shops.</p>	<p>AS15 All dwellings and residential lots have at least one community facility located within approximately 400 metres walking distance.</p>
<p>PC16 Development must incorporate the principle of connectivity of roads, which ensures that traffic can circulate throughout the neighbourhood in a reasonably direct fashion. This is important for service and delivery vehicles, taxis and public transport, as well as Council's refuse collection service. Connectivity of roads also assists with orientation within a neighbourhood (known as road system legibility), which is important for visitors or people unfamiliar with the neighbourhood.</p>	<p>AS16.1 The road system is permeable. A connective road system is provided with a minimum of "dead running", i.e., there is no need to retrace steps as dead-end streets are minimised. AS16.2 The streets are legible - the street system has a logical progression to nodal points and to important points of reference (eg. landmarks).</p>
<p>PC17 The street layout and street design must make adequate provision for service vehicles.</p>	<p>AS17.1 Dead-end streets are minimised, to assist servicing by waste collection, emergency and other service vehicles. AS17.2 Any existing dead end streets ensure adequate road widths, to enable u-turn manoeuvres by service vehicles.</p>
<p>PC18 Design of local streets must provide for the implementation of traffic calming measures or Local Area Traffic Measures (LATMs) on local streets.</p>	<p>AS18 The design for local roads which provide direct access to abutting residential properties includes the following:</p> <ol style="list-style-type: none"> a) signposting techniques, such as priority signposting at intersections, statutory and advisory speed limits, movement bans, parking controls and route signposting; b) route diversion techniques, such as one way streets, intersection channelisation, full and partial road closures and pathway links; c) vehicle operation techniques, such as angle and straight narrowing's of roads to create slow points and gateways, speed humps, ramps, varying pavement treatments, modified street alignments, roundabouts, line marking, creation of shared use zones and modified parking layouts; d) other techniques, such as lighting, safety fencing, pedestrian crossings, street planting and local traffic precincts.

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
<p>PC19 The subdivision and road network design must provide a transit stop approximately every 400 metres and to ensure that every home is within 400 metres of a transit stop.</p>	<p>AS19.1 Transit stops are located at 400 metre intervals within the road system. AS19.2 All residential dwellings are located within 400 metres walking distance of a transit stop. AS19.3 Transit-oriented development is employed through the location of high density development in the vicinity of transit stops. AS19.4 Community facilities are co-located in conjunction with transit stops and high density residential development.</p>
<p>PC20 Subdivision design must support community safety objectives. These objectives are especially relevant to public areas, such as parks. Neighbourhood parks are to have a high degree of public visibility and accessibility, with significant road frontage to the park. Parks must be located, designed and managed to ensure user safety.</p>	<p>AS20.1 Parks have at least 50% of their boundaries abutting a road. AS20.2 Small parks and playgrounds are designed so that they are highly visible from streets, and have more than one entrance or exit when fenced. AS20.3 Parks of 0.4-1 hectare minimum area are located within 400 metres of 90% of all dwellings. AS20.4 New park areas contribute to the Open Space Network as shown in Hope Island LAP Map 16.7 - Open Space Areas.</p>
<p>PC21 Where canals are included in the subdivision design, adequate public access to the canal must be provided. At appropriate locations, public access to the canal is to ensure that residents on dry lots can use the canal for recreation. This also improves the openness and visibility within the subdivision.</p>	<p>AS21.1 At key locations, parkland abuts the canal. AS21.2 Full width roads are extended through to the canal, where appropriate. AS21.3 At a number of secondary locations, a widened walkway at the end of the road provides access to the canal. These pathways are at least ten metres wide. AS21.4 A minimum of 30% of Public Open Space is located with canal frontage in canal-based subdivisions. AS21.5 Drainage pathways are co-located with pathway and road extensions, if appropriate. AS21.6 Fences abutting access ways to the canal are no more than 1.2 metres in height, to increase natural surveillance. AS21.7 Appropriate lighting is provided on access ways to canal. AS21.8 Access ways are adequately signposted.</p>
<p>PC22 To provide subsequent developers flexibility in design, development must maximise design flexibility for adjoining allotments. This can be achieved by incorporating several road connections, or the possibility of future road connections, along the boundary abutting adjoining allotments. This facilitates equitable provision of roads, where the developer of one allotment does not provide significantly more road than another.</p>	<p>AS22 The development of individual land parcels provides for a half road along the entire boundary, shared with adjoining undeveloped parcels.</p>

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
AMENITY PROTECTION	
<p>PC23 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>AS23 No acceptable solution provided.</p>
<p>PC24 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>AS24 No acceptable solution provided.</p>
PUBLIC CONVENIENCE FACILITIES WITHIN BUILDINGS	
<p>PC25 Commercial developments must include public convenience facilities, where there is a need for their provision.</p>	<p>AS25 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.</p>
VEHICULAR ACCESS AND LOADING BAYS	
<p>PC26 Adequate facilities for the loading and unloading of goods must be provided to meet the needs of the development.</p>	<p>AS26 A loading area is provided on site.</p>
<p>PC27 Potential conflicts between service vehicles and local traffic must be avoided.</p>	<p>AS27 No acceptable solution provided.</p>