



## Part 6 Local Area Plans

### Division 2 Local Area Plans

#### Chapter 1 Beenleigh Town Centre

##### 1.0 Intent

This Local Area Plan (LAP) provides for the detailed planning and development of the Beenleigh Town Centre to achieve its potential as an important service centre for the surrounding region.

Beenleigh is identified as a future Key Metropolitan Centre (KMC) in the **South East Queensland (SEQ) Regional Framework for Growth Management (RFGM)**. Beenleigh is intended to be a major administrative and service centre for the southern Brisbane metropolitan area and also for the future major industrial complex at Yatala to the south. Beenleigh, which currently supports a sub regional role in the Gold Coast City area will need to generate significant amounts of commercial and residential growth to achieve its KMC status. This LAP seeks to provide a planning direction for the short to medium term (0 to five years), while ensuring that long term (15 years and greater) opportunities are maintained.

##### 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 **Beenleigh Town Centre LAP Map 1.1 – 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 **Subclause 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 Beenleigh Town Centre 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 effective achievement of KMC functions for the town centre of Beenleigh, through the growth and establishment of retail and commercial business, administrative activity, community services and recreation and entertainment facilities (refer **DEO Econ.3**).
- 3.2 The maintenance and enhancement of the distinctive township character and amenity of the Beenleigh Town Centre (refer **DEO Soc.1**).
- 3.3 The achievement of mixed use and medium density residential development in close proximity to the town centre, bus routes and key public transport hubs, such as the railway station (refer **DEO Econ.2**).
- 3.4 The establishment of safe and efficient transport links within the Beenleigh Town Centre and to connecting public transport hubs (refer **DEO Soc.1**).

##### 4.0 Local Area Features

Beenleigh, a traditional rural service town, has now become part of the Greater Brisbane conurbation. It has great potential to emerge as a vital centre which encourages diverse economic activity and provides high quality services and facilities to a growing urban population.

##### 4.1 Local Context

Beenleigh is one of three KMCs within the SEQ region, as identified by the hierarchy of centres in the **RFGM (1998)** document. As such, it is the highest order centre within the Albert Corridor and is intended to provide a range of goods, services and employment opportunities to service the northern part of the City. As a significant employment centre, it is vitally important that land use controls, economic development projects and transport functions are integrated in an efficient manner to ensure that the prosperity of the centre is guaranteed into the future.



In order to achieve a distinctive urban centre, the **Beenleigh Town Centre Development Strategy 1996 (CDS)** recommends that Beenleigh should become a vital centre, characterised by the following:

- diversity of successful enterprises;
- an active CBD and inner city residential community;
- a distinctive townscape and streetscape character;
- attractive public parks and spaces;
- high quality architecture; and
- excellent accessibility.

Future development in Beenleigh should reinforce the traditional township character, legibility and human scale that distinguish this centre from its competing retail based centres. Mixed use developments, incorporating residential accommodation, should be encouraged in the centre. Beenleigh's streets should become attractive boulevards which contribute to a lively and pleasant pedestrian environment. A new central square should be created as a civic focus for the centre. Public improvements and new development should create a centre which becomes the most desirable focus for businesses and residents between Brisbane and the Gold Coast City.

Key objectives to achieving the long term goal of Beenleigh as a KMC include:

- a) enhancing and building on Beenleigh's traditional township character, legibility and human scale, which will distinguish Beenleigh from its competing retail based centres;
- b) realising Beenleigh's economic potential by ensuring that it is the key service centre for the Yatala industrial area and the main focus for state and commonwealth government facilities and community services for the northern part of the Gold Coast City to Brisbane Corridor;
- c) developing convenient and efficient transport links between Beenleigh, its residential areas and employment centres such as the Yatala industrial area, and ensuring the timely upgrading of regional traffic connections;
- d) optimising utilisation of the excellent rail and road access for commuter, business, industry, resident and visitor needs;
- e) ensuring a legible hierarchy of car parking within and around the town centre core which is well positioned, easily accessible by pedestrians and shoppers, visually attractive, secure and clearly defined for both short visits and long day parking;
- f) developing a network of pedestrian and cycle paths to minimise reliance on the private motor vehicle and optimising utilisation of public transport services and infrastructure;
- g) protecting the natural setting of Beenleigh and ensuring the long term accessibility to these areas and to open parkland areas, through the provision and retention of an attractive and useable network of linear parks;
- h) protecting existing land banks within the town centre from piecemeal development, until such time as demand for large scale uses on these sites develops; and
- i) providing the efficient and timely extension/upgrading of infrastructure and services to support growth in the LAP area.

#### 4.2 Local Area Features

Valuable features of Beenleigh, which should be protected over the long term, are:

- a) the large areas of open space and parkland at the entrances to the town, particularly along the Pacific Motorway;
- b) the traditional township character and historic street pattern, within the town centre with the opportunity to develop civic spaces;
- c) the natural hillside setting west of the town centre and areas of significant conservation value;
- d) a gateway role, as the northern entrance to the Gold Coast City, to the cane lands to the east and to small holding rural areas to the west;
- e) the existing concentration of community services and facilities;
- f) a well-placed land bank, able to absorb large scale uses, in good proximity of the public transport infrastructure;
- g) effective links to the Yatala industrial area as an employment centre; and
- h) existing infrastructure capacity to absorb immediate growth, together with opportunities for expansion or upgrading of infrastructure services.



### 4.3 Key Metropolitan Centre Status

The population of the Beenleigh Frame Area is estimated to be 33,579 (**ABS 1996**). The current growth rate for Beenleigh is - 0.5%, in comparison to the Gold Coast City growth rate of 4.49%. Such a growth rate highlights critical issues in the ultimate development for Beenleigh as a KMC:

- a) population growth rates do not indicate a significant population to support the development of Beenleigh as a KMC, serving an ultimate population catchment of 250,000; and
- b) the amount of land available for urban development in the Frame Area is insufficient to provide a significant base population for Beenleigh, and neighbouring population centres do not perceive Beenleigh as a regional destination.

#### 4.3.1 Strategies and Actions

Strategies and actions which should be applied to strengthen the development of Beenleigh as a KMC are:

##### Regional Links Upgrade

Timely upgrading of regional road links into Beenleigh to ensure the provision of efficient and reliable access between Beenleigh and surrounding communities and activity centres.

##### Public Transport Links

The provision of an integrated, reliable and cost-efficient public transport network which provides access for the local and regional population to the high order services and facilities offered in Beenleigh.

##### Community Services and Facilities

Encouraging the location of high order community facilities and services, eg. State government departments, in the town centre, to strengthen its focus as a KMC and a centre for local and State government decision making. The following table provides a comparison of the present level of community services and facilities and likely regional level needs of the centre.

**Regional Community Services and Facilities for Beenleigh Town Centre**

**Table to Subclause 4.3.1**

Activity	Floor Space Requirement (m <sup>2</sup> )	Existing – Beenleigh Town Centre or Frame Area	Likely Location (Town Centre or Frame Area)	Required – Beenleigh as a KMC (m <sup>2</sup> )
Cultural/civic centre	5,000	approx 2,700m <sup>2</sup>	TC	2,000
Theatre complex	5,000	approx 1,000m <sup>2</sup>	TC	4,000
Multiplex cinema complex	4,000		TC	4,000
University	15,000		TC (preferred) or FA	15,000
TAFE special education and high school	3,500		TC	3,500
Regional administration (State)	20,000		TC	20,000
Regional private sector office (administration and finance)	40,000		TC	40,000
Local government offices and district office for Emergency Services	6,000		TC	6,000
Family Law Courts and District Courts	7,000	District Courts only, approx 4,500m <sup>2</sup>	TC	2,500



Activity	Floor Space Requirement (m <sup>2</sup> )	Existing – Beenleigh Town Centre or Frame Area	Likely Location (Town Centre or Frame Area)	Required – Beenleigh as a KMC (m <sup>2</sup> )
Regional shopping centre, including speciality and comparison retailing to an overall level up to 100,000m <sup>2</sup>	60,000		TC	60,000
Secondary retailing, including auto sales, bulk retailers, etc	30,000		TC or FA (preferred)	–
300 bed hospital	15,000		FA	–
High and medium density residential	11,500		TC	11,500
Central post office, police station	3,000	approx 2,500m <sup>2</sup>	TC	–
Fire and ambulance stations	3,000		FA	–
Conference facilities	4,000		TC	4,000
Centrelink offices	2,500	some office space	TC	1,800
Restaurants, hotels and clubs	25,000	some, but not of regional status	TC	25,000
Business visitor accommodation	25,000	some, but not of regional status	TC and FA	25,000
Service station facilities	2,000	some facilities	FA	–
Public transport interchange/ terminal	10,000		TC	10,000
<b>Total</b>	<b>566,500</b>			<b>452,300</b>

**Note:** *Adapted from Indicative Key Metropolitan Centre (KMC) Activities and Status of the Beenleigh Town Centre, 1998 (SGS).*

Development proposals which will contribute towards achieving this range of community services and facilities should be supported and encouraged in the appropriate precincts within the Beenleigh Town Centre.

### Employment Opportunities

Encourage the location of key businesses, commercial enterprises and government facilities in the Beenleigh Town Centre to provide an increased diversity of land uses and number of employment opportunities.

### Consolidate Town Centre Development

Ensure that the development of facilities to bring Beenleigh to KMC status is concentrated in the town centre. It will be important to ensure that such development is not permitted to occur in other areas, as this may ultimately undermine the capacity of Beenleigh to fulfil its role as a KMC.

### Population Growth and Household Structure

Provide a range of housing opportunities to encourage diversity in household structure and increase population densities in existing urban areas.



## 4.4 Frame Area Context and New Initiatives

### 4.4.1 Urban Areas

Existing urban areas within the Beenleigh Frame are Bethania, Edens Landing, Beenleigh, Eagleby, Mount Warren Park and Windaroo. Park Living and Semi Rural areas include Bahrs Scrub, Waterford, Holmview, Bannockburn and Belivah. Potential for expansion of urban areas is limited to the flood free lands to the west and south west of the town centre. Parts of these areas are identified on **Planning Strategy Map PS3 – Conservation Strategy Plan**. Discussion of areas of conservation significance is provided in the **Vegetation Communities and Conservation Values** section below.

Options which have been explored to increase Beenleigh's long term population catchment include consideration of increasing densities in established residential localities, redevelopment of land currently at low densities, and increasing the catchment area for Beenleigh by improved regional road links, public transport networking and related initiatives.

### 4.4.2 Traffic and Transport

#### Regional Traffic Context

The current regional-scale links to/from Beenleigh are limited to the following:

- Pacific Motorway north to Logan and Brisbane, Logan Motorway and Gateway Arterial;
- Pacific Motorway south to the Gold Coast City;
- Brisbane-Beenleigh Road to Waterford, Loganlea, Marsden and other Logan suburbs; and
- Beaudesert-Beenleigh Road to Mt Tamborine and Beaudesert.

These links serve an important function in making Beenleigh accessible from a number of much larger catchments. In addition, Beenleigh is located at the junction of major long distance travel routes between Brisbane and Mt Tamborine, and Marsden and the Gold Coast City. The Brisbane-Gold Coast City route bypasses Beenleigh altogether. However, the other two routes locate Beenleigh as a potential gateway to or halfway point for longer distance travel.

Improvements to the existing regional links, and the development of additional regional scale links to the west, north west and, more locally, to Yatala and Loganholme, can further enhance the potential catchment size and create additional halfway points for longer distance travel.

#### Objectives

The key objectives that inform the improving and/or providing additional regional-scale connections are to ensure that a high level of accessibility by road, the public transport system and cycle network is provided to Beenleigh from surrounding residential areas, other key centres and the Pacific Motorway. Other objectives are:

- a) to increase the potential residential and non-residential catchments feeding the Beenleigh Town Centre; and
- b) to provide additional longer distance travel routes, via Beenleigh, with the aim of using Beenleigh as a gateway or halfway point to other destinations.

### 4.4.3 Public Transport

Beenleigh is serviced by rail, bus and taxi transport modes. One of the key elements of Beenleigh's transportation system is the rail line through, and station at, the town centre. This line extends from the Brisbane CBD, through Beenleigh to Robina and potentially, to Coolangatta on the Gold Coast City. Local stations are at Edens Landing, Holmview and Beenleigh. Current weekday frequency is 15 minutes during morning and afternoon peak periods, and half hourly through the day.

The Beenleigh Station provides a bus/rail interchange with a 310 space park and ride facility. The interchange is used by intercity bus services between Beenleigh and the Gold Coast City and by some local bus services.

Clarks Bus Service is the main bus operator in Beenleigh, with services linking to surrounding areas, Logan City and beyond. Clarks provides connections to major destinations such as Brisbane, Garden City, Logan Hyperdome and Browns Plains. Clarks Logan City Bus Service provides local services on the following routes:

- Beenleigh to Logan Hyperdome to Brisbane CBD;
- Bethania to Beenleigh to Windaroo;
- West Beenleigh to Beenleigh to Logan Hyperdome; and
- Eagleby to Beenleigh to Windaroo.



To accommodate the additional travel demands and mode choice generated and expected of a major urban activity centre, it is important to provide an efficient public transport system. This system should provide links between the town centre and significant employment, residential and tourist nodes within the Beenleigh region. Beenleigh should be the focus of local bus routes and, preferably be the end destination of all local bus routes. As a KMC, Beenleigh must provide a high level of service to/from other centres.

Future catchment areas should include the Yatala industrial area, since an efficient public transport service between Yatala and Beenleigh is seen as vital to the success of both the Beenleigh urban area and the Yatala industrial area. It may be desirable to develop a railway station at Yatala to suit the travel needs of the industrial area. However, this may have adverse impacts on Beenleigh's role as the transit stop and connection between Yatala, the rail service and supporting commercial services. Without a railway station at Yatala, an efficient and comprehensive bus service between Beenleigh and Yatala is essential.

### Objectives

The objectives for improving the Beenleigh public transport system are to improve the quality, convenience and accessibility of public transport from surrounding areas and other centres to the Beenleigh Town Centre. The system is to provide for a wide range of users, especially those without access to a private vehicle, and provide a line haul public transport system between Beenleigh and Yatala.

#### 4.4.4 Cyclist Access

Existing cycle networks for the Beenleigh study area were obtained from the **Gutteridge Haskins & Davey (GHD) 1996** study for Gold Coast City Council and the **Eppell Olsen & Associates (EO) Beenleigh Transport and Mobility Study**. Based on this work, the current on-and off-street cycle network is:

- James Street (from George to Milne Streets);
- George Street (from Kent Street over the Pacific Motorway); and
- City Road (from George to Logan Streets under the Pacific Motorway).

The existing cycle network provides access to the Beenleigh Town Centre from the surrounding residential areas of Eagleby and Mt Warren Park. The cycle path along George Street extends over the Pacific Motorway to Eagleby (via Fryar Road). The cycle path along James Street continues south to Mt Warren Park and Windaroo via Mt Warren Park Boulevard. The City Road cycle path extends to River Hill Road, Eagleby, and intersects with the cycle path along Fryar Road. There is also a cycle path along Milne Street. An unconnected off-street path exists west of the Beenleigh Town Centre through part of the residential area of Bethania and Edens Landing.

The existing network elements are all off-street paths on one side of the road, and currently cater for both pedestrians and cyclists.

Parking for cyclists includes all day parking for employees and students, all day parking at the bus/rail interchange, and short term parking at facilities within Beenleigh Town Centre.

### Objectives

The key objectives of a successful cycle network are to:

- a) provide safe and functional cycle facilities to enable people to cycle to destinations;
- b) re-establish cycling as an attractive, practical and safe form of transport;
- c) increase provision of secure bicycle parking at bus/rail interchange; and
- d) provide acceptable widths and lighting facilities for current and future cycle networks.



#### 4.4.5 Vegetation Communities and Conservation Values

The Gold Coast City Nature Conservation Strategy identifies the presence of a number of plant communities within the Frame Area. Dominant communities include large intact areas of forest red gum (*Eucalyptus tereticornis*), grey ironbark (*Eucalyptus drepanophylla*) and/or pink bloodwood (*Corymbia intermedia*). Open forests are situated predominantly in the west, while sub tropical to warm intact temperate forests are situated in the south western corner of the study Frame Area. Riparian mangroves frame the Logan and Albert Rivers which are the primary river system in the area. Small communities, such as spotted gum (*Corymbia citriodora*), ironbark (*Eucalyptus crebra*) open forests, broad leaved paperbark open forest (*Melaleuca* sp.) and saltmarsh, exist in isolated groups to the north east.

The ecological assessment highlighted a number of locations that are ecologically valuable and form integral physical features. The following priorities are intended to guide decision making in relation to development proposals and changes to domain designations which significantly increase the density of development or degree of clearing on the site.

Priorities for determining conservation of vegetation areas are as follows:

- **Significant Remnants**, as identified by **Planning Strategy Map PS3 – Conservation Strategy Plan**, should be protected, particularly where endangered ecosystems exist.
- Areas designated on the **Regional Conservation Status Map** (of the **Nature Conservation Strategy**) as **endangered or of concern** should be protected with appropriate buffer distances and natural communities, covering large areas (> 2.5 hectares) where possible.
- Habitats with valuable characteristics, such as riparian zones within low lying areas, should be protected.
- Natural communities occurring in areas designated for urban expansion may be more difficult to conserve and, therefore, efforts should be focussed on maintaining large areas of natural communities or lands classified as endangered.

### 4.5 Town Centre Context and New Initiatives

#### 4.5.1 Traffic and Transport

The traffic network which supports the town centre is characterised by the following key features:

- outer ring road to accommodate traffic within Beenleigh but not destined for the town centre. This route comprises the Pacific Motorway, Main, Milne, Hammel, Boundary and Logan Streets and City Road (north of Logan Street);
- inner ring road to provide circulation routes within the town centre; this route comprises Zander, Bougainville, Kokoda, Lae and Alamein Streets; a long term proposal exists to complete this inner ring route with three new road sections to link Alamein Street (at Main Street) to Zander Street (at James Street); and
- feeder routes between the outer ring route and the inner ring route via Alamein Street, George Street, Main Street, Kent Street (future), James Street and George Street; City Road also currently serves this function.

These outer ring, inner ring and feeder routes serve an important function in the road network for Beenleigh in maintaining routes around the town centre for external traffic and access routes to the inner ring for traffic with a purpose in the town centre. Such a traffic network retains the local CBD street system for access and circulation to town centre uses (for vehicles and pedestrians).

To develop and maintain acceptable amenity levels in the local CBD street system, it is important to maintain, enhance and complete the outer and inner rings and feeder routes.

#### Objectives

The prime objectives enhancing the traffic system surrounding the town centre are to:

- a) reduce car traffic and congestion within Beenleigh Town Centre by encouraging through traffic to use the outer ring road system and by increasing the accessibility and convenience of alternate modes of transport;
- b) improve the amenity of the local CBD street system serving the town centre facilities; and
- c) encourage through traffic on the outer ring road and distribution traffic on the inner ring road.



It is important to ensure that the increase in ease of through traffic access is not so significant as to discourage traffic from entering the town centre, since this would be counter to the objectives of Beenleigh's development as a KMC.

### Strategies

- a) To construct the two sections of the inner ring route between Main and Kent Streets (for which a road reserve exists), irrespective of the third section.
- b) To monitor the need for the third section of the inner ring road between Kent and James Streets (through the showgrounds) and construct, if necessary, in a manner which minimises any detrimental impacts on the showgrounds and integrates with any proposed future development of the site.
- c) To make intersection modifications and signage improvements to increase priority usage of the outer ring road at Logan Street/City Road, Logan River Road/Boundary/George/Hammel Streets, Beaudesert Beenleigh Road/Hammel/James/Milne Streets and Main/Milne Streets. Such modifications may include movement bans during certain periods.
- d) To make intersection modifications and signage improvements to increase priority usage to the inner ring road at City Road/Lae Street, Alamein/Lae Streets, Alamein/George Streets, Alamein/Main Streets, Kent Street/inner ring road, James/Zander Streets and George/Zander/Bougainville Streets. Such modifications may include movement bans in certain periods.
- e) To pursue the removal of the James Street leg of the roundabout and realignment of James Street to York Street, as recommended in the **Beenleigh CDS**. This involves development of a civic square, which should be subject to further investigations, and may include:
  - incorporation of parts of the Rotary Park, the Apex Park and the unused rail land adjacent to the hotel;
  - possible acquisition of some portions of the triangular properties at the northern ends of Main and Kent Streets for incorporation;
  - reducing the speed of traffic to be compatible with pedestrian usage in the vicinity of the proposed square;
  - streetscaping, wheelchair access, bicycle parking, lighting and the like;
  - constructing signals at the proposed James/York/George Streets intersection and coordinating the signal phase times with the George/Alamein Streets intersection to create breaks in traffic for pedestrians along George Street;
  - developing measures to ensure a pedestrian dominated environment between the James/York/George Streets intersection and the George/Alamein Streets intersection. This could include paving or 'shading' the road pavement in this section in such a way as to encourage pedestrian movement; and
  - upon completion of the abovementioned work on George Street, investigating the long term opportunities to remove the roundabout on George Street to improve pedestrian mobility objectives. A detailed investigation of future traffic flows, alignment issues and closure impacts will be necessary.

Options to enhance local access to the retail core and CBD in Beenleigh should be pursued. Strategies include investigation of a rail underpass, as part of station development, to improve the accessibility of the station development for the south west catchment via the inner ring road, Milne Street and Beaudesert-Beenleigh Road.

These structural elements are illustrated on **Beenleigh Town Centre LAP Map 1.6 – Movement Plan**.

#### 4.5.2 Pedestrian Links

Because of the characteristic large block sizes of the town centre, the establishment of safe and accessible pedestrian linkages is essential between key activity nodes.

Traffic dominates the town centre, and there is a lack of appropriately located pedestrian crossings. There are limited shady paths and facilities for pedestrians. As outlined in the previous section, the establishment of a town square is considered to be a high priority to provide a focus for pedestrian activity.



Pedestrian and cyclist access within, to and from the town centre is an important part of the transport network, and has the ability to encourage greater activity in the town centre.

To this end, the pedestrian linkages shown on **Beenleigh Town Centre LAP Map 1.6 – Movement Plan** strive to facilitate safe and convenient access between streets, public parking and the public transit interchange.

Pedestrian linkages should cater for persons of limited mobility in terms of good design, pavement treatments and location. Emphasis should also be placed on shade and shelter (natural and constructed).

### Strategies

The following strategies are suggested to achieve a suitable pedestrian network/environment:

- a) developing a civic/town square with pedestrian generating developments and activities, such as restaurants, cultural events, coffee shops and the like, encouraged in this area;
- b) ensuring that priority is given to developing pedestrian and cycle access to/from the rail station to other destinations within the town centre;
- c) introducing traffic management measures for the civic square, which may include reduction of through traffic on George Street and breaks in traffic flow along George Street using phased signals at either end of the civic square;
- d) improving lighting, street scaping, footpath widths, bicycle parking and wheelchair compatible design and nominating the following as primary pedestrian paths:
  - Kent Street (Bellew to George Streets);
  - City Road (John to Bellew Streets);
  - Main Street (north of Bellew Street);
  - James Street (north of Bellew Street);
  - George Street (between James and Alamein Streets);
- e) emphasising the streetscaping along the inner and outer ring roads and link roads, to clearly identify their function; and
- f) encouraging midblock connections for pedestrians, when sites are redeveloped, with particular emphasis on the links shown on **Beenleigh Town Centre LAP Map 1.6 – Movement Plan**.

#### 4.5.3 Public Parking

The current parking supply is characterised by on-street spaces and scattered off-street spaces, many of which are in private ownership and on small, unconnected blocks.

In the core of the town centre, bounded by Lae, Alamein, Bellew, Crete and York Streets, the current supply is:

- approximately 270 on-street spaces, the majority of which are controlled by one to two hour parking limits; and
- approximately 510 off-street spaces accessible to the general public.

In the area generally bounded by the Pacific Motorway and the inner ring route, the current supply is:

- approximately 260 on-street spaces, the majority of which are not controlled by parking limits; and
- approximately 1,500 off-street spaces, of which 200 may not be accessible to the general public.

### Objectives

The key objectives of the car parking management strategy are to provide:

- a) an adequate supply of short term parking spaces which are close to and highly accessible;
- b) an adequate supply of parking spaces for long term users within acceptable distances of key destinations, so that short term spaces are not occupied by long term users; and
- c) adequate safety in all parking areas by way of lighting, design and the like.



## Strategies

- a) To emphasise a network of small, well landscaped and accessible parking areas rather than large parking areas, which can detract from the character of the town centre.
- b) To amalgamate and link a number of small and unconnected parking areas at the rear of properties in the core area, and promote this as public parking.
- c) To implement short term parking limits and controls for on-street spaces within the core area to maximise their availability to customers of the town centre.
- d) To provide parking facilities consistent with those shown on **Beenleigh Town Centre LAP Map 1.6 – Movement Plan**.
- e) To provide regional level parking facilities in proximity to the shopping centre development adjacent to the rail station, and to establish approximately 1,000 public and 400 commuter car spaces.

### 4.5.4 Buildings of Heritage Character

Beenleigh is distinguished from other centres in the Brisbane-Gold Coast City Corridor in part because of its traditional urban form and stock of pre-1950 buildings. Many of these are considered to be places of significance to the cultural heritage and urban character of the centre. Council intends to promote their conservation and ensure that development on and adjacent to their sites is compatible with respect to design, use and protection of the traditional building's conservation values.

The buildings of significance are predominantly dwellings, together with two churches, a shop and three hotels. Most of the dwellings are scattered throughout the Traditional Residential Precinct, but there are notable groupings in Church Street (which also includes an historic church and hall), parts of Bougainville and Hawthorne Streets and George Street West.

The dwellings range from simple colonial cottages dating from Beenleigh's early settlement in the 19th Century to large cottages and bungalows, the latter being primarily constructed in the interwar period. The cottages include the atypical pyramid roof form as well as small gable and hip roof constructions. These usually incorporate verandas with convex or flat roofing. The Californian bungalow influence is evident in the interwar period dwellings and several built a few years after 1945. These are generally characterised by use of several gables in the roof form and incorporation of elaborate porches and verandas. Many of these have been well-maintained, and there is evidence of increasing renovation/conservation of the old cottages.

The hotels and two storey shop are near neighbours, grouped in the traditional centre of Beenleigh along George Street and City Road. They are the only remaining buildings that inform Beenleigh's origins as a successful country town, and their conservation is a very high priority. The churches are part of Beenleigh's cultural heritage and are also notable landmarks. Their conservation is equally important.

## 5.0 Precincts

The Beenleigh Town Centres LAP area has been divided into twelve precincts. The precincts have distinctive characteristics which make them distinct, 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.

The Beenleigh LAP contains the following twelve precincts, which are shown on **LAP Map 1.3 – Precincts**:

Precinct 1	City Heart
Precinct 2	Beenleigh Central
Precinct 3	Inner City South
Precinct 4	Community
Precinct 5	Western Gateway
Precinct 6	Inner City North
Precinct 7	Parklands and Recreation
Precinct 8	Education
Precinct 9	River Gateway
Precinct 10	Southpoint
Precinct 11	Town Centre Residential
Precinct 12	Traditional Residential



## 5.1 Precinct 1 Intent for City Heart

This precinct will be the focus of office, specialty shops and civic uses along Beenleigh's traditional main streets and around a new city square in the centre of the township. Redevelopment will be encouraged on key sites, including new buildings over the railway line reservation. It is envisaged that this precinct will have the highest development, densities and greatest building heights. New buildings should also create an attractive periphery to the proposed city square.

Development adjacent to Beenleigh's historic hotels should respect their cultural heritage values and ensure they remain prominent landmarks along George Street. Provision of major hotel and mixed-use developments incorporating medium density residential accommodation above office and retail uses, are encouraged within the precinct.

The city square will be formed by a combination of street diversions and new streetscape work. Compatible uses, such as outdoor markets, special events and outdoor cafes, should be encouraged.

Pedestrians will be accorded a high priority. Paths along eastern George Street should be improved to facilitate access to the City Heart Precinct. To provide pedestrian access to the Beenleigh Central Precinct, development north of Manila Street and proposed new public car parking facilities (refer **Beenleigh Town Centre LAP Map 1.6 – Movement Plan**), new pedestrian links and amenity areas (squares, courtyards, and arcades) should be created.

Provision of additional short and long term public car parking should be encouraged, especially in the western part of the precinct adjacent to Manila Street and on redundant railway land. Car parking should be provided below and/or at the rear of buildings, rather than intrude directly onto the primary street frontages.

To ensure that the scale and density of development is consistent with the purpose of the City Heart Precinct, two distinct areas have been identified on **LAP Map 1.3 – Precincts** as **Sub-precincts 1a** and **1b**. **Sub-precinct 1a** comprises the core or heart of Beenleigh, and the aim is to promote high density development, with the most diverse activity and the greatest building intensity to occur in this sub-precinct. The role of **Sub-precinct 1b** is to support and complement the major activities that take place in **Sub-precinct 1a**.

### 5.1.1 George Street

George Street is Beenleigh's principal east-west boulevard. Its historic hotels distinguish it from contemporary centres elsewhere, and its buildings accommodate a diverse range of retail, office and commercial uses. It is intended that this part of the precinct should be strengthened as a focus for such uses. Office and mixed use developments should be particularly encouraged to take advantage of its prominence, accessibility and proximity to public transit.

The precinct has the capacity to absorb a substantial amount of new development. It contains many older properties that, given their location, are relatively under-utilised or under-capitalised. Redevelopment of such properties will be encouraged.

New buildings on the western part of George Street should enhance the main street boulevard character, and establish attractive new frontages along York, Manila and Bougainville Streets. These should contain shops and showrooms at street level, with offices and/or apartments above. Development along the frontage to Manila Street should be designed to achieve a transition from more intense development within the precinct to less intense development on the north side of the street.

Land in the western part of the precinct, associated with the rail corridor but not required for rail use, provides an opportunity for a range of uses. Land uses incorporating offices or community facilities may be appropriate, particularly if integrated with development opportunities around the proposed city square in the City Heart Precinct.

Showrooms may be appropriate in the western part of the precinct, but should be discouraged along the eastern part of George Street in favour of intensive office uses that will support and take advantage of accessibility to bus and rail services.

## 5.2 Precinct 2 Intent for Beenleigh Central

This precinct is the critical focus of public transit and large scale retail facilities in Beenleigh. The precinct contains the new Beenleigh Marketplace shopping centre and a reconfigured public transit interchange centred on the railway station.



Additional development of substantial office facilities and expansion of retail facilities is proposed to take advantage of the precinct's accessibility to public transit, major retailing and the adjacent Hugh Muntz Park. Future development will be required to provide improved access to the railway station and public transit interchange, especially for pedestrians. Parking and other facilities associated with the public transit interchange will also be developed.

### 5.3 Precinct 3 Intent for Inner City South

This precinct is important for a variety of relatively intensive centre uses and for its links to the City Heart, Community and Beenleigh Central Precincts. It is envisaged that less intensive commercial properties and low-density housing will be progressively redeveloped.

Mixed use development incorporating medium density residential accommodation will be promoted, especially to the west of James Street. New developments should enhance the precinct's frontage to the inner ring route, and take advantage of attractive views over the parklands to the west. Encouragement will be given to intense office, retail, commercial and mixed-use facilities that will complement the services in the City Heart, Community and Beenleigh Central Precincts.

Pedestrian linkages and facilities in the precinct should be improved. Redevelopments within the precinct should provide for generous pedestrian links to adjacent precincts, including a new east-west link between Alamein and Kent Streets (refer **Beenleigh Town Centre LAP Map 1.6 – Movement Plan**). The character and function of Bellew Street, as an important inner city pedestrian and local traffic route, should be enhanced by improvements to pedestrian shelter, safety and streetscape work.

Car parking should be provided below and/or at the rear of buildings, rather than intrude onto the street frontages.

### 5.4 Precinct 4 Intent for Community

This precinct comprises the Beenleigh Primary School **Sub-precinct 4a** and Beenleigh Showground **Sub-precinct 4b**. Expansion of civic, cultural, recreation and entertainment facilities is envisaged, together with the possible development of tertiary education and training facilities. If the primary school were to be redeveloped, the site may be used for civic uses or other education and training facilities.

The privately owned Beenleigh Showground is envisaged to remain a major community recreation and entertainment asset. Continued investment in appropriate new facilities and landscape work will be encouraged. If, in the long term, the Beenleigh Show Society was to consider relocating, this strategically important site should be reserved for uses such as a major cultural and entertainment centre, tertiary education and training facilities, or medical facilities.

Major redevelopment of the primary school site or the showground site is to be guided by a Master Plan, approved by Council prior to any development commencing. Development is not to be ad hoc or piecemeal, to the extent that it erodes these valuable land banks, rather substantial integrated developments which optimise the use of such large parcels of land close to the City Heart and the public transit interchange.

The open landscape and extensive stands of mature native or cultural vegetation in the precinct are part of Beenleigh's distinctive character. Any future development should ensure that large areas of landscaped open space and vegetation are retained.

Car parking should be provided below and/or at the rear of buildings rather than intrude onto the street frontages.

### 5.5 Precinct 5 Intent for Western Gateway

This precinct should become an attractive western entrance to the town centre. It is intended that the precinct be redeveloped as an inner city residential area, with a limited amount of non-residential development. Non-residential uses should only be considered if they front George Street, are integrated with mixed use developments, and are small scale and unlikely to detract from residential amenity. Appropriate uses may include offices, community uses and shops.

Conversion of historic buildings along George Street to non-residential uses will be considered where it will result in the long term protection of the building and its heritage characteristics.

New buildings should respect any adjacent historic buildings, and establish attractive landscaped frontages to George Street and adjacent residential streets. The urban character of this section of George Street should be softer and greener than the more intensively developed sections east of Bougainville Street.



A new pedestrian link should be created between George and Manila Streets to provide access to the proposed parkland to the north of Manila Street. Car parking should be provided below and/or at the rear of buildings, rather than intrude onto the street frontages.

#### 5.6 Precinct 6 Intent for Inner City North

This precinct has predominantly comprises residential development, together with a few offices, shops and community facilities, including a church complex and private hospital.

This precinct has medium density residential accommodation together with mixed use developments and a variety of community services. It enjoys good access to the main traffic network serving the centre. Its accessibility and its capacity to absorb infill development makes it ideal for medium density housing and small scale community and commercial uses.

Mixed use development incorporating small scale offices, consulting rooms and possibly shops and cafes should be encouraged in **Sub-precinct 6a**, particularly along the frontages to Kokoda, York, Manila and Bougainville Streets. However, development along the frontages to Charles and Cameron Streets, which is identified as **Sub-precinct 6b**, should be restricted to medium density inner city housing only. The nature of **Sub-precinct 6a** supports urban consolidation and comprehensive development of the Inner City North Precinct, while moderate low intensity development is encouraged in **Sub-precinct 6b**.

The character of the major street frontages should gradually become urbanised than the residential streetscapes in the precincts to the north of Kokoda Street. The streetscapes along the main street frontages should be relatively soft and green compared with the more developed frontages in the nearby City Heart Precinct.

To ensure that the scale and density of development is consistent with the intent of the Inner City North Precinct, new buildings should be low to medium scale and set in attractively landscaped sites. Developments should seek to create relatively coherent streetscapes with respect to their scale, design and materials.

Car parking should be provided below and/or at the rear of buildings, rather than intrude onto the street frontages.

#### 5.7 Precinct 7 Intent for Parklands and Recreation

This precinct contains important sporting and recreation facilities to the east of Alamein Street and at Hamel Park. Future development on these sites should be compatible with existing recreational uses. However, their scale and intensity of use should take into consideration the nearby residential areas, and be designed so they will not unreasonably impact on the amenity of residential development. Additional landscape work and site improvements to enhance the appearance and amenity of the precinct should be undertaken.

The precinct also includes attractively vegetated land parcels and land affected by flooding, in particular, areas extending north from James Street and Hamel Park and sites adjacent to Bougainville Street between Manila and Kokoda Streets. It is intended that these form a linear parkland for landscape conservation and casual recreation purposes. Future development should be limited to ensure the conservation of habitat values. Recreational uses need to be appropriate to the character and role of their location and surroundings.

Existing vegetation in the western part of the precinct should be augmented with additional planting both to reinforce the role of the park as a major linear vegetation corridor linking the hills in the south to the Logan River valley in the north, and to increase in ecological value and recreational amenity.

#### 5.8 Precinct 8 Intent for Education

This precinct comprises the Beenleigh State High School, together with a private school, church and community facilities to the north of Kokoda Street. The major education and community uses of this precinct are expected to continue, and be augmented with additional facilities to meet future demands of a growing catchment.

The western part of the precinct, accommodating the private school, church and community facilities, contains extensive building complexes. It is traversed by a major creek, and has a significant area of low lying land that is flood prone. The integrity of the creek system should be maintained, and the filling of land and/or location of buildings on flood prone land is not supported. Future development should also be compatible with existing development, whilst conserving notable existing mature trees.



The eastern part of the precinct contains the State High School. The agricultural fields and open nature of this site are an essential element of Beenleigh's character, and identity, particularly when viewed from the adjacent Pacific Motorway. Any future development on the site, whether for expansion of the existing high school or other uses, should ensure that a substantial area of landscaped open space is maintained along the frontages to the freeway and George Street.

If, in the future, the Beenleigh State High School site is no longer required for a high school, it should be reserved for uses such as tertiary education and training facilities, hospital or medical facilities, major high tech training and production, or cultural facilities.

Future development on the site should be guided by a Master Plan that identifies the most appropriate patterns of built form, open space, access and uses and is approved by Council.

### **5.9 Precinct 9 Intent for River Gateway**

This precinct comprises several areas of parkland adjacent to the freeway and the new southern interchange to Beenleigh. The precinct should become notable as a significant landscaped open space and recreational area adjacent to the Albert River, and as a highly attractive green gateway to the KMC.

Future landscape work and pedestrian/cycle links should improve access to and between the Albert River and town centre. The parklands should provide a range of informal recreational activities (not sports fields) to cater for residents.

In addition, the precinct could accommodate facilities which would be attractive to tourists and enhance Beenleigh's role as a gateway to the Gold Coast City, the mountain hinterland and Moreton Bay. Such uses may include a tourism information centre and service station complex that will encourage freeway users to stop and visit Beenleigh.

Any such developments must be carefully sited and designed to maintain the predominantly open parkland character of the precinct. The existing village of historic buildings is considered complementary to the parklands and the recreational uses desired for the precinct.

Future development on the site should be guided by a Master Plan which identifies the most appropriate patterns of built form, open space, access and uses, and is approved by Council.

### **5.10 Precinct 10 Intent for Southpoint**

This precinct should develop as a relatively intense 'entry statement' of mixed commercial uses that will clearly identify arrival at Beenleigh. Its large land holdings and accessibility to the ring route and Yatala combine to make it attractive for a range of commercial uses. Any development is to be designed and sited so as to avoid the motorway strip commercial environment evident along other sections of the freeway to the north of Beenleigh.

To protect and enhance the DEOs for Beenleigh and this precinct, developments will be required to establish attractive buildings set in extensively landscaped frontages to the motorway and other major streets. Signage will be limited to designs that relate to the use of a site within the Southpoint Precinct, only and will reflect the open attractive character required of development in the precinct.

Uses may include temporary or permanent accommodation, high tech training and production, showrooms and institutional uses. Future development should be limited to uses that will complement, rather than detract from, the viability of the KMC; for example, large office developments will be precluded.

Car parking should be provided below and/or at the rear of buildings, rather than intrude onto the street frontages.

Future development in the precinct should be guided by a Master Plan which identifies the most appropriate patterns of built form, open space, access and uses, and is approved by Council.

### **5.11 Precinct 11 Intent for Town Centre Mixed Residential**

This precinct should provide a wide range of housing choice to attract a variety of residents who would enjoy access to the facilities the town centre will offer. Existing residential development comprises a mix of older detached housing on large allotments, together with more recent medium density housing. The latter varies in quality, and includes several large two and three storey unit developments.

A variety of new medium density developments is encouraged in the majority of the precinct. A range of housing, types and styles is desired, and these should include apartments and row houses, as well as small lot attached and detached dwellings.



New housing is not supported on flood-prone land. Development elsewhere in the precinct is envisaged to comprise predominantly medium density housing with a contemporary appearance. Pre 1945 buildings of significance to Beenleigh's cultural heritage should be conserved, and new development adjacent to them should respect their character and setting.

### 5.12 Precinct 12 Intent for Traditional Residential

This precinct comprises mainly detached housing on large allotments. The housing varies in age, but is generally in good condition. Some pre-1945 dwellings add to the diversity of the precinct's streetscapes. Future development should conserve pre-1945 dwellings and be compatible with the scale and forms of existing housing. Infill developments on some large allotments and redevelopment of unattractive housing may be appropriate. However, the predominant form of housing should be detached, and densities should be low, relative to those in other precincts.

#### 5.12.1 Church Street and Buildings of Heritage Character

The Church Street locality contains several cottages and church buildings that date from Beenleigh's early settlement. Although more recent development has occurred nearby, the locality retains a distinctive historic streetscape character which is significant to Beenleigh's cultural heritage. Consequently, pre-1945 dwellings should be conserved, and any new development in the locality should respect the scale, character and cultural heritage values of these old buildings and the prevailing streetscape. Provisions relating to buildings of heritage character are provided in the **Beenleigh Town Centre LAP Place Code**.

## 6.0 Beenleigh Town Centre 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
<b>Precinct 1 – City Heart</b>			
<b>Family Day Care Home</b> <b>Low-Impact Telecommunications Facility</b> Minor Change in the scale or intensity of an existing lawful use <b>Open Sports Ground</b> <b>Park</b> <b>Private Recreation n.e.i.</b> <b>Public Utility</b> <b>Special Accommodation</b>	<b>Cafe</b> <b>Caretaker's Residence</b> <b>Commercial Services</b> <b>Convenience Shop</b> <b>Display Home</b> <b>Estate Sales Office</b> <b>Fast Food Premises</b> <b>Home Occupation</b> <b>Home Office</b> <b>Laundromat</b> <b>Medical Centre</b> <b>Office</b> <b>Private Recreation</b> where lighting is proposed <b>Service Industry</b> <b>Shop</b> <b>Showroom</b> <b>Take-Away Food Premises</b> <b>Temporary Use</b> <b>Tourist Shop</b> <b>Veterinary Clinic</b>	<b>Amusement Parlour</b> <b>Apartment Building</b> <b>Attached Dwellings and Medium Density Detached Dwellings</b> <b>Bed and Breakfast</b> <b>Car Park</b> <b>Child Care Centre</b> <b>Cinema</b> <b>Family Accommodation</b> <b>Hostel Accommodation</b> <b>Market</b> <b>Minor Tourist Facility</b> <b>Place of Worship</b> <b>Reception Room</b> <b>Retail Plant Nursery</b> <b>Service Station</b> <b>Telecommunications Facility n.e.i.</b> <b>Theatre</b> <b>Tourist Facility</b> <b>Vehicle Hire Office</b>	<b>Aged Persons Accommodation</b> <b>Community Care Centre</b> <b>Educational Establishment</b> <b>Funeral Parlour</b> <b>Hospital</b> <b>Indoor Recreation Facility</b> <b>Motel</b> <b>Motor Vehicle Repairs</b> <b>Nightclub</b> <b>Resort Hotel</b> <b>Shopping Centre Development</b> <b>Tavern</b> <b>Vehicle Hire Premises</b> <b>Vehicle Sales Premises</b> <b>Veterinary Hospital</b>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 2 – Beenleigh Central</b>			
<p><b>Family Day Care Home</b> <b>Low-Impact</b> <b>Telecommunications Facility</b> <b>Minor Change</b> in the scale or intensity of an existing lawful use <b>Open Sports Ground</b> <b>Park</b> <b>Private Recreation n.e.i.</b> <b>Public Utility</b> <b>Special Accommodation</b></p>	<p><b>Cafe</b> <b>Caretaker’s Residence</b> <b>Commercial Services</b> <b>Convenience Shop</b> <b>Display Home</b> <b>Estate Sales Office</b> <b>Fast Food Premises</b> <b>Home Occupation</b> <b>Home Office</b> <b>Laundromat</b> <b>Medical Centre</b> <b>Office</b> <b>Private Recreation</b> where lighting is proposed <b>Service Industry</b> <b>Shop</b> <b>Showroom</b> <b>Take-Away Food Premises</b> <b>Temporary Use</b> <b>Tourist Shop</b> <b>Veterinary Clinic</b></p>	<p><b>Amusement Parlour</b> <b>Apartment Building</b> <b>Attached Dwellings and Medium Density Detached Dwellings</b> <b>Bed and Breakfast</b> <b>Car Park</b> <b>Child Care Centre</b> <b>Cinema</b> <b>Family Accommodation</b> <b>Hostel Accommodation</b> <b>Market</b> <b>Minor Tourist Facility</b> <b>Place of Worship</b> <b>Reception Room</b> <b>Retail Plant Nursery</b> <b>Service Station</b> <b>Telecommunication Facility n.e.i.</b> <b>Theatre</b> <b>Tourist Facility</b> <b>Vehicle Hire Office</b></p>	<p><b>Aged Persons Accommodation</b> <b>Community Care Centre</b> <b>Educational Establishment</b> <b>Hospital</b> <b>Indoor Recreation Facility</b> <b>Motel</b> <b>Motor Vehicle Repairs</b> <b>Nightclub</b> <b>Resort Hotel</b> <b>Shopping Centre Development</b> <b>Tavern</b> <b>Vehicle Hire Premises</b> <b>Vehicle Sales Premises</b> <b>Veterinary Hospital</b></p>
<b>Precinct 3 – Inner City South</b>			
<p><b>Family Day Care Home</b> <b>Low-Impact</b> <b>Telecommunications Facility</b> <b>Minor Change</b> in the scale or intensity of an existing lawful use <b>Open Sports Ground</b> <b>Park</b> <b>Private Recreation n.e.i.</b> <b>Public Utility</b> <b>Special Accommodation</b></p>	<p><b>Cafe</b> <b>Caretaker’s Residence</b> <b>Commercial Services</b> <b>Convenience Shop</b> <b>Detached Dwelling</b> <b>Display Home</b> <b>Estate Sales Office</b> <b>Fast Food Premises</b> <b>Home Office</b> <b>Home Occupation</b> <b>Laundromat</b> <b>Medical Centre</b> <b>Office</b> <b>Private Recreation</b> where lighting is proposed <b>Service Industry</b> <b>Shop</b> <b>Showroom</b> <b>Take-Away Food Premises</b> <b>Temporary Use</b> <b>Tourist Shop</b> <b>Veterinary Clinic</b></p>	<p><b>Amusement Parlour</b> <b>Apartment Building</b> <b>Attached Dwellings and Medium Density Detached Dwellings</b> <b>Bed and Breakfast</b> <b>Car Park</b> <b>Child Care Centre</b> <b>Cinema</b> <b>Family Accommodation</b> <b>Hostel Accommodation</b> <b>Market</b> <b>Minor Tourist Facility</b> <b>Place of Worship</b> <b>Reception Room</b> <b>Retail Plant Nursery</b> <b>Service Station</b> <b>Telecommunication Facility n.e.i.</b> <b>Theatre</b> <b>Tourist Facility</b></p>	<p><b>Aged Persons Accommodation</b> <b>Community Care Centre</b> <b>Educational Establishment</b> <b>Hospital</b> <b>Indoor Recreation Facility</b> <b>Motel</b> <b>Motor Vehicle Repairs</b> <b>Nightclub</b> <b>Resort Hotel</b> <b>Shopping Centre Development</b> <b>Tavern</b> <b>Vehicle Hire Premises</b> <b>Vehicle Sales Premises</b> <b>Veterinary Hospital</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 4 – Community</b>			
<p><b>Agriculture</b>  <b>Conservation</b> (natural area management)  <b>Family Day Care Home</b>  <b>Low-Impact Telecommunications Facility</b>  <b>Minor Change</b> in the scale or intensity of an existing lawful use  <b>Open Sports Ground Park</b>  <b>Public Utility</b></p>	<p><b>Caretaker’s Residence</b>  <b>Cemetery</b>  <b>Community Care Centre</b>  <b>Community Purposes</b> (excluding corrective institutions)  <b>Educational Establishment</b>  <b>Home Office</b>  <b>Medical Centre</b>  <b>Temporary Use</b>  <b>Transit Centre</b>  <b>Transport Terminal</b></p>	<p><b>Cafe</b>  <b>Car Park</b>  <b>Caravan Park</b>  <b>Convenience Shop</b>  <b>Farm Forestry</b>  <b>Indoor Recreation Facility</b>  <b>Market</b>  <b>Minor Tourist Facility</b>  <b>Place of Worship</b>  <b>Reception Room</b>  <b>Restaurant</b>  <b>Telecommunication Facility n.e.i.</b>  <b>Tourist Shop</b></p>	<p><b>Child Care Centre</b>  <b>Community Purposes n.e.i.</b>  <b>Outdoor Sport and Recreation</b>  <b>Refuse Disposal</b>  <b>Refuse Transfer Station</b>  <b>Tourist Cabins</b></p>
<b>Precinct 5 – Western Gateway</b>			
<p><b>Family Day Care Home</b>  <b>Low-Impact Telecommunications Facility</b>  <b>Minor Change</b> in the scale or intensity of an existing lawful use  <b>Open Sports Ground Park</b>  <b>Private Recreation n.e.i.</b>  <b>Public Utility</b>  <b>Special Accommodation</b></p>	<p><b>Cafe</b>  <b>Caretaker’s Residence</b>  <b>Convenience Shop</b>  <b>Detached Dwelling</b>  <b>Display Home</b>  <b>Estate Sales Office</b>  <b>Home Office</b>  <b>Home Occupation</b>  <b>Laundromat</b>  <b>Private Recreation</b> where lighting is proposed  <b>Temporary Use</b></p>	<p><b>Aged Persons Accommodation</b>  <b>Apartment Building</b>  <b>Attached Dwellings and Medium Density Detached Dwellings</b>  <b>Bed and Breakfast</b>  <b>Car Park</b>  <b>Commercial Services</b>  <b>Family Accommodation</b>  <b>Hostel Accommodation</b>  <b>Medical Centre</b>  <b>Place of Worship</b> where the GFA is less than 200m<sup>2</sup>  <b>Restaurant</b> where the GFA is less than 150m<sup>2</sup>  <b>Telecommunication Facility n.e.i.</b></p>	<p><b>Child Care Centre</b>  <b>Community Care Centre</b>  <b>Educational Establishment</b>  <b>Hospital</b>  <b>Indoor Recreation Facility</b>  <b>Motel</b>  <b>Place of Worship n.e.i.</b>  <b>Restaurant n.e.i.</b>  <b>Additional uses</b> permitted as part of a mixed use development fronting George Street and/or for the use of a building of heritage character:</p> <ul style="list-style-type: none"> <li>▪ <b>Commercial Services</b></li> <li>▪ <b>Fast Food Premises</b></li> <li>▪ <b>Market</b></li> <li>▪ <b>Minor Tourist Facility</b></li> <li>▪ <b>Office</b> where the GFA is less than 200m<sup>2</sup></li> <li>▪ <b>Retail Plant Nursery</b></li> <li>▪ <b>Service Industry</b></li> <li>▪ <b>Shop</b></li> <li>▪ <b>Showroom</b></li> <li>▪ <b>Take-Away Food Premises</b></li> <li>▪ <b>Theatre</b></li> <li>▪ <b>Tourist Facility</b></li> <li>▪ <b>Veterinary Clinic</b></li> </ul>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 6 – Inner City North</b>			
<p><b>Family Day Care Home</b> <b>Low-Impact Telecommunications Facility</b> <b>Minor Change</b> in the scale or intensity of an existing lawful use <b>Open Sports Ground Park</b> <b>Private Recreation n.e.i.</b> <b>Public Utility</b> <b>Special Accommodation</b></p>	<p><b>Cafe</b> <b>Caretaker’s Residence</b> <b>Convenience Shop</b> <b>Detached Dwelling</b> <b>Display Home</b> <b>Estate Sales Office</b> <b>Fast Food Premises</b> <b>Home Office</b> <b>Home Occupation</b> <b>Laundromat</b> <b>Private Recreation</b> where lighting is proposed <b>Take-Away Food Premises</b> <b>Temporary Use</b> <b>Veterinary Clinic</b> where located in <b>Sub-precinct 1a</b></p>	<p><b>Accommodation</b> <b>Apartment Building</b> <b>Attached Dwellings and Medium Density Detached Dwellings</b> <b>Bed and Breakfast</b> <b>Car Park</b> <b>Commercial Services</b> <b>Family Accommodation</b> <b>Medical Centre</b> <b>Office</b> where the GFA is less than 500m<sup>2</sup> <b>Place of Worship</b> <b>Restaurant</b> where the GFA is less than 500m<sup>2</sup> <b>Retail Plant Nursery</b> <b>Service Industry</b> <b>Shop</b> <b>Showroom</b> <b>Telecommunication Facility n.e.i.</b> <b>Veterinary Clinic</b> where located in <b>Sub-precinct 1b</b></p>	<p><b>Amusement Parlour</b> <b>Child Care Centre</b> <b>Community Care Centre</b> <b>Educational Establishment</b> <b>Hospital</b> <b>Hostel Accommodation</b> <b>Indoor Recreation Facility</b> <b>Minor Tourist Facility</b> <b>Motel</b> <b>Motor Vehicle Repairs</b> <b>Reception Room</b> <b>Restaurant n.e.i.</b> <b>Service Station</b> <b>Tavern</b> <b>Vehicle Hire Premises</b> <b>Vehicle Sales Premises</b> <b>Veterinary Hospital</b></p>
<b>Precinct 7 – Parkland and Recreation</b>			
<p><b>Conservation</b> (natural area management) <b>Low-Impact Telecommunications Facility</b> <b>Minor Change</b> in the scale or intensity of an existing lawful use <b>Open Sports Ground Park</b> <b>Public Utility</b></p>	<p><b>Temporary Use</b></p>	<p><b>Cafe</b> where the GFA is less than 100m<sup>2</sup> <b>Caretaker’s Residence</b> <b>Community Purposes</b> (excluding corrective institutions) <b>Farm Forestry</b> in compliance with an adopted management plan <b>Indoor Recreation Facility</b> <b>Market</b> <b>Minor Tourist Facility</b> <b>Restricted Club</b> <b>Take-Away Food Premises</b> where the GFA is less than 100m<sup>2</sup> <b>Telecommunications Facility n.e.i.</b></p>	<p><b>Convenience Shop</b> <b>Ecotourism Facility</b> <b>Outdoor Sport and Recreation</b> <b>Restaurant</b> <b>Tourist Cabins</b> <b>Tourist Facility</b> <b>Tourist Shop</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 8 – Education</b>			
<p><b>Agriculture</b> Conservation (natural area management) <b>Family Day Care Home</b> <b>Low-Impact</b> <b>Telecommunications Facility</b> Minor Change in the scale or intensity of an existing lawful use <b>Open Sports Ground</b> <b>Park</b> <b>Public Utility</b></p>	<p><b>Caretaker's Residence</b> <b>Cemetery</b> <b>Community Care Centre</b> <b>Community Purposes</b> (excluding corrective institutions) <b>Home Office</b> <b>Medical Centre</b> <b>Temporary Use</b></p>	<p><b>Cafe</b> <b>Car Park</b> <b>Caravan Park</b> <b>Convenience Shop</b> <b>Farm Forestry</b> <b>Indoor Recreation Facility</b> <b>Market Minor Tourist Facility</b> <b>Place of Worship</b> <b>Reception Room</b> <b>Restaurant</b> <b>Telecommunications Facility n.e.i.</b> <b>Tourist Shop</b></p>	<p><b>Child Care Centre</b> <b>Community Purposes n.e.i.</b> <b>Refuse Disposal</b> <b>Refuse Transfer Station</b> <b>Tourist Cabins</b></p>
<b>Precinct 9 – River Gateway</b>			
<p><b>Conservation</b> (natural area management) <b>Low-Impact</b> <b>Telecommunications Facility</b> Minor Change in the scale or intensity of an existing lawful use <b>Open Sports Ground</b> <b>Park</b> <b>Public Utility</b></p>	<p><b>Detached Dwelling</b> <b>Temporary Use</b></p>	<p><b>Bulk Garden Supplies</b> <b>Cafe</b> where the GFA is less than 100m<sup>2</sup> <b>Caretaker's Residence</b> <b>Community Purposes</b> (excluding corrective institutions) <b>Indoor Recreation Facility</b> <b>Market</b> <b>Minor Tourist Facility</b> <b>Take-Away Food Premises</b> where the GFA is less than 100m<sup>2</sup></p>	<p><b>Convenience Shop</b> <b>Ecotourism Facility</b> <b>Farm Forestry</b> <b>Fast Food Shop</b> <b>Restaurant</b> <b>Service Station</b> <b>Tourist Cabins</b> <b>Tourist Facility</b> <b>Tourist Shop</b></p>
<b>Precinct 10 – Southpoint</b>			
<p><b>Family Day Care Home</b> <b>Low-Impact</b> <b>Telecommunications Facility</b> Minor Change in the scale or intensity of an existing lawful use <b>Open Sports Ground</b> <b>Park</b> <b>Private Recreation n.e.i.</b> <b>Public Utility</b> <b>Special Accommodation</b></p>	<p><b>Caretaker's Residence</b> <b>Detached Dwelling</b> <b>Display Home</b> <b>Estate Sales Office</b> <b>Home Occupation</b> <b>Home Office</b> <b>Laundromat</b> <b>Private Recreation</b> where lighting is proposed <b>Retail Plant Nursery</b> (only where in conjunction with a non residential use) <b>Service Industry (Group B)</b> <b>Showroom</b> <b>Take-Away Food Premises</b> <b>Temporary Use</b> <b>Tourist Shop</b> <b>Vehicle Hire Premises</b> <b>Vehicle Sales Premises</b> <b>Veterinary Clinic</b> <b>Warehouse</b></p>	<p><b>Bed and Breakfast</b> <b>Bulk Garden Supplies</b> <b>Cafe</b> <b>Car Park</b> <b>Caretaker's Residence</b> <b>Convenience Shop</b> <b>Fast Food Premises</b> <b>Hostel Accommodation</b> <b>Medical Centre</b> <b>Office</b> (only where it is ancillary to another use) <b>Place of Worship</b> <b>Retail Plant Nursery n.e.i.</b> <b>Service Station</b> <b>Telecommunications Facility n.e.i.</b></p>	<p><b>Attached Dwellings and Medium Density Detached Dwellings</b> <b>Apartment Building</b> <b>Caravan Park</b> <b>Child Care Centre</b> <b>Community Care Centre</b> <b>Indoor Recreation Facility</b> <b>Minor Tourist Facility</b> <b>Motel</b> <b>Relocatable Home Park</b> <b>Reception Room</b> <b>Restaurant</b> <b>Tourist Facility</b> <b>Transport Terminal</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 11 – Town Centre Mixed Residential</b>			
<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. Public Utility Special Accommodation</p>	<p>Detached Dwelling Display Home Estate Sales Office Home Office Private Recreation where lighting is proposed</p>	<p>Aged Persons Accommodation Apartment Building Attached Dwellings and Medium Density Detached Dwellings Bed and Breakfast Caretaker's Residence Convenience Shop Family Accommodation Home Occupation Place of Worship where the GFA is less than 300m<sup>2</sup> Telecommunications Facility n.e.i.</p>	<p>Cafe Caravan Park Child Care Centre Community Care Centre Educational Establishment Hostel Accommodation Medical Centre Motel Place of Worship n.e.i. Relocatable Home Park Service Station</p>
<b>Precinct 12 – Traditional Residential</b>			
<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. Public Utility 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 Dwellings and Medium Density Detached Dwellings Bed and Breakfast Caretaker's Residence Family Accommodation Home Occupation Place of Worship</p>	<p>Apartment Building Cafe Caravan Park Child Care Centre Convenience Shop Community Care Centre Educational Establishment Hostel Accommodation Medical Centre Motel Place of Worship Relocatable Home Park Service Station</p>

**B: Material Change of Use Overlay Provisions**

Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Material Change of Use involving Building Work that:</b>			
		<p>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 <b>Beenleigh Town Centre LAP Map 1.4 – Maximum Building Height</b></p>	<p>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 <b>Beenleigh Town Centre LAP Map 1.4 – Maximum Building Height</b> OR exceeds the maximum number of storeys indicated for the site identified on <b>Beenleigh Town Centre LAP Map 1.4 – Maximum Building Height</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
			<p>exceeds the maximum residential density for the subject land as shown on <b>Beenleigh Town Centre LAP Map 1.5 – Maximum Residential Density</b> is located in <b>Precinct 11</b> and has a site area of less than 1000m<sup>2</sup> and exceeds the maximum accommodation density as shown on the Table to <b>Acceptable Solution AS2.2 Precinct 11 Accommodation Density</b></p>
		<p>is located on a site nominated as Moderate, High or Very High Risk Area on <b>Overlay Map OM16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard</b></p>	
	<p>is on a site identified on <b>Overlay Map OM13 – Building Setback Line from Canals and Waterways</b> as being affected by a waterway building setback, and is in compliance with the Acceptable Solutions of <b>Constraint Code 3 – Canals and Waterways</b></p>	<p>is on a site identified on <b>Overlay Map OM13 – Building Setback Line from Canals and Waterways</b> as being affected by a waterway building setback, and alternative solutions to the Acceptable Solutions of <b>Constraint Code 3 – Canals and Waterways</b> are proposed</p>	
		<p>is on or adjoins a site listed on the <b>Queensland Heritage Register (Queensland Heritage Act 1992)</b> or the <b>Register of the National Estate (Australian Heritage Commission Act 1975)</b> or the <b>National Trust of Queensland</b> list</p>	
		<p>is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the <b>Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987</b>; OR is located on land which is the subject of a native title claim;</p>	



Exempt	Self Assessable	Code Assessable	Impact Assessable
		OR is located on land that is known to the owner 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 <b>Overlay Map OM23 – Extractive Resources</b>
	is on a site identified on the Domain Maps as being affected by Future Road Requirement and complies with the Acceptable Solutions of <b>Constraint Code 4 – Car Parking, Access and Transport Integration</b>	is on a site identified on the Domain Maps as being affected by Future Road Requirement and alternative solutions to the Acceptable Solutions of <b>Constraint Code 4 – Car Parking, Access and Transport Integration</b> are proposed	

**C: Operational Work – Changes to Ground Level**

Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Operational Work that involves extraction, excavation or fill that:</b>			
		Precincts 1, 2, 3, 5, 6 and 10 exceeds a volume of 20 cubic metres of fill or excavation or is closer than two metres from the allotment boundary	
		Precincts 4 and 8 exceeds a volume of 20 cubic metres of fill or excavation or is closer than ten metres from the allotment boundary	
		Precincts 7 and 9 exceeds a volume of 100 cubic metres of fill or excavation or is closer than 20 metres from the allotment boundary	



Exempt	Self Assessable	Code Assessable	Impact Assessable
		Precincts 11 and 12 exceeds a volume of 50 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary	
		is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the <b>Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987</b> ; 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 and/or the developer to be of indigenous cultural heritage value	

#### D: Operational Work – Advertising Device

Exempt	Self Assessable	Code Assessable	Impact Assessable																								
	<p><b>Advertising Device</b> that is:</p> <p>a) Not illuminated, nor animated, and where the total area of signage per street frontage does not exceed the following for each precinct:</p> <table border="0"> <tr><td>Precinct 1</td><td>10m<sup>2</sup></td></tr> <tr><td>Precinct 2</td><td>10m<sup>2</sup></td></tr> <tr><td>Precinct 3</td><td>10m<sup>2</sup></td></tr> <tr><td>Precinct 4</td><td>5m<sup>2</sup></td></tr> <tr><td>Precinct 5</td><td>5m<sup>2</sup></td></tr> <tr><td>Precinct 6</td><td>5m<sup>2</sup></td></tr> <tr><td>Precinct 7</td><td>5m<sup>2</sup></td></tr> <tr><td>Precinct 8</td><td>5m<sup>2</sup></td></tr> <tr><td>Precinct 9</td><td>10m<sup>2</sup></td></tr> <tr><td>Precinct 10</td><td>10m<sup>2</sup></td></tr> <tr><td>Precinct 11</td><td>0.6m<sup>2</sup></td></tr> <tr><td>Precinct 12</td><td>0.6m<sup>2</sup>;</td></tr> </table> <p>b) Not visible from any State-controlled road</p>	Precinct 1	10m <sup>2</sup>	Precinct 2	10m <sup>2</sup>	Precinct 3	10m <sup>2</sup>	Precinct 4	5m <sup>2</sup>	Precinct 5	5m <sup>2</sup>	Precinct 6	5m <sup>2</sup>	Precinct 7	5m <sup>2</sup>	Precinct 8	5m <sup>2</sup>	Precinct 9	10m <sup>2</sup>	Precinct 10	10m <sup>2</sup>	Precinct 11	0.6m <sup>2</sup>	Precinct 12	0.6m <sup>2</sup> ;	<p><b>Advertising Devices</b> n.e.i.</p>	
Precinct 1	10m <sup>2</sup>																										
Precinct 2	10m <sup>2</sup>																										
Precinct 3	10m <sup>2</sup>																										
Precinct 4	5m <sup>2</sup>																										
Precinct 5	5m <sup>2</sup>																										
Precinct 6	5m <sup>2</sup>																										
Precinct 7	5m <sup>2</sup>																										
Precinct 8	5m <sup>2</sup>																										
Precinct 9	10m <sup>2</sup>																										
Precinct 10	10m <sup>2</sup>																										
Precinct 11	0.6m <sup>2</sup>																										
Precinct 12	0.6m <sup>2</sup> ;																										



### 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
<b>Vegetation Clearing that:</b>			
	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 <b>Specific Development Code 36 – Vegetation Management</b>	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 <b>Specific Development Code 36 – Vegetation Management</b> are proposed	

### G: Reconfiguring a Lot

Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Reconfiguring a Lot that:</b>			
		Precincts 1, 2, 3, 4, 5, 6 and 10 results in no lots with an area less than 1,000m <sup>2</sup> ; 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	Precincts 1, 2, 3, 4, 5, 6 and 10 results in one or more lots with an area less than 1,000m <sup>2</sup>
		Precincts 7, 8 and 9 results in no lots with an area less than 4,000m <sup>2</sup> ; 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	Precincts 7, 8 and 9 results in one or more lots with an area less than 4,000m <sup>2</sup>



Exempt	Self Assessable	Code Assessable	Impact Assessable
		Precinct 11 results in no lots with an area less than 400m <sup>2</sup> ; 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 11 results in one or more lots with an area less than 400m <sup>2</sup>
		Precinct 12 results in no lots with an area less than 600m <sup>2</sup> ; 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 12 results in one or more lots with an area less than 600m <sup>2</sup>
			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 <b>Overlay Map OM23 – Extractive Resources</b>

## 7.0 Relevant Codes

Codes relevant for development assessment in the Beenleigh Town Centre 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 Beenleigh Town Centre LAP area.

Place Code	Specific Development Codes	Constraint Codes
Beenleigh Town Centre LAP Place Code	2 Advertising Devices 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	3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation 15 Service Roads (Pacific Motorway)

### 7.2 Material Change of Use

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

Place Code	Specific Development Codes	Constraint Codes
Beenleigh Town Centre LAP Place Code	3 Aged Persons Accommodation 4 Animal Husbandry 6 Attached Dwellings and Medium Density 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 26 Relocatable Home Parks 27 Retail and Related Establishments 31 Service Stations 33 Telecommunications Facilities 35 Tourist Cabins 37 Vehicle Sales 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 12 Rail Corridor Environs 13 Road Traffic Noise Management 14 Sediment and Erosion Control 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 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 Beenleigh Town Centre LAP area.

Place Code	Specific Development Codes	Constraint Codes
Beenleigh Town Centre LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies	3 Canals and Waterways 4 Car Parking, Access and Transport Integration 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 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 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 Beenleigh Town Centre LAP area.

Place Code	Specific Development Codes	Constraint Codes
Beenleigh Town Centre LAP Place Code	2 Advertising Devices 21 Landscape Work 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 14 Sediment and Erosion Control 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 assessable **Operational Work – Vegetation Clearing** in the Beenleigh Town Centre LAP area.

Place Code	Specific Development Codes	Constraint Codes
Beenleigh Town Centre LAP Place Code	38 Vegetation Management	7 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 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 Beenleigh Town Centre LAP area.

Place Code	Specific Development Codes	Constraint Codes
Beenleigh Town Centre 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	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 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

## 8.0 Beenleigh Town Centre LAP Place Code

### 8.1 Purpose

This Place Code seeks to ensure that the scale and density of development and, in particular, the design and appearance of residential development and commercial premises is consistent with the function of Beenleigh Town Centre as a KMC within the Gold Coast City Activity Centre system.

The purpose of these development provisions is to ensure that the scale, density, layout and aesthetic appearance of all development is consistent with the role of Beenleigh Town Centre as a KMC and with the desired style and character of the centre. These provisions also aim to ensure that Beenleigh Town Centre 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 Beenleigh Town Centre LAP Place Code applies to development indicated as self, code or impact assessable in the Beenleigh Town Centre LAP Table of Development at **Clause 6.0** of this LAP.

**8.2.2** Performance Criteria PC1-PC53 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-PC9 apply.

### 8.3 Development Requirements

Performance Criteria	Acceptable Solutions
<b>Development that is Self Assessable, Code Assessable or Impact Assessable</b>	
<b>Building Height</b>	
PC1 The height of buildings must identify the core of the Beenleigh Town Centre. The height of buildings, within the LAP area, varies to create a transition from the medium rise areas in the traditional town centre area to the low rise areas to the south and west.	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 <b>Beenleigh Town Centre LAP Map 1.4 – Maximum Building Height</b> .



Performance Criteria	Acceptable Solutions
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**Accommodation Density**

PC2  
Accommodation density must be consistent with the KMC character of Beenleigh Town Centre. Accordingly, medium to high density development that can be comfortably accommodated on the development site and support mixed uses in the town centre is appropriate, with lower densities in the areas more distant from the town centre.

AS2.1.1  
The dwelling density is one dwelling per lot.  
OR  
AS2.1.2  
The maximum dwelling density in any precinct does not exceed the relevant accommodation density (RD number) shown for that precinct on **Beenleigh Town Centre LAP Map 1.5 – Maximum Residential Density**.  
AS2.2  
The site is located in **Precinct 11** and has a site area less than 1000m<sup>2</sup>, and the maximum dwelling density does not exceed the accommodation density as shown in the following table:

Table to Acceptable Solution AS2.2 – Precinct 11 Accommodation Density		
No of Dwellings Proposed	Minimum Site Area (m <sup>2</sup> )	Effective Minimum Site Area (m <sup>2</sup> Per Dwelling)
One	400	400
Two	600	300
Three	750	250
Four	900	225
Five	1000	200

**Site Coverage**

PC3  
Site coverage is greatest in the core area, to promote an urban building bulk, and is reduced in the surrounding precincts to promote an open streetscape.

AS3  
The site coverage of any development does not exceed the following:  
Precincts 1, 2 and 3    80% at ground and first floors and 50% above the first floor  
Precincts 4 and 7        35%  
Precincts 5 and 6        50%  
Precinct 8                25% at ground level and 15% for any other storeys  
Precinct 9                10%  
Precinct 10               70% unless a Specific Development Code states a lesser site coverage  
Precinct 11               60%  
Precinct 12               50%

**Building Setback**

PC4  
Buildings must be designed to clearly define, frame or enclose streets and other public and semi-public urban spaces. Existing and proposed streets within the town centre have been classified as formal, semi-formal and informal, with respect to their desired future streetscape character. (Refer **Beenleigh Town Centre LAP Map 1.7 – Streetscape Character**).

AS4.1.1  
The building is located close to, or abutting frontages, to streets and other urban spaces, for all or most of these frontages so that they create a continuous, or essentially continuous, edge of built form. This includes, with reference to **Beenleigh Town Centre LAP Map 1.7 – Streetscape Character**:  
a) a minimum of 80% of the facade of the building abutting or being located within three metres of a frontage to a formal streetscape;  
b) a minimum of 50% of the facade of the building abutting or being located within six metres of a frontage to a semi-formal streetscape;  
c) a minimum of 50% of the facade of the building being located between four and eight metres of a frontage to an informal streetscape.  
OR



Performance Criteria	Acceptable Solutions
	<p><b>Precincts 8 and 9</b> AS4.1.2 All buildings are set back a minimum of 15 metres from the principal road frontage. OR <b>Precinct 10</b> AS4.1.3 All buildings are set back a minimum of ten metres from the principal road frontage and seven metres from any other road frontage. <b>Precincts 5, 6, 11 and 12</b> AS 4.1.4 No acceptable solution provided.</p>
<p>PC5 Buildings must provide for setbacks from the side and rear boundaries which are appropriate for:</p> <ol style="list-style-type: none"> <li>the efficient use of the site;</li> <li>the local character of the area; and</li> <li>the effective separation from neighbouring properties and from frontages to roads.</li> </ol>	<p>AS5.1.1 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. <b>Precincts 5, 6, 11 and 12</b> AS5.1.2 No acceptable solution provided. <b>Precincts 8 and 9</b> AS5.2 All buildings are set back six metres from the side or rear boundary of the site. <b>Precinct 10</b> AS5.3 All buildings are set back six metres from the side or rear boundary where this abuts a road; otherwise, a zero setback is acceptable.</p>
<p>PC6 The height of the buildings must not cause adverse impact on neighbouring sites.</p>	<p><b>Precincts 1 and 2</b> AS6.1 Buildings over eight metres in height are wholly sited within a building envelope, defined as follows:</p> <ol style="list-style-type: none"> <li>planes are projected at 45 degrees from a height above ground level of eight metres at the front, side and rear boundaries of the site, for a horizontal distance of six metres in to the site from the boundary, and thereafter vertical up to the maximum height limit specified for the relevant precinct.</li> </ol> <p><b>Precincts 1, 2 and 3</b> AS6.2 All storeys of a building above the third storey or 12 metres (whichever is lesser) are not greater than 1,250m<sup>2</sup> in plan area and are contained within a rectangular plan envelope, having maximum dimensions of 35 by 50 metres. <b>Precincts 4, 5, 6, 7, 8, 9, 10, 11 and 12</b> AS6.3 All buildings, exceeding two storeys in height, have their upper storeys set back from the lot boundaries, consistent with the following distances:</p> <ol style="list-style-type: none"> <li>a minimum of six metres from the frontage in respect of that part of the building, which exceeds two storeys in height;</li> </ol>



Performance Criteria	Acceptable Solutions
	<p>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;</p> <p>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.</p> <p><b>All Precincts</b> AS6.4 Balconies may project up to a maximum of 1.5 metres into any setback area, provided that no part of a balcony is closer than five metres to a site boundary, and the main living area and private open space of any adjacent residential accommodation is not overlooked.</p> <p><b>All Precincts</b> AS6.5 Any part of a building higher than 12 metres, is separated from any part of another building over 12 metres in height by a minimum distance of:</p> <p>a) 18 metres along frontages to public streets and urban spaces;</p> <p>b) 40 metres in any other direction.</p>
<p><b>Activity Frontage Controls</b></p>	
<p><b>Precincts 1, 2 and 3</b> PC7 Lively and interesting frontages must be provided to urban spaces, by development that enlivens and enriches the experience of people using the centre. Buildings in the core area must contribute pedestrian activity to footpaths and public spaces.</p>	<p><b>Precincts 1, 2 and 3</b> AS7 The ground storey level of buildings with frontage to a public or semi-public urban space has:</p> <p>a) at least 80% of the ground floor frontage occupied by active uses (for example, retail shops, entertainment establishments, commercial services, service industry Group A or offices);</p> <p>b) clear or relatively clear windows and, where provided, grille or translucent security screens, rather than solid shutters, screens or roller doors.</p>
<p><b>Precincts 1, 2 and 3</b> PC8 Building design must contribute to an interesting street perspective and to the visual amenity of Beenleigh Town Centre.</p>	<p><b>Precincts 1, 2 and 3</b> AS8.1 Lengths of wall in excess of 15 metres are not provided on the same alignment.</p> <p>AS8.2 The glass area of the building (including windows and doors) exceeds 70% of the total area of the external wall.</p> <p>AS8.3 Ancillary structures of the building (including unenclosed decks, terraces and balconies fronting the street) do not extend beyond the front property boundary of the site.</p>



Performance Criteria	Acceptable Solutions
<b>Vehicular Crossings</b>	
<p>PC9</p> <p>Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <ul style="list-style-type: none"> <li>a) a safe footpath environment;</li> <li>b) safe vehicular access to the property;</li> <li>c) appropriate hydraulic performance of the stormwater infrastructure;</li> <li>d) no damage to vehicle or road infrastructure;</li> <li>e) minimal loss of on-street parking spaces;</li> <li>f) continued amenity of the neighbourhood.</li> </ul>	<p>AS9</p> <p>Driveways are designed and constructed in accordance with relevant sections of <b>Planning Scheme Policy 11 – Land Development Guidelines</b>.</p>
<b>Development that is Code Assessable or Impact Assessable</b>	
<b>Siting</b>	
<p>PC10</p> <p>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 by a site analysis, prepared in accordance with <b>Planning Scheme Policy 17 – Site Analysis</b>.</p>	<p>AS10</p> <p>No acceptable solution provided.</p>
<p>PC11</p> <p>The layout of the site must provide a clear separation between the public access areas and the areas set aside for servicing the building.</p>	<p>AS11</p> <p>No acceptable solution provided.</p>
<b>Building Appearance</b>	
<p>PC12</p> <p>The design of all buildings in the Beenleigh Town Centre LAP area must promote the theme of a contemporary, climatically responsive, leisure oriented centre. This should be achieved through the development of high quality structures, which contribute to a lively streetscape and complement developments on adjoining sites. All new development should address public streets and other public areas, and be an attractive and functional component of the centre as a whole.</p>	<p>AS12.1</p> <p>All development is oriented to address and complement public streets and public areas.</p> <p>AS12.2</p> <p>Excessive lengths of wall in a single plane are avoided.</p> <p>AS12.3</p> <p>Windows, balconies, awnings and eaves punctuate the walls. A variety of building materials is utilised to avoid design repetition and to emphasise window and door openings.</p>
<p><b>Precincts 1, 2, 3, 4, 5 and 6</b></p> <p>PC13</p> <p>New development must contribute to the creation of a distinctive, memorable and legible town centre.</p>	<p><b>Precincts 1, 2, 3, 4, 5 and 6</b></p> <p>AS13</p> <p>Buildings located in prominent positions are designed to express and/or emphasise the importance of their location, through architectural expression and/or landscape treatments (such as slightly increased height, reduced building setbacks, entrance location and orientation, decorative treatments and the like). Prominent positions include corner sites on formal and semi-formal streetscape character streets, sites with frontages to significant urban spaces, and sites terminating important vistas.</p>



Performance Criteria	Acceptable Solutions
<p><b>Precincts 1, 2, 3, 4, 5 and 6</b></p> <p>PC14</p> <p>Buildings must clearly express their intended use and address their principal street frontage.</p>	<p><b>Precincts 1, 2, 3, 4, 5 and 6</b></p> <p>AS14.1</p> <p>Buildings have their most important facades and main public entrances close to, and directly facing, the principal street frontage.</p> <p>AS14.2</p> <p>Where development is located on a corner site, the main entrance faces the principal street, or the corner, in preference to facing a secondary street.</p>
<p>PC15</p> <p>Buildings and groups of buildings must be sited and designed to respect or enhance the character and amenity of their streets and neighbouring premises.</p>	<p>AS15.1</p> <p>Buildings are sited and designed to be compatible with the scale and significant elements of their streetscape and neighbouring buildings by having a building plan, forms and facades articulated and finished in ways that respond to notable, attractive elements of adjacent buildings (eg. in relation to continuity of colonnades, verandas, balconies, eaves or parapet lines and roof forms).</p> <p>AS15.2</p> <p>Buildings over two storeys or eight metres (whichever is the lesser) in height are designed to incorporate:</p> <ol style="list-style-type: none"> <li>appropriate building form and architectural distinctions between base or street levels, mid levels and top levels;</li> <li>a one or two storey podium at the base of buildings, which are more than three storeys or 12 metres high (whichever is the lesser).</li> </ol> <p>AS15.3</p> <p>Top levels of buildings and roof forms are shaped to:</p> <ol style="list-style-type: none"> <li>reduce their apparent bulk and provide visually attractive skyline silhouettes;</li> <li>screen mechanical plant from view from public streets and any adjacent residential accommodation;</li> <li>provide rooftop terraces to take advantage of views where appropriate.</li> </ol>
<p><b>Precincts 1, 2 and 3</b></p> <p>PC16</p> <p>Buildings must be designed and finished to:</p> <ol style="list-style-type: none"> <li>provide visual interest in their forms and facades;</li> <li>provide outdoor or semi-enclosed public spaces that complement adjoining indoor spaces;</li> <li>take advantage of local climatic conditions in ways that reduce demand on non-renewable energy sources for cooling and heating.</li> </ol>	<p><b>Precincts 1, 2 and 3</b></p> <p>AS16</p> <p>Buildings have modelled and textured facades which incorporate a low proportion of solid to a high proportion of void, by using elements such as the following:</p> <ol style="list-style-type: none"> <li>wide colonnades, verandas, awnings, balconies and eaves; recesses, screens, awnings and shutters;</li> <li>windows that are protected from excessive direct sunlight – especially from October to March inclusive.</li> </ol>
<p><b>All Precincts</b></p> <p>PC17</p> <p>Buildings must respect and reflect the distinctive character of their settings, and express contemporary architectural practice in building style, materials and colours.</p>	<p><b>All Precincts</b></p> <p>AS17</p> <p>Buildings use external building materials and colours that:</p> <ol style="list-style-type: none"> <li>are robust and do not require high levels of maintenance;</li> <li>complement their setting and attractive neighbouring premises;</li> <li>are not mirrored or highly reflective.</li> </ol>



Performance Criteria	Acceptable Solutions
<p>PC18</p> <p>Development in the town centre must contribute to the creation of attractive and interesting streetscapes that enhance the image and amenity of the town centre as a whole and the relevant precinct in particular:</p> <p>a) the streets intended to have a formal streetscape character are those that are likely to most contribute to the overall image, amenity and vitality of the centre. They are the principal routes to and through the heart of the town centre and they address a number of developments of significance. They will also provide the most convenient and busy routes for pedestrians and public transit. These streets include sections of George Street, City Road and Main Street which currently exhibit a traditional main street character, and others that are less cohesive, but warrant improvement in keeping with the DEOs for the town centre;</p> <p>b) the streets intended to have a semi-formal streetscape character are also prominent, and will contribute to the overall image, amenity and vitality of the town centre. They include several major routes to the heart of the centre and most of the inner ring route. In addition to George Street, they provide an entrance to Beenleigh for most visitors. Their character is therefore important to the efficient functioning of the centre and its identity. The existing streetscapes vary considerably in their character and amenity, due to differences in fronting land uses, street reserve widths, topography and extent of street trees. It is intended that these streets experience a substantial amount of new development along their frontages, as well as continued investment in streetscape enhancements;</p> <p>c) the streets intended to have an informal streetscape character are predominantly those within or adjacent to the town centre's residential precincts. The existing streetscapes vary considerably in their character and amenity, due to differences in the age and density of adjacent development, street reserve widths, topography and extent of street trees. Development along some of these streets is unlikely to change dramatically. Other streets are likely to experience a substantial amount of new development. Most would benefit from streetscape enhancements, particularly additional street trees and improved footpaths.</p>	<p>AS18.1</p> <p>Formal streetscapes are characterised by:</p> <p>a) avenues of large shade trees along footpaths (and within medians where possible) and appropriate landscape work that signals arrival at the heart of Beenleigh;</p> <p>b) buildings located close to or abutting the street frontage in a mainly contiguous manner, similar to the traditional urban form of the centre of Beenleigh adjacent to the intersection of City Road and George Street;</p> <p>c) uses at street level which contribute to a lively, safe and interesting centre for extended periods;</p> <p>d) provision of a high quality pedestrian environment with extensive shelter and attractive paving and street furniture;</p> <p>e) high priority given to pedestrian and public transit movement;</p> <p>f) high levels of centre destination traffic, but relatively slow traffic speeds and a modest amount of through traffic.</p> <p>AS18.2</p> <p>Informal streetscapes are characterised by:</p> <p>a) avenues of large shade trees along footpaths (and within medians where possible) and appropriate landscape work that signals arrival at Beenleigh through an appropriate transition from the suburban character of surrounding development to the urban character of the centre;</p> <p>b) non residential buildings located close to the street frontage, with increased amounts of on site landscape work compared to development along formal streetscapes;</p> <p>c) non-residential uses at street level that contribute to a lively, safe and interesting centre and public realm;</p> <p>d) provision of a high quality pedestrian environment with good shelter and attractive paving and street furniture;</p> <p>e) high priority given to pedestrian and public transit movement;</p> <p>f) high levels of centre destination traffic but relatively slow traffic speeds, adjacent to residential development and close to the heart of the centre.</p> <p>AS18.3</p> <p>Semi-formal streetscapes are characterised by:</p> <p>a) provision of shade trees, footpaths and street furniture appropriate to a predominantly residential environment;</p> <p>b) buildings set back from street frontages with extensive on site landscape work that will complement the character of the relevant street and development;</p> <p>c) buildings designed to enhance their surroundings and contribute to a safe public realm;</p> <p>d) provision for convenient pedestrian movement and access to bus stops and across busy streets;</p> <p>e) low volumes of slow vehicular traffic, with non-residential traffic minimised.</p>



Performance Criteria	Acceptable Solutions
<p>PC19 Roof areas must be designed to promote an interesting and diverse outlook from all public and private areas.</p>	<p>AS19.1 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.</p> <p>AS19.2 Roofs display a pitched form with an overhang of at least one metre on frontages and provide awnings or hoods on individual windows.</p>
<p>PC20 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the character of the Beenleigh Town Centre. New building work is to reflect the preferred character for each precinct.</p>	<p>AS20.1 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.</p> <p>AS20.2 Building materials, patterns, textures and colours, used in new buildings, are complementary to those of nearby buildings.</p>
<p><b>Footpath Awnings</b></p>	
<p>PC21 Buildings in the town centre utilise awnings to contribute to pedestrian shade, shelter and amenity. Commercial buildings outside the town centre also provide awnings for the comfort of pedestrians.</p>	<p>AS21.1 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.</p> <p>AS21.2 Footpath awnings are designed to complement and integrate with the design and the facade of the building.</p> <p>AS21.3 Awnings on individual sites complement and are compatible with awnings on neighbouring sites. <b>Precincts 1, 2 and 3</b></p> <p>AS21.4 Pedestrian awnings are provided above all public footways and inter-block arcade links for all development. <b>Precincts 1 and 2</b></p> <p>AS21.5 Appropriate forms of shelter include verandas, colonnades, awnings, covered pergolas and arcades. Verandas are preferred along frontages to formal streetscape streets and the proposed city square in the City Heart Precinct. <b>Precincts 1 and 2</b></p> <p>AS21.6 Development provides shelter for pedestrians using public and semi-public urban spaces and desired pedestrian links as follows:</p> <ol style="list-style-type: none"> <li>a minimum of 80% of the frontage to a formal streetscape or desired pedestrian link in the City Heart Precinct and Beenleigh Central Precinct;</li> <li>a minimum of 50% of the frontage to a semi-formal streetscape or desired pedestrian link in the George Street and Inner City South Precincts and along the northern frontages to Manila, John and Lae Streets; or</li> <li>outdoor public and semi-public squares, plazas or courtyards with a minimum of 50% of their area covered or shaded.</li> </ol>



Performance Criteria	Acceptable Solutions
<b>Building Design Safety and Comfort</b>	
<p>PC22 Building design and appearance must be conducive to the safety and comfort of all building users.</p>	<p>AS22.1 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>AS22.2 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.</p> <p>AS22.3 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 deemed necessary, as part of the assessment process.</p>
<p>PC23 Development in the LAP area must be designed to be responsive to the local climate.</p>	<p>AS23.1 Buildings and landscape are designed to optimise solar exclusion and natural ventilation in summer and solar access in winter.</p> <p>AS23.2 Buildings incorporate shading to control solar access during summer, particularly in the form of deep eaves, screens and landscaping.</p>
<p><b>Precincts 1, 2 and 3</b></p> <p>PC24 Development within the town centre must:</p> <ol style="list-style-type: none"> <li>maintain or enhance the amenity of its environs;</li> <li>take advantage of the prevailing sub-tropical climate;</li> <li>minimise reliance on non-renewable energy sources for heating and cooling.</li> </ol> <p>This is to be achieved by development that enhances or does not unreasonably reduce the amenity or environmental quality of its environs, and especially of any nearby residential accommodation.</p>	<p><b>Precincts 1, 2 and 3</b></p> <p>AS24 Development results in a reduction of undesirable visual, noise and odour impacts on public and semi public urban spaces and residential development and mixed use development (incorporating residential accommodation) by:</p> <ol style="list-style-type: none"> <li>providing vehicle loading/unloading and refuse storage/collection facilities, within enclosed service yards or courtyards;</li> <li>not locating site service facilities and areas along any frontage to a formal or semi-formal streetscape street or any other public street or public urban space. This particularly applies to refuse bins, compactors and refuse storage areas;</li> <li>limiting refuse collection times to daylight hours, where premises are adjacent to sites containing residential accommodation;</li> <li>locating and designing ventilation and mechanical plants so that prevailing breezes do not direct undesirable noise and odours towards any adjacent residential accommodation.</li> </ol>



Performance Criteria	Acceptable Solutions
<p>PC25 Spaces providing access to, around and within the buildings, as well as bicycle and pedestrian routes, must be designed to ensure that:</p> <ul style="list-style-type: none"> <li>a) there is good visibility of the space or route by the user;</li> <li>b) the user is visible to others through either informal or other surveillance techniques.</li> </ul>	<p>AS25.1 All buildings fronting onto public spaces and routes have street level windows or ground level uses, such as shops and cafes.</p> <p>AS25.2 All stairwells, car parks and similar areas have adequate visibility, where risk to personal safety may occur.</p> <p>AS25.3 Blind corners, sudden changes in grade, concealment points and pedestrian tunnels are avoided.</p> <p>AS25.4 Bicycle parking facilities are visible from the street.</p> <p>AS25.5 Visibility through vegetation is clear to a level of 1.5 metres.</p> <p>AS25.6 Automatic teller machines, public toilets and public telephones are located in high use areas.</p> <p>AS25.7 Public transport settings are designed and illuminated so that they are in areas of activity and high use.</p> <p>AS25.8 Ceilings and vertical structures within car parking areas are painted white to better reflect light.</p> <p>AS25.9 Car parking areas are delineated in a grid design to provide adequate visibility throughout the car parking area.</p>
<p><b>Buildings of Heritage Significance</b></p>	
<p>PC26 New development must complement the heritage character and values of Beenleigh. Within the town centre, there are buildings that reflect Beenleigh's growth over time, and these are valued as an important element of the heritage of both the local area and the City. These buildings, together with established significant vegetation (natural and cultural) and the existing road pattern, make a valued contribution to the townscape character of Beenleigh, particularly where buildings and/or trees remain in a visually coherent group, such as the Church Street grouping.</p>	<p>AS26.1 Individual buildings of identified heritage significance are to be conserved and respected in redevelopment of surrounding lands (for example, the hotels at the intersection of George and York Streets).</p> <p>AS26.2 Where it is desirable to conserve the existing townscape character, compatible contemporary architecture is provided, rather than the reproduction of traditional housing or other building forms.</p> <p>AS26.3 Where the conservation of a significant building is not reasonably possible, the replacement development incorporates appropriately presented signs and interpretive material in public or semi-public areas, recording the significance of the original buildings or significant place.</p> <p>AS26.4 Where alterations and/or additions are proposed to significant heritage buildings or places, these:</p> <ul style="list-style-type: none"> <li>a) provide a sensitive visual distinction between the original building and new work;</li> <li>b) maintain the visual prominence of the original building fabric;</li> <li>c) ensure mechanical plant and other new services make minimal impact on the appearance and integrity of the building.</li> </ul>



Performance Criteria	Acceptable Solutions
<p>PC27</p> <p>In the vicinity of buildings of heritage character, any redevelopment must be of a scale and character that respects and is compatible with that of the established townscape.</p>	<p>AS27</p> <p>Any development involving a significant building of heritage character, or of land that is immediately adjacent to such a building, will:</p> <ol style="list-style-type: none"> <li>be compatible with the existing character and fabric of the locality with respect to siting, scale, form, design, landscape work and use of external materials;</li> <li>not obscure the appearance or prominence of an existing significant building, when viewed from adjacent streets or other public or semi-public spaces, nor interrupt important vistas to such building;</li> <li>not be sited between a significant building and its street frontage;</li> <li>ensure that new buildings are set back from the street, such that the prominence of the significant building is not compromised;</li> <li>ensure that ancillary buildings are sited and designed in a complementary manner;</li> <li>ensure that the design and execution of new development occurs with minimal disturbance to the original fabric of the significant building as much as reasonably practicable;</li> <li>maintain the pattern or grain of the original subdivision or former development on the site.</li> </ol>
<b>Car Park Design</b>	
<p><b>Precincts 1, 2 and 3</b></p> <p>PC28</p> <p>The volume of ground level car parking must be minimised to encourage the creation of a pedestrian friendly environment.</p>	<p><b>Precincts 1, 2 and 3</b></p> <p>AS28</p> <p>Car parking (with the possible exception of visitor and service delivery parking) is provided in consolidated areas behind buildings, in off-site public car parks or underground.</p>
<p><b>All Precincts</b></p> <p>PC29</p> <p>All ground level parking must be suitably landscaped to provide an attractive and pleasant outlook, to provide shade for parked vehicles, and to contribute towards the quality presentation of new developments.</p>	<p><b>All Precincts</b></p> <p>AS29.1</p> <p>Significant trees are preserved and incorporated into car parking designs, where reasonably possible.</p> <p>AS29.2</p> <p>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> <p>AS29.3</p> <p>Car parking areas, service areas and access driveways are located where they will not dominate the streetscape and not detract from convenient and safe pedestrian and vehicular movement, by:</p> <ol style="list-style-type: none"> <li>the use of rear access lanes (except in Precinct 10);</li> <li>parking and service areas situated at the rear of the site or below ground level;</li> <li>shared driveways.</li> </ol>



Performance Criteria	Acceptable Solutions
	<p>AS29.4 All sites, located in a formal streetscape, do not provide major vehicular access points (other than passenger pick up and set down areas) on such frontages, where alternative access may be achievable from a semi-formal or informal streetscape street.</p>
<p><b>All Precincts</b> PC30 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 Beenleigh Town Centre LAP area.</p>	<p><b>All Precincts</b> AS30.1 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 dwellings or recessed behind the dwelling frontage. AS30.2 The facade of above ground level car parks is to be screened by planting. AS30.3 Building materials, patterns, textures and colours, used in garage and carport structures, are complementary to those of the principal building on the site.</p>
<p><b>Advertising Devices</b></p>	
<p>PC31 All signage must be complementary to the design and style of the buildings on the site on which it is located and to the signs and development on adjoining sites. All buildings must be designed with the signage requirements of the end user in mind, to avoid the need for ad hoc additions to business signage. Signage will not be permitted to dominate the frontages of major roads in the Beenleigh LAP area, as the maintenance of an attractive and cohesive entrance to Beenleigh Town Centre and to the hinterland is of paramount importance. Council encourages the development of innovative and restrained signs that clearly identify the service or business being promoted.</p>	<p>AS31.1 All buildings containing a commercial use component contain signage envelopes on the exterior of the frontages of the building structure to enable the signage requirements of the end use business operation to be satisfied. Such signage envelopes allow for signage which does not dominate the facade and which complements the design of the building. AS31.2 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. AS31.3 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>PC32 All advertising devices must be designed and constructed to complement the character of the Beenleigh Town Centre LAP area.</p>	<p><b>Precincts 1, 2 and 3</b> AS32.1 All signs are consistent with the provisions for the Integrated Business Domain set out in <b>Specific Development Code 2 – Advertising Devices.</b> <b>Precincts 4 and 8</b> AS32.2 All signs are consistent with the provisions for the Community Purposes Domain set out in <b>Specific Development Code 2 – Advertising Devices.</b> <b>Precinct 5</b> AS32.3 All signs are consistent with the provisions for the Local Business Domain set out in <b>Specific Development Code 2 – Advertising Devices.</b></p>



Performance Criteria	Acceptable Solutions								
	<p><b>Precincts 6 and 11</b> AS32.4 All signs are consistent with the provisions for the Residential Choice Domain set out in <b>Specific Development Code 2 – Advertising Devices.</b></p> <p><b>Precincts 7 and 9</b> AS32.5 All signs are consistent with the provisions for the Public Open Space Domain set out in <b>Specific Development Code 2 – Advertising Devices.</b></p> <p><b>Precinct 10</b> AS32.6 All signs are consistent with the provisions for the Fringe Business Domain set out in <b>Specific Development Code 2 – Advertising Devices.</b></p> <p><b>Precinct 12</b> AS32.7 All signs are consistent with the provisions for the Detached Dwelling Domain set out in <b>Specific Development Code 2 – Advertising Devices.</b></p>								
<b>Landscape Work</b>									
<p>PC33 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the fringe business area and any adjoining residential or public open space areas.</p>	<p>AS33 The following landscape work is provided for each precinct:</p> <table border="0"> <tr> <td>Precincts 1, 2 and 3</td> <td>a minimum of 10% of ground level site area is devoted to landscaping</td> </tr> <tr> <td>Precinct 4</td> <td>a minimum of 40% of ground level site area is devoted to landscaping</td> </tr> <tr> <td>Precincts 5, 6, 8, 11 and 12</td> <td>a minimum of 30% of ground level site area is devoted to landscaping</td> </tr> <tr> <td>Precinct 7</td> <td>a minimum of 60% of ground level site area is devoted to landscaping</td> </tr> </table> <p><b>Precinct 9</b> AS33.2 all sites are landscaped to present a cohesive character that complements or enhances the intent of the River Gateway Precinct;</p> <p>AS33.3 a Master Plan, focussing on landscape work, signage and urban design requirements, is adopted for the development of the precinct.</p> <p><b>Precinct 10</b> AS33.4 The following landscape work is provided:</p> <ol style="list-style-type: none"> <li>at least 10% of the site area is landscaped and maintained as an attractive landscaped area;</li> <li>a landscaped area, at least three metres in depth, adjoins each street frontage. Access to the remainder of the site may be provided through this landscaped area;</li> <li>the car park area, open space and buffer areas of the lot are attractively landscaped, and include the use of species generally consistent with the character of the surrounding area; and</li> <li>the landscape design may incorporate extensive paved areas for pedestrian use.</li> </ol>	Precincts 1, 2 and 3	a minimum of 10% of ground level site area is devoted to landscaping	Precinct 4	a minimum of 40% of ground level site area is devoted to landscaping	Precincts 5, 6, 8, 11 and 12	a minimum of 30% of ground level site area is devoted to landscaping	Precinct 7	a minimum of 60% of ground level site area is devoted to landscaping
Precincts 1, 2 and 3	a minimum of 10% of ground level site area is devoted to landscaping								
Precinct 4	a minimum of 40% of ground level site area is devoted to landscaping								
Precincts 5, 6, 8, 11 and 12	a minimum of 30% of ground level site area is devoted to landscaping								
Precinct 7	a minimum of 60% of ground level site area is devoted to landscaping								



Performance Criteria	Acceptable Solutions
<p><b>All Precincts</b></p> <p>PC34</p> <p>High quality landscape work is provided that is in keeping with the siting, design and scale of the premises and the desired character of the precinct and locality.</p>	<p><b>All Precincts</b></p> <p>AS34</p> <p>The selection and design of landscaping will:</p> <ul style="list-style-type: none"> <li>a) complement existing significant natural or cultural vegetation in the vicinity;</li> <li>b) introduce attractive foliage and flowers throughout the year;</li> <li>c) create dramatic focal points in appropriate locations; and</li> <li>d) not rely on high levels of maintenance or water consumption.</li> </ul>
<p>PC35</p> <p>The character and amenity of Beenleigh, is enhanced with attractive and practical landscape work. The provision of public and semi-public urban spaces contributes to a distinctive character, as well as a high level of comfort and visual attractiveness.</p>	<p>AS35.1</p> <p>Development of new premises which incorporate new streets and other public or semi-public thoroughfares provide for:</p> <ul style="list-style-type: none"> <li>a) streets with wide landscaped verges and footpaths, paved between the adjacent property/street frontage and kerb line, along formal and semi-formal streetscape character streets and any other street designated as a high priority pedestrian link;</li> <li>b) avenues of attractive trees, located between footpaths and vehicle travel or parking lanes;</li> <li>c) trees that shade pedestrians and, where appropriate, parked vehicles;</li> <li>d) adequate lighting, particularly of footpaths and public transport stops (including lamp post lighting in locations where tree growth may prevent adequate lighting of footpaths from conventional street lights);</li> <li>e) robust and comfortable street furniture.</li> </ul> <p>AS35.2</p> <p>Where new public or semi public outdoor spaces are created, such spaces adequately provide for the needs of intended users by:</p> <ul style="list-style-type: none"> <li>a) having at least one edge (with a length of at least six metres) of the space with a frontage to a public or semi-public street;</li> <li>b) being effectively integrated into the centre's pedestrian movement system;</li> <li>c) having at least 50% of their area covered or shaded;</li> <li>d) incorporating seating and other street furniture, which is in keeping with any landscape theme adopted by Council, for the centre;</li> <li>e) incorporating works of public art;</li> <li>f) preserving existing features of cultural and/or landscape significance (including, but not limited to, buildings, places and items of historic architectural character, notable mature vegetation, natural water features and wetlands).</li> </ul>
<p>PC36</p> <p>Landscape work enhances the quality of buildings, urban spaces and significant pedestrian paths, without unduly restricting opportunities for casual surveillance.</p>	<p>AS36</p> <p>Vegetation that provides shade and visual interest, yet allows relatively unrestricted views, at heights of between 0.5 and two metres above ground level, to paths and spaces likely to be used by pedestrians.</p>



Performance Criteria	Acceptable Solutions
<p>PC37 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>AS37 The car park, 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>
<p><b>Lot Size (For Subdivision Only)</b></p>	
<p>PC38 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><b>Precincts 1, 2 and 3</b> AS38.1 All lots are consistent with the requirements for lot size and dimensions for the Integrated Business Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot.</b></p> <p><b>Precincts 4 and 8</b> AS38.2 All lots are consistent with the requirements for lot size and dimensions for the Community Purposes Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot.</b></p> <p><b>Precinct 5</b> AS38.3 All lots are consistent with the requirements for lot size and dimensions for the Local Business Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot.</b></p> <p><b>Precincts 6 and 11</b> AS38.4 All lots are consistent with the requirements for lot size and dimensions for the Residential Choice Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot.</b></p> <p><b>Precincts 7 and 9</b> AS38.5 All lots are consistent with the requirements for lot size and dimensions for the Public Open Space Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot.</b></p> <p><b>Precinct 10</b> AS38.6 All lots are consistent with the requirements for lot size and dimensions for the Fringe Business Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot.</b></p> <p><b>Precinct 12</b> AS38.7 All lots are consistent with the requirements for lot size and dimensions for the Detached Dwelling Domain set out in <b>Specific Development Code 28 – Reconfiguring a Lot.</b></p>



Performance Criteria	Acceptable Solutions
<b>Amenity Protection</b>	
<p>PC39</p> <p>The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of:</p> <ul style="list-style-type: none"> <li>a) noise;</li> <li>b) hours of operation;</li> <li>c) traffic;</li> <li>d) lighting;</li> <li>e) signage;</li> <li>f) visual amenity;</li> <li>g) privacy;</li> <li>h) odour and emissions.</li> </ul>	<p>AS39</p> <p>No acceptable solution provided.</p>
<p>PC40</p> <p>The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of:</p> <ul style="list-style-type: none"> <li>a) noise;</li> <li>b) hours of operation;</li> <li>c) traffic;</li> <li>d) lighting;</li> <li>e) signage;</li> <li>f) visual amenity;</li> <li>g) privacy;</li> <li>h) odour and emissions.</li> </ul>	<p>AS40</p> <p>No acceptable solution provided.</p>
<p>PC41</p> <p>The privacy of nearby residential premises must be maintained, such that residents' use of indoor and outdoor living areas is not unreasonably diminished.</p>	<p>AS41</p> <p>Where assessable development is adjacent to existing or proposed buildings containing residential accommodation, the reasonable privacy of such accommodation is respected. Possible design solutions that may be used include:</p> <ul style="list-style-type: none"> <li>a) locating and designing windows and outdoor areas (eg. terraces and balconies) so they do not directly overlook or look into residential accommodation in surrounding premises;</li> <li>b) siting and orienting buildings to minimise the likelihood of overlooking occurring.</li> </ul>
<p>PC42</p> <p>Mixed use development, incorporating residential accommodation, must provide reasonable standards of identity, privacy and security for residents and their visitors.</p>	<p>AS42.1</p> <p>Provision of clearly defined, well lit and safe entry areas from street frontages, car parking and service areas that are separate from the entry areas provided for non-residential users of the premises.</p> <p>AS42.2</p> <p>Installation of appropriate forms of security to distinguish residential occupants and visitors from other non-residential users of the premises.</p> <p>AS42.3</p> <p>Provision of clearly marked, safe and secure car parking areas for residents and visitors, which are separate from the parking areas provided for non-residential users of the premises.</p>



Performance Criteria	Acceptable Solutions
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**Plot Ratio**

<p>PC43 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>AS43.1.1 The basic plot ratios described for each precinct in the <b>Table to Performance Criterion PC43</b> are not exceeded. OR AS43.1.2 The basic plot ratio is exceeded by the incorporation of bonus elements in a development consistent with the provisions of <b>Planning Scheme Policy 18 – Using the Urban Design Bonus Provisions</b>, provided that the maximum plot ratios, described for each precinct in the <b>Table to Performance Criterion PC43</b>, are not exceeded.</p>
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<b>Table to Performance Criterion PC 43 – Plot Ratio Controls by Precinct and Sub-precinct</b>
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<p><b>Precinct 1, Sub-precinct a</b> a) The basic plot ratio is 4:1 b) No maximum applies</p>	<p><b>Precinct 4, Sub-precinct a</b> a) The basic plot ratio is 3:1 b) The maximum plot ratio is 4:1</p>
<p><b>Precinct 1, Sub-precinct b (east)</b> a) The basic plot ratio is 4:1 b) No maximum applies</p>	<p><b>Precinct 4, Sub-precinct b</b> a) The basic plot ratio is 3:1 b) The maximum plot ratio is 4:1</p>
<p><b>Precinct 1, Sub-precinct b (west)</b> a) The basic plot ratio is 4:1 b) No maximum applies</p>	<p><b>Precinct 5</b> a) The basic plot ratio is 2:1 b) The maximum plot ratio is 3:1</p>
<p><b>Precinct 2</b> a) The basic plot ratio is 4:1 b) No maximum applies</p>	<p><b>Precinct 6, Sub-precinct a</b> a) As determined by <b>Specific Development Code 19 – High Rise Residential and Tourist Accommodation Code</b> b) The maximum plot ratio is 2.5:1</p>
<p><b>Precinct 3</b> a) The basic plot ratio is 4:1 b) No maximum applies</p>	<p><b>Precinct 6, Sub-precinct b, 7, 8, 9, 10, 11 and 12</b> a) As determined by <b>Specific Development Code 19 – High Rise Residential and Tourist Accommodation Code</b></p>

Performance Criteria	Acceptable Solutions
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**Development that is Code Assessable or Impact Assessable**

**Circulation and Access**

<p>PC44 Development helps to achieve a town centre that accommodates uses, facilities and buildings of a type and scale appropriate to the centre's desired role and character. The patterns of streets, lots, urban spaces, buildings and uses must be developed to: a) facilitate convenient access; b) provide clear, safe and convenient connections to existing and/or proposed streets, public transport routes and paths for pedestrians and cyclists; c) allow for the location of buildings close to frontages of streets and other urban spaces, in order to facilitate navigation, access and casual surveillance of public and semi-public spaces.</p>	<p>AS44.1 Premises used, or intended for use, for retail or office purposes with a total GFA exceeding 2,000m<sup>2</sup> are located only in the following precincts: Precinct 1      City Heart Precinct 2      Beenleigh Central Precinct 3      Inner City South AS44.2 All buildings on land adjoining or directly affected by the desired pedestrian links noted on <b>Beenleigh Town Centre LAP Map 1.6 – Movement Plan</b> are to provide for pedestrians, through links, as part of any building or development.</p>
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Performance Criteria	Acceptable Solutions
	<p>AS44.3 Pedestrian links through, or as part of, any building are at least five metres wide, optimise visibility of the destination point, and have appropriate signage.</p> <p>AS44.4 All building and development in the vicinity of York Street, between James and George Streets, allows for the future construction of the proposed York Street extension.</p> <p>AS44.5 All building and development is designed to accommodate or allow for the potential completion of the inner ring route through the showgrounds site.</p> <p>AS44.6 All building and development, at and in the immediate vicinity of the intersection of George Street, City Road, Kent, James and Main Streets, is designed to permit the development of a future city square.</p>
<p>PC45 Car park areas must be designed and constructed to meet user needs and maximise pedestrian access links between sites, other car parks and through street links.</p>	<p>AS45 All buildings in the immediate vicinity of pedestrian links and parking stations identified on <b>Beenleigh Town Centre LAP Map 1.6 – Movement Plan</b> are designed and constructed to facilitate those linkages.</p>
<p>PC46 The LAP area must have a high standard of accessibility for vehicles, pedestrians and cyclists.</p>	<p>AS46 New development contributes to:</p> <ul style="list-style-type: none"> <li>a) developing off-street car parking facilities;</li> <li>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;</li> <li>c) improving vehicular traffic flows and reducing conflicts between local and through traffic;</li> <li>d) reducing pedestrian/vehicular conflict, by provision of a system of rear vehicular access lane ways.</li> </ul>
<p>PC47 Conflicts, between pedestrians and vehicles at entrance points to parking areas must be minimised.</p>	<p>AS47.1 The number of vehicle entry points to a development site is kept to a minimum, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function.</p> <p>AS47.2 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>AS47.3 Rear lanes and/or streets with less 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						
<b>Car Parking Provision</b>							
<p>PC48 Car parking facilities must be provided for new developments to ensure that customers can gain access to commercial and residential properties, and that the demand for on-street car parking facilities is consistent with the supply of such facilities.</p>	<p>AS48.1 Car parking is provided at the car parking rates specified within <b>AS16.1</b> of <b>Constraint Code 4 – Car Parking, Access and Transport Integration</b>, with the exception that reductions of this required parking rate are possible within the following precincts at the following rates:</p> <table data-bbox="810 539 1390 636"> <tr> <td>Precincts 1, 2 and 3</td> <td>up to 100% reduction</td> </tr> <tr> <td>Precincts 4, 5 and 6</td> <td>maximum 50% reduction</td> </tr> <tr> <td>Precincts 7, 8, 9 10, 11 and 12</td> <td>maximum 20% reduction</td> </tr> </table> <p>AS48.2 For non-residential development, at least 80% of the required car parking (subject to <b>AS48.1</b> above) is provided on site.</p> <p>AS48.3 Residential development provides the required amount of car parking on the site of the development.</p>	Precincts 1, 2 and 3	up to 100% reduction	Precincts 4, 5 and 6	maximum 50% reduction	Precincts 7, 8, 9 10, 11 and 12	maximum 20% reduction
Precincts 1, 2 and 3	up to 100% reduction						
Precincts 4, 5 and 6	maximum 50% reduction						
Precincts 7, 8, 9 10, 11 and 12	maximum 20% reduction						
<b>Bicycle Parking</b>							
<p>PC49 Bicycle parking and storage facilities must be provided within all developments which either accommodate large numbers of residents or tourists or provide a significant number of employment opportunities.</p>	<p>AS49 Facilities for the parking and securing of bicycles are provided for every development that employs more than ten persons. Facilities are provided at a rate of one bicycle parking space for every three employees, up to a maximum of six. Such facilities are provided under cover, in a secure and convenient location.</p>						
<b>Public Convenience Facilities Within Buildings</b>							
<p>PC50 Commercial developments must include public convenience facilities, where there is a need for their provision.</p>	<p>AS50 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>						
<b>Building Services</b>							
<p>PC51 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.</p>	<p>AS51 Separate pedestrian entrances are provided between business and residential land uses. If required, separate elevators are installed, to separate residential access from business access.</p>						
<p>PC52 Adequate facilities for the loading and unloading of goods must be provided to meet the needs of the development.</p>	<p>AS52 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.</p>						
<p>PC53 Adequate facilities for servicing the development with a refuse disposal service must be provided to meet the needs of the development.</p>	<p>AS53.1 Provision is made for the storage of refuse on site and suitable access for the removal of refuse.</p> <p>AS53.2 All outdoor storage or refuse disposal areas are screened from public view.</p>						