



## Part 6 Local Area Plans

### Division 2 Local Area Plans

#### Chapter 10 Coomera Town Centre

##### 1.0 Intent

The intent of this Local Area Plan (LAP) is to provide for the integrated planning and development of Coomera Town Centre. The LAP is intended to assist the town centre achieve its potential as a Regional Activity Centre (within the City's system of activity centres), servicing not only the Coomera locality, but also the wider regional community of the Albert Corridor.

The LAP seeks to encourage a strong base of government, commercial, retail, residential and entertainment development, supported by core regional services such as secondary and tertiary education facilities, hospital and medical services and civic uses. Provisions for entertainment activities (including cinemas, short term accommodation and kerbside dining) enhance the role of the Dreamworld Theme Park as a tourism attraction.

The LAP seeks to encourage pedestrian-related activities with shady, tree lined boulevards, ground floor retail uses, public plazas and meeting spaces, to serve the needs of local shoppers and tourists alike. Public areas will be attractively landscaped, interesting and safe places to gather. Council may grant bonus floor space provisions to encourage the creation and development of these pedestrian-related facilities.

Areas designated as Open Space on the Precincts Plan reflect an intent to maintain and enhance the existing nature conservation values, as identified in the supporting **Coomera Town Centre Environment Management Strategy**. It is intended that all buildings adjoining the Oakey Creek open space corridor should maintain views to and from the waterway, and be designed to ensure public safety and surveillance between the creek and the buildings. The open space corridors are also intended to assist in the management of stormwater run off and water quality, provided the water quality is maintained and/or enhanced. In addition to their nature conservation function, the open space areas will delineate and separate land uses, and serve as buffers to noise and visual intrusion.

The LAP area supports a large area of remnant vegetation. Where appropriate, development should seek to retain remnant vegetation as a component of the urban fabric.

The LAP intends that Oakey Creek and its associated open space corridors will be maintained (and revegetated, where necessary) to become a feature of the town centre, incorporating lakes, wetlands, and picnic areas, pedestrian and cycle paths, boardwalks and viewing platforms. A Plan of Development, incorporating a Master Plan relating to environmental matters, will be required for any development within the Oakey Creek area. Council will seek from the progressive construction of facilities such as boardwalks, viewing platforms developers of lands that adjoin the open space corridors and walking tracks, in accordance with this plan (or a contribution in lieu of construction).

##### 2.0 Application

- 2.1 The Coomera Town Centre is of such importance, to the future development of the greater Coomera area that it warrants a plan of its own – the **Coomera Town Centre LAP** – which will provide the detail of how this area will be developed for the future needs of the surrounding community.
- 2.2 This LAP applies to all development subject to the Planning Scheme and located within the LAP area, as indicated in **Coomera Town Centre LAP Map 10.1 – Boundary**.
- 2.3 The Table of Development included as **Clause 6.0** identifies the level of assessment for development within this area.
- 2.4 The codes that may be relevant to the assessment of development in this LAP area are listed in **Clause 7.0**.
- 2.5 It should be noted that self assessable development is consistent with the intent and Desired Environmental Outcomes (DEOs) of this LAP, and therefore need only comply with the acceptable solutions of the Coomera 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 achievement of a town centre which provides a wide range of services and facilities supportive of the broader Coomera area, with an emphasis on tourism and commerce.
- a) provides a range of retail, civic and commercial uses, appropriate for a regional town centre; (refer to **DEO. con.3**);
  - b) provides a range of residential styles and densities in and around the town centre (refer to **DEO Soc.3**);
  - c) builds on the attraction and possible future expansion of the Dreamworld Theme Park by providing a range of entertainment, leisure and tourist-related opportunities (refer to **DEO Econ.4**);
  - d) provides a town centre that is desirable, safe and attractive for pedestrians, as well as vehicle users (refer to **DEO Soc.6**);
  - e) allows efficient use of a range of public transport modes, including the railway, the Pacific Motorway and proposed future transport routes (refer to **DEO Econ.6**);
  - f) retains and enhances the key environmental qualities of the Coomera Town Centre, whilst providing for town centre development (refer to **DEO Ecol.2**);
  - g) provides a range of higher order medical, educational and civic uses for the benefit of the wider Coomera community (refer to **DEO Econ.3**);
  - h) provides a range of commercial and appropriate industrial uses to complement the town centre (refer to **DEO Econ.1**);
  - i) provides high quality urban design and built form, consistent with a contemporary town centre for the Gold Coast City (refer to **DEO Soc.1**); and
  - j) ensures the conservation of areas containing significant native vegetation and other natural ecosystems as an integral part of the town centre (**DEO Ecol.1**).

### 4.0 Local Area Features

Coomera Town Centre has been identified as a Regional Activity Centre in the City of Gold Coast Activity Centre Strategy and, as such, it is on the second tier in the commercial hierarchy, after the three Key Regional Centres.

The Coomera Railway Station is located centrally within the site area and forms part of the Brisbane Gold Coast City electric train service. A train journey from Coomera to Robina takes approximately 19 minutes, while a journey to Brisbane (Roma Street) takes approximately 53 minutes.

The Pacific Motorway forms the western boundary of the LAP and provides a means of vehicular transport to Brisbane, the Gold Coast City and beyond. Coomera is located approximately 26 kilometres from Surfers Paradise and 60 kilometres from Brisbane.

The topography of the town centre area is undulating. While land west of the railway line is relatively flat (with areas subject to inundation), land to the east is quite high, with some areas affording views to Surfers Paradise and to the hinterland. The LAP area supports a large area of remnant vegetation. Oakey Creek, which traverses the town centre area, constitutes an important environmental and natural feature of the area.

The Town centre area contains a number of areas of conservation significance, particularly Oakey Creek and its associated wetland environments. In addition to their nature conservation values, these areas offer visual relief within the centre and provide the opportunity to develop a unique character theme.

Dreamworld Theme Park is a major development within the town centre area and a significant employment provider.

The Coomera Town Centre lies to the west of the Marine Precinct. The town centre will service the Marine Precinct, and a strong interrelationship between the two areas is envisaged.



## 5.0 Land Use Precincts

The Coomera Town Centre LAP incorporates nine precincts, within Town Centre Core Frame areas. The precincts have distinctive characteristics, and are a reflection of existing land use patterns, existing infrastructure, topography and the preferred future development pattern for this area. Accordingly, the planning requirements within each precinct vary. Land in the Town Centre Core is shaded dark blue and is wholly contained in **Precinct 1**. The Town Centre Frame area comprises the remaining eight precincts. The Core and Frame areas and the precinct boundaries are shown on **Coomera Town Centre LAP Map 10.2 – Precincts**:

Precinct 1	Town Centre Core
Precinct 2	Core Residential
Precinct 3	Tourism and Recreation
Precinct 4	Community Purposes (Medical)
Precinct 5	Community Purposes (School)
Precinct 6	Showroom/Commercial
Precinct 7	Light Industrial
Precinct 8	Frame Residential
Precinct 9	Open Space

### 5.1 Precinct 1 Town Centre Core Intent

The Town Centre Core Precinct is the core or 'heart' of Coomera Town Centre. The Town Centre Core is intended to provide the focus for major retail, commercial, cultural, civic, entertainment, leisure and related development, integrated where appropriate with high density residential accommodation as part of mixed use developments. High density residential accommodation, on upper floors is encouraged to maintain the activity in this area day and night, seven days a week. The Coomera Railway Station is a key element of the precinct, as is Foxwell Road. Foxwell Road is to become an arterial road, in the future, providing possible connections to the Gold Coast Marine Precinct and the proposed intra-regional transport corridor.

Performance criteria within this precinct promote the development of a tree-lined pedestrian focussed main street boulevard which connects the northern section of the precinct to Dreamworld and the Coomera Rail Station. The boulevard will accommodate land uses that encourage pedestrian interaction and retail activity for its entire length. Public spaces (called piazzas and plazas) will provide meeting and gathering places, in general accordance with **Coomera Town Centre LAP Map 10.8 – Town Centre Core – Streetscape & Public Area Plan**. While a range of retail and commercial opportunities is encouraged both north and south of Foxwell Road, the intention is to have these uses designed with a civic and commercial focus to the north and leisure and entertainment focus to the south.

The point where the Main Street Boulevard intersects with Foxwell Road is intended to provide a safe pedestrian crossing. In the short term, this may take the form of an at-grade safe pedestrian crossing of Foxwell Road (at the traffic lights). However, in the medium term, this crossing should be upgraded to a grade-separated pedestrian overpass, with the preferred ultimate design incorporating a public plaza in the air space above the intersection.

Development within this precinct is intended to create continuous pedestrian interaction, entertainment and shopping activity. Retail, and tourism, entertainment, restaurants and services (ie. chemists, newsagencies and hairdressing salons) are encouraged in the first three floors of buildings to create a vibrant retail core. Residential development is encouraged, above ground floor uses. The streetscape of **Precinct 1** is intended to contain high quality landscape work, kerbside parking and pedestrian facilities, such as seating, drinking fountains and meeting areas to encourage pedestrian involvement.

The built form will be based on a grid system of streets, with parking generally located behind the buildings or underground. The circulation patterns and movement corridors are to be generally in accordance with **Coomera Town Centre LAP Map 10.9 – Town Centre Core – Movement Corridors Plan**. The main street boulevard and other retail streets will cater for short term on-street car parking, convenience and for access to retail and commercial areas.



The open space area, focussed upon the centre's areas of conservation significance, will form an integral part of the centre. In some areas, high priority will be given to the protection of natural vales through conservation and buffering, whilst in others, the natural features will be expected to be incorporated in a sympathetic manner into an urban landscape.

The LAP promotes the development of this precinct into a vibrant tourist centre, which is divided into three sub-precincts, on the basis of desired character. These sub-precincts are shown on **Coomera Town Centre LAP Map 10.2 – Precincts**.

Any development within this precinct must demonstrate that the environmental qualities and flood regimes of Oakey Creek and its environs are not negatively impacted. An adequate creek corridor shall be retained as part of the urban open space network.

#### **Sub-precinct 1a      Town Centre Core North**

This sub-precinct is in the northern core of Coomera Town Centre and will include a range of civic and retail uses. Development within this sub-precinct should include a wide range of retail shops, department stores, discount department stores, supermarkets, government and civic uses. It is expected that these uses will be designed with a focus on civic and commercial activities, so that the built form may be different to that anticipated in **Sub-precinct 1b**.

A public gateway to the town centre is provided adjacent to the railway station on its eastern side. This will reinforce the role of the station as a transportation node and provide a meeting and gathering space. Development in this sub-precinct is to be integrated with, and/or to provide linkages to, the existing underpass which connects the eastern and western sides of the railway station. This sub-precinct should also include a range of civic uses including libraries, government offices, courthouse and other community activities. A transit centre for the interchange of rail, bus and taxis should also be contained in this area. Parking areas for commuters, retail and commercial customers should be accommodated in this sub-precinct, preferably in the form of underground car parks or multi-level car parking structures.

Oakey Creek traverses parts of this sub-precinct and is expected to be integrated into its development. In most areas this should be in the form of reconstructed waterways that provide attractive, accessible areas designed and landscaped to complement the natural values of the area and to offer water quality enhancement. A core wetland area is designated within this linkage, where a greater emphasis should be given to the protection of the existing natural vales, whilst still recognising its location within a major urban centre.

#### **Sub-precinct 1b      Town Centre Core South**

This sub-precinct represents the southern core of Coomera Town Centre. It is the entertainment area of the centre, and reinforces the role of Dreamworld Theme Park, adjoining the sub-precinct to the south. Development, within this sub-precinct should include a wide range of retail shops, department stores, discount department stores and supermarkets. It is expected that these uses will be designed with a focus on leisure and entertainment, so that the built form may be different to that anticipated in **Sub-precinct 1a**.

Development within this sub-precinct should also include entertainment and tourist-related uses, with this area being the town's activity hub during the day and night. Development should reinforce the theme park atmosphere by integrating uses which encourage tourist and pedestrian activity (such as cinemas, side walk cafes and amusement parlours). Retail and tourist activities are encouraged at ground level and, within the first two levels, to create a vibrant commercial area. Tourist accommodation and high density residential accommodation on upper floors is encouraged, to maintain the activity in this area day and night, seven days a week.

#### **Sub-precinct 1c      Town Centre Core East**

This sub-precinct is located to the east of the Coomera Railway Station and is linked to the town centre by Foxwell Road. Development in this Sub-precinct is to be integrated with, and/or to provide linkages to the existing underpass which connects the eastern and western sides of the railway station. The intent for this sub-precinct is somewhat influenced by its location opposite the Community Purposes (Medical) Precinct and its proximity to the Coomera Railway Station. Preferred uses include office development, professional suites, medical laboratories, day clinics and medical offices, supported by ground floor retail (including, but not limited to, cafes, newsagents, florists, hairdressers and chemists).



Buildings should address Foxwell Road and Cunningham Drive, while maintaining rear vehicular entry access via Cunningham Drive. As the northern edge of the sub-precinct adjoins the high density residential precinct, the design of buildings in this vicinity should have regard for the adjoining residential scale and nature, or by using landscaped buffers and varied building setbacks to offset any negative impacts, particularly from overlooking, noise and light.

A safe pedestrian crossing is to be provided, connecting this sub-precinct with the Community Purposes (Medical) Precinct on the opposite side of Foxwell Road.

A vehicular underpass within this sub-precinct provides a connection point between the eastern and western sides of the railway station. The use of this underpass should be considered as part of future development options within this area.

This sub-precinct adjoins open space areas where a high priority will be given to the preservation of ecological values. Accordingly, land at the interface will be required to be very sensitively designed to minimise the potential for any adverse environmental impacts. In particular, the interface with **Sub-Precinct 9a** should incorporate activities that achieve an appropriate transition into the natural areas through the retention of any significant vegetation; the use of low impact land uses; and acceptable environmental engineering solutions. Careful consideration should also be given to public access and the need to minimise the potential use of the adjoining natural areas for anti-social or criminal activities. The supporting **Coomera Town Centre Environmental Management Strategy** identifies some significant vegetation within this sub-precinct which should be incorporated into development wherever practical.

## 5.2 Precinct 2 Core Residential Intent

The intent of this precinct is to encourage a mix of medium to high density residential accommodation, up to six storeys in height. Buildings should be stepped, with minimal cut and fill, to integrate with the undulating topography and to maximise views to the Gold Coast City and the hinterland. The vista that this precinct presents from a distance should be of quality buildings integrated with high quality landscape work, to minimise the possibilities of a harsh built form.

The precinct should also contain wide and shady pedestrian and cycle links to the Coomera Railway Station and the Coomera Town Centre.

## 5.3 Precinct 3 Tourism and Recreation Intent

The intent of this precinct is to encourage a range of tourism and recreation uses that complement the existing Dreamworld Theme Park and reinforce the area as a destination for both active and passive recreational uses. The precinct recognises Dreamworld Theme Park as a significant land use in the area, and encourages the development of high density tourism and recreation uses, including tourist accommodation, the expansion of theme park uses and other recreational facilities. As this sub-precinct adjoins ecologically significant open space areas, development at the interface will be required to be very sensitively designed to complement the adjacent natural values and minimise the potential for any adverse environmental impacts.

## 5.4 Precinct 4 Community Purposes (School) Intent

The intent of this precinct is to develop an integrated tri-level education precinct, incorporating secondary and tertiary facilities (TAFE/university). Shared use of facilities, including information technology, networks, libraries, ovals, swimming pools and gymnasiums, are encouraged.

Council will consider other uses, such as apartment buildings, hostels, restaurants and theatres. Offices and facilities related to the information technology and telecommunication industry may also be appropriate in this precinct, particularly if the use is allied to or compatible with educational purposes.

## 5.5 Precinct 5 Community Purposes (Medical) Intent

This precinct is intended for the provision of regional hospital and medical services, along with ancillary facilities such as surgeries, day clinics, medical laboratories and centres for other emergency services (ie. ambulance/fire etc). Development of the precinct's interface with Oakey Creek for parklands and medical/recreational uses (such as hydro baths, swimming pools for rehabilitation, walking tracks etc), is strongly encouraged.

Other uses, such as funeral parlours, churches and apartments, may be considered appropriate uses within this precinct, particularly where the use is directly or indirectly related to the medical uses of the precinct.



The design of new and proposed uses should have due regard to existing land uses and noise generators on adjoining uses, in particular the railway line and Dreamworld Theme Park.

This sub-precinct also adjoins the ecologically significant **Sub-precinct 9a**. Accordingly, development at the interface will be required to be very sensitively designed to complement the adjacent natural values and minimise the potential for any adverse environmental impacts. This will generally require limited buffer planting, appropriate environmental engineering solutions, and the retention of any environmentally significant vegetation.

### 5.6 Precinct 6 Showroom/Commercial Intent

The LAP promotes the development of this precinct as a busy, regional, bulky goods shopping and commercial area. The precinct is expected to service the needs of the local population and also draw custom from the wider Albert Corridor area.

The built form will be based on a grid system of streets, with parking generally behind the buildings. High quality street scaping, kerbside parking and pedestrian facilities, such as seating, drinking fountains and meeting areas, will encourage pedestrian involvement.

Development with frontage to the Pacific Motorway Service Road and vistas to the Pacific Motorway will include high quality landscaping and multi-tenant signage.

#### Sub-precinct 6a Showroom/Commercial North

**Sub-precinct 6a**, the larger of the two sub-precincts, is intended to accommodate the bulk of the town centre's showrooms and commercial activities.

Tributaries of the Oakey Creek and associated wetland systems traverse this precinct, in general east west directions. Development within this sub-precinct is intended to maximise the unique open space features of the area by integrating them into the site design in a manner that respects their ecological values and enhances their contribution towards landscape character. This will generally require limited buffer planting, appropriate environmental engineering solutions, and the retention of any environmentally significant vegetation. The supporting **Coomera Town Centre Environmental Management Strategy** also identifies some significant vegetation within this sub-precinct, which should be incorporated into development wherever practical.

#### Sub-precinct 6b Showroom/Commercial South

This sub-precinct is an important gateway to the Coomera Town Centre, due to its location on Foxwell Road, the town centre's primary thoroughfare. The LAP intends that this area be developed with high quality buildings, set amidst landscaped gardens and with varied setbacks to the road. Suitable uses for this area could include exclusive showrooms. This area contains some significant vegetation which should be retained wherever practical. The interface of development with the adjacent open space precinct should be sensitively treated, incorporating buffer planting, appropriate environmental engineering solutions, and the retention of any environmentally significant vegetation.

### 5.7 Precinct 7 Light Industrial Intent

This precinct is intended to accommodate light and/or clean industrial and service uses, rather than intensive or large scale industrial activities. The LAP intends this precinct to accommodate uses including (but not limited to) equipment hire, storage sheds, vehicle repair workshops, transport depots (eg. taxis), upholsterers, bakeries and mower repair shops.

Development with frontage to the Pacific Motorway Service Road and vistas to the Pacific Motorway will include high quality landscaping and multi-tenant signage.

The southernmost part of this precinct (that part which has frontage to the proposed new road and interchange) will be an important gateway to the Coomera Town Centre. The LAP intends that this area be developed with high quality buildings, set amidst landscaped areas and with varied and interesting setbacks (ie. without long, continuous walls) to the road. Buildings, along this frontage, are expected to present an attractive, high quality face to the gateway.

An area of significant vegetation occurs at the northern end of this precinct, adjacent to the Old Pacific Highway. It is intended that the essential features of this area be retained for their nature conservation and landscape values.



## 5.8 Precinct 8 Frame Residential Intent

This large precinct is intended to incorporate residential uses of a variety of densities, from medium to high density, to lower densities at the fringe of the Town Centre Frame or where topography may otherwise preclude high density of development. Neighbourhoods are to include the full spectrum of housing types and accommodation needs for a varied population of families, singles and the aged. Large areas of repetitively designed, detached housing types are strongly discouraged.

The LAP intends that the Frame Residential Precinct be based on one or two neighbourhood nodes. Each node should comprise a central village green or meeting area, including local shopping facilities and a public transport stop. Medium to high density residential development is to be concentrated primarily around these nodes, and residential development of low to medium densities is in areas greater than 200 metres from these nodes. Residential areas will focus on walkability and liveability. Neighbourhood open space areas will be either hilltop parks or parks based on natural drainage lines (ie. gully corridors). Pedestrian linkages (through the street system or the open space network) between parks, schools and other attractions will contribute to the walkability of the residential areas and ensure open space connectivity. Development in this precinct must provide transport, infrastructure and open space linkages to achieve integration with surrounding and adjacent premises. Development will occur in accordance with a detailed master plan or structure plan. An infrastructure agreement (with Queensland Transport) will be required to offset the bring forward costs of providing public transport services to the precinct.

The supporting **Coomera Town Centre Environmental Management Strategy** identified some significant vegetation within this sub-precinct which should be incorporated into development wherever practical. The strategy also identifies significant ecosystems in the north-eastern corner of the precinct, generally associated with the watercourses, the core elements of which have been included in **Sub-precinct 9c**. Development adjacent to these ecosystems should respect their environmental values through appropriate buffering and environmental engineering. Wherever practical, any adjacent significant vegetation should be incorporated into development proposals.

## 5.9 Precinct 9 Open Space Intent

The LAP promotes the retention, regeneration and development of this precinct into an integrated network of parkland which will serve a variety of environmental, aesthetic and recreational functions. Land in this precinct is required to be managed to facilitate the protection of its ecological values.

A Plan of Development, relating to environmental matters, will be required for any development of land within the Public Open Space Precinct. A Plan of Development that reflects the recommendations of an Ecological Assessment prepared for the site will be required for any development of land within the Open Space Precinct. The Ecological Assessment should have particular regard to the considerations identified in the **Coomera Town Centre Environmental Management Strategy**. Work within this open space network will be implemented in accordance with the approved Plan of Development. This precinct also requires enhancement and maintenance of a high water quality in the creek, and the preservation and rehabilitation of riparian areas. Land within this precinct will be required to be dedicated as public open space or, where approved by the Council, otherwise managed pursuant to an agreement that facilitates the protection of its ecological values.

This precinct is divided into four sub-precincts, on the basis of functions and their desired character. These sub-precincts are shown on **Coomera Town Centre LAP Map 10.2 – Precincts**, and are described in further detail below.

### Sub-precinct 9a Oakey Creek Environmental Park

The Oakey Creek Environmental Park comprises the downstream section of Oakey Creek (from Foxwell Road) and the adjoining flood prone land. The Environmental Park Sub-precinct is intended to serve a range of environmental and recreation purposes. Council is seeking to facilitate a wide range of active and passive recreation, pedestrian and visual linkages between Oakey Creek, Dreamworld Theme Park and the Town Centre Core Precinct, consistent with the needs of tourists and residents alike. The sub-precinct is intended to be kept primarily in its natural state, although the creation of retardation lakes, artificial wetlands or similar water quality treatment/stormwater management devices may be appropriate.



While land below the Q100 flood level is generally intended to serve as the recreational frame and buffer area of the creek, limited low scale development, recreational, tourist and/or theme park related uses may be appropriate as a minor extension of adjoining land uses. Any proposed development in this area should have themes related to the open space and conservation values of the precinct (ie. environmental, recreation and/or tourism etc.), and must demonstrate that the environmental qualities and flood regimes of the creek and its environs are not negatively impacted. In degraded areas, rehabilitation of the creek and its environs is appropriate.

#### **Sub-precinct 9b      Oakey Creek Eco Hotel**

The Oakey Creek Eco Hotel Sub-precinct forms part of the entrance area to Coomera Town Centre. This sub-precinct is to be left largely in its natural form and state, although improvements to pedestrian and cycle facilities, along with improved access to the water bodies, are strongly encouraged. An existing approval for an eco hotel allows the development of a low scale and low intensity development. Uses that are complementary to the style and nature of the eco hotel may be considered on their merits, having regard amongst other things to the area's ecological values, as identified in the **Coomera Town Centre Environmental Management Strategy**. Stormwater treatment and detention systems may be appropriate in those parts of this sub-precinct where natural values have already been disturbed.

#### **Sub-precinct 9c      Oakey Creek Urban Parkland**

The Oakey Creek Urban Parkland comprises the upstream section of Oakey Creek, north of Foxwell Road. The creek flows from west to east, entering the site in three locations via culverts in the Pacific Motorway. The sub-precinct includes the area shown on the Precinct Plan as an Open Space Linkage, where the waterway is expected to be integrated into the surrounding development in the form of attractive, accessible areas that are designed and landscaped to complement the natural values, as identified in the **Coomera Town Centre Environmental Management Strategy**. The width of the creek corridor will vary to reflect hydraulic considerations and local environmental values. Stormwater treatment and detention systems should be located within this sub-precinct to protect downstream values where the natural values have already been disturbed.

The average width of the creek corridor, which is to be 50 metres, reflects the more urbanised nature of the surrounding land uses, the lesser water flows and the somewhat degraded state of the creek in some locations. The LAP intends that this sub-precinct be rehabilitated to form a visually pleasing open space buffer between precinct boundaries and land uses.

#### **Sub-precinct 9d      Gully Parkland Corridor**

The Gully Parkland Corridor bisects the Residential Frame Precinct in a general north-south direction. The Gully Parkland Corridor has an average width of 100 metres. It is intended to form part of the interconnected open space system which will vary in width to reflect local environmental values, whilst maintaining an average width of 100 metres. In view of the environmental values identified in the **Coomera Town Centre Environmental Management Strategy**, the corridor will be required to be widest at its northern end. The corridor is also intended to have a stormwater management role, which will be achieved by implementing environmental engineering practices to slow and filter run-off. As the Frame Residential Precinct develops, neighbourhood parks and walking trails are to become integrated with the Gully Parkland Corridor.



## 6.0 Coomera 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 – Town Centre Core</b>			
<p><b>Conservation</b> (natural area management)</p> <p><b>Low-Impact Telecommunications Facility</b></p> <p><b>Minor Change</b> in the scale or intensity of an existing lawful use</p> <p><b>Park</b></p> <p><b>Private Recreation n.e.i.</b></p> <p><b>Public Utility</b></p>	<p><b>Cafe</b></p> <p><b>Caretaker's Residence</b></p> <p><b>Commercial Services</b></p> <p><b>Convenience Shop</b></p> <p><b>Home Office</b></p> <p><b>Laundromat</b></p> <p><b>Office</b> above ground floor</p> <p><b>Private Recreation</b> where lighting is proposed</p> <p><b>Restaurant</b></p> <p><b>Service Industry (Group A)</b></p> <p><b>Shop</b></p> <p><b>Take-Away Food Premises</b></p> <p><b>Temporary Use</b></p> <p><b>Tourist Shop</b></p>	<p><b>Amusement Parlour</b></p> <p><b>Apartment Building</b> when located above the ground floor</p> <p><b>Bed and Breakfast</b></p> <p><b>Car Park</b></p> <p><b>Child Care Centre</b></p> <p><b>Cinema</b> where located in <b>Sub-precinct 1b</b> or as part of a shopping centre development in <b>Sub-precinct 1a</b></p> <p><b>Community Care Centre</b></p> <p><b>Community Purposes</b> (except corrective institutions)</p> <p><b>Fast Food Premises</b></p> <p><b>Home Occupation</b></p> <p><b>Hostel Accommodation</b></p> <p><b>Indoor Recreation Facility</b> where located in <b>Sub-precinct 1b</b> or as part of a shopping centre development in <b>Sub-precinct 1a</b></p> <p><b>Market</b></p> <p><b>Medical Centre</b></p> <p><b>Minor Tourist Facility</b></p> <p><b>Motel</b> where located in <b>Sub-precinct 1b</b></p> <p><b>Office n.e.i.</b></p> <p><b>Reception Room</b></p> <p><b>Resort Hotel</b> where located in <b>Sub-precinct 1b</b></p> <p><b>Restricted Club</b></p> <p><b>Service Industry</b></p> <p><b>Shopping Centre Development</b></p> <p><b>Telecommunications Facility n.e.i.</b></p> <p><b>Tourist Facility</b> where located in <b>Sub-precinct 1b</b></p> <p><b>Transit Centre</b> where located in <b>Sub-precinct 1a</b></p>	<p><b>Apartment Building n.e.i.</b></p> <p><b>Cinema n.e.i.</b></p> <p><b>Educational Establishment</b></p> <p><b>Funeral Parlour</b></p> <p><b>Indoor Recreation Facility n.e.i.</b></p> <p><b>Medical Centre n.e.i.</b></p> <p><b>Minor Tourist Facility n.e.i.</b></p> <p><b>Motel n.e.i.</b></p> <p><b>Nightclub</b></p> <p><b>Place of Worship</b> with a floor space not greater than 300m<sup>2</sup></p> <p><b>Resort Hotel n.e.i.</b></p> <p><b>Service Station</b></p> <p><b>Tavern</b></p> <p><b>Tourist Facility n.e.i.</b></p> <p><b>Transit Centre n.e.i.</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 2 – Core Residential</b>			
<p><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>Park</b>  <b>Private Recreation n.e.i.</b>  <b>Public Utility</b></p>	<p><b>Caretaker’s Residence</b>  <b>Home Office</b>  <b>Laundromat</b>  <b>Private Recreation</b> where lighting is proposed</p>	<p><b>Aged Persons Accommodation</b>  <b>Apartment Building</b>  <b>Attached Dwellings and Medium Density Detached Dwellings</b>  <b>Cafe</b>  <b>Community Care Centre</b>  <b>Convenience Shop</b>  <b>Home Occupation</b>  <b>Resort Hotel</b>  <b>Restricted Club</b>  <b>Special Accommodation</b>  <b>Telecommunications Facility n.e.i.</b></p>	<p><b>Bed and Breakfast</b>  <b>Child Care Centre</b>  <b>Detached Dwelling</b>  <b>Fast Food Premises</b>  <b>Hostel Accommodation</b>  <b>Motel</b>  <b>Reception Room</b>  <b>Restaurant</b>  <b>Take-Away Food Premises</b></p>
<b>Precinct 3 – Tourism and Recreation</b>			
<p><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</b>  <b>Park</b>  <b>Private Recreation n.e.i.</b>  <b>Public Utility</b></p>	<p><b>Cafe</b>  <b>Caretaker’s Residence</b>  <b>Convenience Shop</b>  <b>Laundromat</b>  <b>Office</b> above ground floor  <b>Private Recreation</b> where lighting is proposed  <b>Restaurant</b>  <b>Take-Away Food Premises</b>  <b>Temporary Use</b>  <b>Tourist Shop</b></p>	<p><b>Amusement Parlour</b>  <b>Apartment Building</b> when above podium level and where in accordance with an approved Plan of Development  <b>Attached Dwellings and Medium Density Detached Dwellings</b>  <b>Bed and Breakfast</b>  <b>Car Park</b>  <b>Caravan Park</b>  <b>Cinema</b>  <b>Community Purposes</b> (except corrective institutions)  <b>Ecotourism Facility</b>  <b>Fast Food Premises</b>  <b>Hostel</b>  <b>Indoor Recreation Facility</b>  <b>Market</b>  <b>Minor Tourist Facility</b>  <b>Motel</b>  <b>Nightclub</b>  <b>Outdoor Sport and Recreation</b>  <b>Reception Room</b>  <b>Relocatable Home Park</b>  <b>Resort Hotel</b>  <b>Restricted Club</b>  <b>Telecommunications Facility n.e.i.</b>  <b>Theatre</b>  <b>Tourist Cabins</b>  <b>Tourist Facility</b></p>	<p><b>Child Care Centre</b>  <b>Commercial Services</b>  <b>Service Station</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 4 – Community Purposes (School)</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>Private Recreation n.e.i.</b> <b>Public Utility</b></p>	<p><b>Caretaker’s Residence</b> <b>Private Recreation</b> where lighting is proposed <b>Temporary Use</b></p>	<p><b>Cafe</b> <b>Car Park</b> <b>Commercial Services</b> <b>Community Care Centre</b> <b>Community Purposes</b> (except corrective institutions) <b>Convenience Shop</b> <b>Education Establishment</b> <b>Indoor Recreation Facility</b> <b>Office</b> <b>Place of Worship</b> <b>Service Station</b> <b>Special Accommodation</b> <b>Telecommunications Facility n.e.i.</b> <b>Veterinary Hospital</b></p>	<p><b>Apartment Building</b> <b>Child Care Centre</b> <b>Detached Dwelling</b> <b>Hostel Accommodation</b> <b>Medical Centre</b> <b>Restaurant</b> <b>Restricted Club</b> <b>Take-Away Food Premises</b> <b>Theatre</b></p>
<b>Precinct 5 – Community Purposes (Medical)</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>Private Recreation n.e.i.</b> <b>Public Utility</b></p>	<p><b>Cafe</b> <b>Caretaker’s Residence</b> <b>Convenience Shop</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>Broadcasting Facilities</b> <b>Car Park</b> <b>Commercial Services</b> <b>Community Care Centre</b> <b>Community Purposes</b> (except corrective institutions) <b>Educational Establishment</b> <b>Hospital</b> <b>Medical Centre</b> <b>Restaurant</b> <b>Service Station</b> <b>Take-Away Food Premises</b> <b>Telecommunications Facility n.e.i.</b> <b>Veterinary Clinic</b> <b>Veterinary Hospital</b></p>	<p><b>Child Care Centre</b> <b>Detached Dwelling</b> <b>Funeral Parlour</b> <b>Indoor Recreation Facility</b> <b>Place of Worship</b> with floor space no greater than 300m<sup>2</sup> <b>Restricted Club</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 6 - Showroom/Commercial</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>Park</b> <b>Private Recreation n.e.i.</b> <b>Public Utility</b></p>	<p><b>Cafe</b> <b>Caretaker's Residence</b> <b>Commercial Services</b> <b>Home Office</b> <b>Private Recreation</b> where lighting is proposed <b>Showroom</b> <b>Service Industry</b> <b>Temporary Use</b></p>	<p><b>Apartment</b> where located in <b>Sub-precinct 6b</b> <b>Bulk Garden Supplies</b> <b>Broadcasting Facilities</b> <b>Car Park</b> <b>Community Purposes</b> (except corrective institutions) <b>Convenience Shop</b> <b>Fast Food Premises</b> <b>Home Occupation</b> <b>Laundromat</b> <b>Motor Vehicle Repair</b> where forming part of a vehicle showroom or vehicle sales premises <b>Office</b> above podium level <b>Place of Worship</b> <b>Retail Plant Nursery</b> <b>Service Station</b> <b>Take-Away Food Premises</b> <b>Telecommunications Facility n.e.i.</b> <b>Vehicle Hire Office</b> <b>Vehicle Hire Premises</b> <b>Vehicle Sales Premises</b> <b>Veterinary Clinic</b> <b>Veterinary Hospital</b></p>	<p><b>Apartment</b> above the ground floor <b>Funeral Parlour</b> <b>Indoor Recreation Facility</b> <b>Industry</b> <b>Manufacturer's Shop Market</b> <b>Motor Vehicle Repairs</b> <b>Outdoor Sport and Recreation</b> <b>Outdoor Storage Area</b> <b>Restricted Club</b> <b>Warehouse</b></p>
<b>Precinct 7 – Light Industrial</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>Park</b> <b>Public Utility</b></p>	<p><b>Cafe</b> <b>Caretaker's Residence</b> <b>Service Industry (Group B)</b> <b>Take-Away Food Premises</b> <b>Temporary Use</b> <b>Veterinary Clinic</b> <b>Warehouse</b></p>	<p><b>Broadcasting Facilities</b> <b>Bulk Garden Supplies</b> <b>Convenience Shop</b> <b>Industry</b> <b>Manufacturer's Shop</b> <b>Milk Depot</b> <b>Motor Vehicle Repairs</b> <b>Outdoor Storage Area</b> <b>Retail Plant Nursery</b> <b>Service Industry (Group A)</b> <b>Service Station</b> <b>Telecommunications Facility n.e.i.</b> <b>Transport Terminal</b> <b>Vehicle Hire Premises</b> <b>Vehicle Sales Premises</b> <b>Warehouse</b></p>	<p><b>Indoor Recreation</b> <b>Office</b> <b>Outdoor Sport and Recreation</b> <b>Refuse Transfer Station</b> <b>Restricted Club</b></p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Precinct 8 – Frame Residential</b>			
<p><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>Private Recreation n.e.i.</b>  <b>Public Utility</b></p>	<p><b>Caretaker’s Residence</b>  <b>Detached Dwelling</b>  <b>Display Home</b>  <b>Laundromat</b>  <b>Home Occupation</b>  <b>Home Office</b>  <b>Private Recreation</b> where lighting is proposed</p>	<p><b>Apartment</b> (where located above ground level)  <b>Attached Dwellings and Medium Density Detached Dwellings</b>  <b>Bed and Breakfast</b>  <b>Broadcasting Facilities</b>  <b>Community Care Centre</b>  <b>Community Purposes</b> (excluding corrective institutions)  <b>Estate Sales Office</b>  <b>Family Accommodation</b>  <b>Special Accommodation</b>  <b>Telecommunications Facility n.e.i.</b></p>	<p><b>Aged Care Accommodation</b>  <b>Apartment n.e.i.</b>  <b>Cafe</b>  <b>Caravan Park</b>  <b>Child Care Centre</b>  <b>Commercial Services</b>  <b>Convenience Shop</b>  <b>Ecotourism Facility</b>  <b>Funeral Parlour</b>  <b>Hostel Accommodation</b>  <b>Indoor Recreation Facility</b>  <b>Medical Centre</b>  <b>Motel</b>  <b>Office</b>  <b>Outdoor Sport and Recreation</b>  <b>Park</b>  <b>Place of Worship</b>  <b>Relocatable Home</b>  <b>Resort Hotel</b>  <b>Restaurant</b>  <b>Restricted Club</b>  <b>Retail Plant Nursery</b>  <b>Service Station</b>  <b>Take-Away Food Premises</b></p>
<b>Precinct 9 – Open Space</b>			
<p><b>Low-Impact Telecommunications Facility</b>  <b>Minor Change</b> in the scale or intensity of an existing lawful use  <b>Park</b>  <b>Private Recreation</b>  <b>Public Utility</b></p>	<p><b>Conservation</b> (natural area management)  <b>Private Recreation</b> where lighting is proposed  <b>Temporary Use</b></p>	<p><b>Broadcasting Facilities</b>  <b>Cafe</b>  <b>Outdoor Sport and Recreation</b> within Sub-precinct 9a  <b>Telecommunications Facility n.e.i.</b></p>	<p><b>Ecotourism Facility</b>  <b>Indoor Recreation</b>  <b>Major Tourist Facility</b> within Sub-precinct 9a  <b>Minor Tourist Facility</b>  <b>Open Sports Ground</b> within Sub-precinct 9a  <b>Outdoor Sport and Recreation n.e.i.</b>  <b>Reception Room</b> within Sub-precinct 9a  <b>Resort Hotel</b> within Sub-precinct 9a  <b>Restaurant</b> within Sub-precinct 9a  <b>Restricted Club</b> within Sub-precinct 9a  <b>Tourist Cabins</b> within Sub-precinct 9a</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>Coomera Town Centre LAP Map 10.3 – 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>Coomera Town Centre LAP Map 10.3 – Maximum Building Height</b> OR exceeds the maximum number of storeys indicated for the site identified on <b>Coomera Town Centre LAP Map 10.3 – Maximum Building Height</b></p>
			<p>exceeds the maximum residential density for the subject land as shown on <b>Coomera Town Centre LAP Map 10.4 – Maximum Residential Density</b></p>
	<p>is located on a site nominated as a Medium, High or Very High Risk Area on <b>Overlay Map 16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard</b>, and complies with the Acceptable Solutions of <b>Constraint Code 16 – Steep Slopes or Unstable Soils</b></p>	<p>is located on a site nominated as a Medium, High or Very High Risk Area on <b>Overlay Map 16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard</b>, and alternative solutions to the Acceptable Solutions of <b>Constraint Code 16 – Steep Slopes or Unstable Soils</b> are proposed</p>	
	<p>is on a site located in a Medium or High Potential Bushfire Hazard Area as on <b>Overlay Map OM10 - Potential Bushfire Hazard Areas</b>, and complies with the Acceptable Solutions of <b>Constraint Code 2 – Bushfire Management Areas</b></p>	<p>is on a site located in a Medium or High Potential Bushfire Hazard Area as on <b>Overlay Map OM10 - Potential Bushfire Hazard Areas</b>, and alternative solutions to the Acceptable Solutions of <b>Constraint Code 2 – Bushfire Management Areas</b> are proposed</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</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</p>	



Exempt	Self Assessable	Code Assessable	Impact Assessable
	<p>complies with the Acceptable Solutions of <b>Constraint Code 3 – Canals and Waterways</b></p>	<p>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 that is 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 National Trust of Queensland 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; OR is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value</p>	
			<p>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></p>
	<p>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></p>	<p>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</p>	
		<p>exceeds one dwelling per lot</p>	



**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>			
		<p><b>Precincts 1 and 6</b> exceeds a volume of 20 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary</p>	
		<p><b>Precincts 2 and 8</b> exceeds a volume of 50 cubic metres of fill or excavation, or is closer than two metres from the allotment boundary</p>	
		<p><b>Precincts 4 and 5</b> exceeds a volume of 20 cubic metres of fill or excavation, or is closer than ten metres from the allotment boundary</p>	
		<p><b>Precinct 7</b> exceeds a volume of 100 cubic metres of fill or excavation, or is closer than five metres from the allotment boundary</p>	
		<p><b>Precinct 9</b> exceeds a volume of 100 cubic metres of fill or excavation, or is closer than 20 metres from the allotment boundary</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; OR is located on land that is known to the owner and/or the developer to be of indigenous cultural heritage value</p>	



### D: Operational Work – Advertising Device

Exempt	Self Assessable	Code Assessable	Impact Assessable																		
	<p>Advertising Device 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>10 m<sup>2</sup></td></tr> <tr><td>Precinct 2</td><td>0.6 m<sup>2</sup></td></tr> <tr><td>Precinct 3</td><td>0.6 m<sup>2</sup></td></tr> <tr><td>Precinct 4</td><td>5 m<sup>2</sup></td></tr> <tr><td>Precinct 5</td><td>5 m<sup>2</sup></td></tr> <tr><td>Precinct 6</td><td>20 m<sup>2</sup></td></tr> <tr><td>Precinct 7</td><td>20 m<sup>2</sup></td></tr> <tr><td>Precinct 8</td><td>0.6 m<sup>2</sup></td></tr> <tr><td>Precinct 9</td><td>0.6 m<sup>2</sup>;</td></tr> </table> <p>b) Not visible from any State-controlled road</p>	Precinct 1	10 m <sup>2</sup>	Precinct 2	0.6 m <sup>2</sup>	Precinct 3	0.6 m <sup>2</sup>	Precinct 4	5 m <sup>2</sup>	Precinct 5	5 m <sup>2</sup>	Precinct 6	20 m <sup>2</sup>	Precinct 7	20 m <sup>2</sup>	Precinct 8	0.6 m <sup>2</sup>	Precinct 9	0.6 m <sup>2</sup> ;	<p><b>Advertising Devices n.e.i.</b></p>	
Precinct 1	10 m <sup>2</sup>																				
Precinct 2	0.6 m <sup>2</sup>																				
Precinct 3	0.6 m <sup>2</sup>																				
Precinct 4	5 m <sup>2</sup>																				
Precinct 5	5 m <sup>2</sup>																				
Precinct 6	20 m <sup>2</sup>																				
Precinct 7	20 m <sup>2</sup>																				
Precinct 8	0.6 m <sup>2</sup>																				
Precinct 9	0.6 m <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>			
	<p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and complies with the Acceptable Solutions of <b>Specific Development Code 36 – Vegetation Management</b>;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (<b>Precincts 8, 10 and 11</b> only) and complies with the Acceptable Solutions of <b>Specific Development Code 36 – Vegetation Management</b></p>	<p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and alternative solutions to the Acceptable Solutions of <b>Specific Development Code 36 – Vegetation Management</b> are proposed;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height (<b>Precincts 8, 10 and 11</b> only) and alternative solutions to the; Acceptable Solutions of <b>Specific Development Code 36 – Vegetation Management</b> are proposed</p>	<p>results in the removal of, or damage to, vegetation over which a Vegetation Protection Order has been made by Council</p>



### G: Reconfiguring a Lot

Exempt	Self Assessable	Code Assessable	Impact Assessable
<b>Reconfiguring a Lot that:</b>			
		<p><b>Precincts 1, 2, 5, 6 and 7</b> results in allotments with a minimum area not 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</p>	<p><b>Precincts 1, 2, 5, 6 and 7</b> results in one or more lots with an area less than 1,000m<sup>2</sup></p>
		<p><b>Precincts 3 and 4</b> results in allotments with a minimum area not less than 10,000m<sup>2</sup></p>	<p><b>Precincts 3 and 4</b> results in allotments with an area less than 10,000m<sup>2</sup></p>
		<p><b>Precinct 8</b> results in allotments with a minimum area not less than 400m<sup>2</sup></p>	<p><b>Precinct 8</b> results in allotments with a minimum area less than 400m<sup>2</sup></p>
		<p><b>Precinct 9</b> results in allotments with a minimum area not less than 1,000m<sup>2</sup></p>	<p><b>Precinct 9</b> results in allotments with a minimum area of 1,000m<sup>2</sup> or an area less than 1,000m<sup>2</sup></p>
			<p>would create the potential for 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></p>

#### 7.0 Relevant Codes

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

Place Code	Specific Development Codes	Constraint Codes
Coomera 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	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 8 Flood Affected Areas 10 Nature Conservation 16 Steep Slopes or Unstable Soils

### 7.2 Material Change of Use

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

Place Code	Specific Development Codes	Constraint Codes
Coomera Town Centre LAP Place Code	3 Aged Persons Accommodation 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 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 30 Salvage Yards 31 Service Stations 33 Telecommunications Facilities 35 Tourist Cabins 37 Vehicle Sales 38 Working From Home 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land



### 7.3 Operational Work – Changes to Ground Level

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

Place Code	Specific Development Codes	Constraint Codes
Coomera Town Centre LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies	2 Bushfire Management Areas 3 Canals and Waterways 4 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

### 7.4 Operational Work – Advertising Devices, Landscape Work and Infrastructure

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

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

### 7.5 Operational Work – Vegetation Clearing

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

Place Code	Specific Development Codes	Constraint Codes
Coomera Town Centre LAP Place Code	36 Vegetation Management	2 Bushfire Management Areas 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils



## 7.6 Reconfiguring a Lot

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

Place Code	Specific Development Codes	Constraint Codes
Coomera 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	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 12 Rail Corridor Environs 13 Road Traffic Noise Management 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land

## 8.0 Coomera Town Centre LAP Place Code

### 8.1 Purpose

This Place Code seeks to ensure that the scale, density and type of development, in particular the design and appearance of buildings, is consistent with the intent of this LAP and the specialised retail, tourism and employment functions of Coomera Town Centre. This Place Code also seeks to ensure that the area's ecological values, as identified in the **Coomera Town Centre Environmental Management Strategy**, are afforded an appropriate level of protection.

### 8.2 Application

- 8.2.1** The Coomera Town Centre LAP Place Code applies to development indicated as self, code or impact assessable in the Coomera Town Centre LAP Table of Development at **Clause 6.0** of this LAP.
- 8.2.2** Development within certain precincts is required to meet the performance criteria contained within the Coomera Town Centre Place Code. The following table stipulates which performance criteria apply to development within particular precincts (for example, if a development is proposed for **Precinct 2**, the application is required to address those performance criteria set out in the table for that precinct).
- 8.2.3** Performance Criteria PC1-PC67 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-PC10 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>													
<p>PC1 A gradation in the townscape and urban character must be achieved. The height of buildings must encourage medium rise residential, retail and commercial development. All buildings in <b>Precinct 9</b> must be of a height which is in keeping with the undeveloped and open space nature of the precinct.</p>	<p><b>All Precincts</b> AS1.1.1 The building height does not exceed two storeys. OR AS1.1.2 The maximum height of buildings in any precinct does not exceed the relevant height shown for that precinct on <b>Coomera Town Centre LAP Map 10.3 – Maximum Building Height.</b></p> <p><b>Precinct 3</b> AS1.2 The maximum building or structure height does not exceed 8.5 metres within 20 metres of Beattie Road.</p>												
<b>Accommodation Density</b>													
<p>PC2 Residential densities must promote the use of and support Coomera Railway Station and surrounding tourism development.</p>	<p>AS2 The maximum dwelling density in any precinct does not exceed the relevant accommodation density (RD number) shown for that precinct on <b>Coomera Town Centre LAP Map 10.4 – Maximum Residential Density.</b></p>												
<b>Site Coverage</b>													
<p>PC3 The site coverage of development will be in accordance with the function of the precinct and its relationship with surrounding precincts.</p>	<p>AS3 The maximum site coverage for any development does not exceed the following:</p> <table border="0"> <tr> <td>Precinct 1</td> <td style="text-align: right;">90%</td> </tr> <tr> <td>Precincts 3 and 6</td> <td style="text-align: right;">80%</td> </tr> <tr> <td>Precinct 2</td> <td style="text-align: right;">50%</td> </tr> <tr> <td>Precincts 4, 5 and 7</td> <td style="text-align: right;">70%</td> </tr> <tr> <td>Precinct 8</td> <td style="text-align: right;">60% (where the building is one storey in height or, where the building is greater than one storey 50%)</td> </tr> <tr> <td>Sub-precincts 10 and 9b</td> <td style="text-align: right;">15%</td> </tr> </table>	Precinct 1	90%	Precincts 3 and 6	80%	Precinct 2	50%	Precincts 4, 5 and 7	70%	Precinct 8	60% (where the building is one storey in height or, where the building is greater than one storey 50%)	Sub-precincts 10 and 9b	15%
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Sub-precincts 10 and 9b	15%												
<b>Building Setback</b>													
<p><b>Precincts 1 and 3</b> PC4 Building bulk should be greatest for the first two storeys, graduating to towers above to ensure efficient utilisation of the site and promotion of an urban character.</p>	<p><b>Precincts 1 and 3</b> AS4.1 Buildings include the following minimum setbacks: a) for the first two storeys, zero to the front and side boundaries and three metres to the rear boundary; b) for all parts of the building exceeding two storeys, six metres from all boundaries.</p> <p><b>Precinct 3</b> AS4.2 The building or structure is set back a minimum of 6 metres from Beattie Road.</p>												



Performance Criteria	Acceptable Solutions
<p><b>Precincts 2, 4, 5, 6, 7 and 8</b></p> <p>PC5</p> <p>Buildings shall be set back at distances that contribute to an aesthetically pleasing streetscape, where the built form is neither bulky nor visually intrusive and the impact on neighbouring buildings is limited.</p>	<p>AS5.1</p> <p>Buildings exceeding two storeys in height have their upper storeys set back, consistent with the following distances:</p> <ul style="list-style-type: none"> <li>a) a minimum of six metres from the frontage, for any part of the building which exceeds two storeys in height, except in Precinct 2, where the frontage setback shall be nine metres;</li> <li>b) for side and rear boundary setbacks, two metres for any part of the building which is above the second storey but which does not exceed 7.5 metres above that storey;</li> <li>c) for side and rear boundary setbacks, two metres plus 0.5 metres for every three metres (or part thereof) for that part of the building which is greater than 7.5 metres above the second storey.</li> </ul> <p><b>Precinct 8</b></p> <p>AS5.2</p> <p>Buildings have a minimum front boundary setback of six metres.</p> <p>AS5.3</p> <p>The front wall of garages and carports are set back a minimum of one metre behind the front facade of the dwelling house.</p> <p><b>Precinct 6</b></p> <p>AS5.4</p> <p>The minimum front boundary setback is six metres. The six metre setback includes a three metre wide deep planted landscape strip, for no less than 70% of the frontage length.</p> <p><b>Precinct 7</b></p> <p>AS5.5</p> <p>The minimum front boundary setback is ten metres. The ten metre setback includes a three metre wide deep planted landscape strip, for no less than 70% of the frontage length.</p> <p><b>Precinct 4</b></p> <p>AS5.6</p> <p>Buildings are set back a minimum of six metres from the front boundary.</p> <p><b>Precinct 5</b></p> <p>AS5.7</p> <p>Buildings may have a zero front boundary setback.</p> <p><b>Precinct 2</b></p> <p>AS5.8</p> <p>Buildings are set back six metres from the front boundary, for the first two storeys. All parts of the building exceeding two storeys are set back a minimum of nine metres from the front boundary.</p> <p><b>Precincts 6 and 7</b></p> <p>AS5.9</p> <p>Buildings have a minimum three metre setback from the rear boundary, or a minimum ten metre setback where the rear boundary adjoins the service road of the Pacific Motorway.</p>



Performance Criteria	Acceptable Solutions
	<p><b>Precincts 2, 3, 4, 5 and 7</b></p> <p>AS5.10 Buildings have a minimum rear boundary setback of three metres or a rear boundary setback of a distance equal to half the height of the building, whichever is the greater.</p> <p><b>Precincts 2 and 8</b></p> <p>AS5.11 Buildings have minimum side and rear boundary setbacks (except where built to boundary is proposed) of:</p> <ol style="list-style-type: none"> <li>1.5 metres measured from the outermost projection of that part of the building which is 4.5 metres or less above ground level;</li> <li>two metres, measured from the outermost projection of that part of the building which is greater than 4.5 metres but not greater than 7.5 metres above ground level; or</li> <li>two metres plus 0.5 metres for every three metres or part thereof, measured from the outermost projection of that part of the building which is greater than 7.5 metres above ground level.</li> </ol> <p><b>Precincts 4, 5, 6 and 7</b></p> <p>AS5.12 Developments which share a rear and/or side boundary with a residential area or public open space include:</p> <ol style="list-style-type: none"> <li>a minimum setback of three metres or half the height of the building at that point, whichever is greater;</li> <li>a landscaped buffer area consisting of dense and mature planting;</li> <li>building designs that provide variations in setback, at a minimum of 15 metre intervals;</li> <li>an acoustic and visual screen fence with a minimum height of 1.8 metres along the entire length of the boundary.</li> </ol>
<p><b>Precinct 8</b></p> <p>PC6 Residential buildings that are built to the lot boundary must reasonably protect neighbour amenity, particularly the provision of adequate daylight/sunlight to dwellings and private open space.</p>	<p><b>Precinct 8</b></p> <p>AS6.1 Walls built to the boundary have a maximum height of 3.5 metres and an average height of not more than three metres.</p> <p>AS6.2 Walls, built to the boundary, do not exceed 35% of the length of the boundary to which it is built:</p> <ol style="list-style-type: none"> <li>the length of the new boundary wall may match that of an existing wall on the adjacent boundary; or</li> <li>the new boundary wall may extend the full length of the side or rear boundary (less any setback distances), where slope, retaining walls, fences and/or dwelling design would result in the boundary wall being less than two metres high on the adjacent property boundary.</li> </ol> <p>AS6.3 Walls on the boundary have no windows or other openings, overlooking adjoining properties.</p>



Performance Criteria	Acceptable Solutions
<p><b>Precincts 3, 6 and 7</b> PC7 The vistas into the Coomera Town Centre for motorists on the Pacific Motorway must be of a predominantly vegetated appearance, with appropriate building, urban design and signage.</p>	<p><b>Precincts 3, 6 and 7</b> AS7.1 The site shares a rear and /or side boundary with the service road of the Pacific Motorway, and the development includes: a) a minimum building setback of ten metres to the service road boundary; and b) a 10 metre wide landscaped buffer area within the setback area consisting of dense and mature local native plant species. AS7.2 Access to all buildings and allotments is from the internal road network. AS7.3 Pylon signage which is visible from the Pacific Motorway is limited to multi-tenant signage, rather than numerous single tenant signage.</p>
<p><b>Precinct 9</b> PC8 Development is of a character that is consistent with the undeveloped and open space nature of the precinct.</p>	<p><b>Precinct 9</b> AS8 Buildings are set back not less than ten metres from the frontage of the site and six metres from the side and rear boundaries.</p>
<p><b>Activity Frontage Controls</b></p>	
<p><b>Precinct 1</b> PC9 Buildings must present a continuous pedestrian-friendly facade, with retail and entertainment activities located at ground level (or easily accessible from ground level), to promote a lively streetscape character. Building design and street front spaces contribute to the connectivity of the streetscape and promote integration with surrounding areas. An example of a desirable configuration of a town centre is illustrated in <b>Coomera Town Centre LAP Figure 10.4 – Car Parking - Retail Configuration</b>.</p>	<p><b>Precinct 1</b> AS9.1 Blank or featureless walls extend for no more than 15 metres (either in plane or elevation) without including articulation or variation, such as stepping (by a minimum of 0.6 metre), windows, balconies or other such features. AS9.2 The ground floor level of all buildings located on main streets, identified on <b>Coomera Town Centre LAP Map 10.8 – Town Centre Core – Streetscape &amp; Public Area Plan</b>, includes a minimum of 60% glass windows that are brightly illuminated. AS9.3 The ground and second floor of buildings are aligned with the front property boundary (ie. zero front setback), and are not more than 8.5 metres above natural ground level. AS9.4 Mixed use buildings provide residential uses above the ground floor or to the rear of commercial development. AS9.5 Internal pedestrian circulation and pedestrian thoroughfares are linked to external pedestrian networks. AS9.6 Car parking areas, service areas and access driveways are located to the rear of the development site or below ground level.</p>



Performance Criteria	Acceptable Solutions
<b>Vehicular Crossings</b>	
<p>PC10</p> <p>Vehicular crossings associated with the development must be designed and constructed to ensure:</p> <ol style="list-style-type: none"> <li>a safe footpath environment;</li> <li>safe vehicular access to the property;</li> <li>appropriate hydraulic performance of the stormwater infrastructure;</li> <li>no damage to vehicle or road infrastructure;</li> <li>minimal loss of on-street parking spaces;</li> <li>continued amenity of the neighbourhood.</li> </ol>	<p>AS10</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>Building Height</b>	
<p><b>Precinct 3</b></p> <p>PC11</p> <p>The height of the buildings must not cause adverse impact on neighbouring sites. The development opportunities of the neighbouring sites are considered, when assessing impacts of development.</p>	<p><b>Precinct 3</b></p> <p>AS11</p> <p>The building is a theme park building or structure, exceeds 20 metres in height and is setback from all property boundaries 6 metres plus 1 metre for every 2 metres of building or structure height in excess of 20 metres.</p>
<b>Siting</b>	
<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b></p> <p>PC12</p> <p>All buildings must be sited to complement the special town centre character, the built form of the surrounding area, and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with <b>Planning Scheme Policy 17 – Site Analysis</b>.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b></p> <p>AS12</p> <p>No acceptable solution provided.</p>
<p>PC13</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>AS13</p> <p>No acceptable solution provided.</p>
<p><b>Precinct 8</b></p> <p>PC14</p> <p>All buildings must be sited to complement the natural landscapes and topographical features of the site and the surrounding residential area, having regard to:</p> <ol style="list-style-type: none"> <li>significant views and vistas;</li> <li>natural water systems; and</li> <li>remnant vegetation.</li> </ol>	<p><b>Precinct 8</b></p> <p>AS14</p> <p>A site analysis, prepared in accordance with <b>Planning Scheme Policy 17 – Site Analysis</b>, has determined the most appropriate location for the building on the site and the building is located on that site.</p>
<p><b>Precinct 9</b></p> <p>PC15</p> <p>The development must be located, having regard to the open space, nature conservation, outdoor recreation and landscape values of the site. Buildings must be sited to complement the natural landscapes and topographical features of the site and the surrounding open space area, having regard to:</p> <ol style="list-style-type: none"> <li>significant views and vistas;</li> <li>natural water systems;</li> <li>remnant vegetation.</li> </ol>	<p><b>Precinct 9</b></p> <p>AS15</p> <p>The most appropriate location for the building on the site complies with the criteria in <b>PC9</b> and is demonstrated by a site analysis, prepared in accordance with <b>Planning Scheme Policy 17 – Site Analysis</b>.</p>



Performance Criteria	Acceptable Solutions
<b>Building Appearance</b>	
<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> PC16 Building and frontage design must contribute to an interesting street perspective and to the visual amenity of Coomera Town Centre.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> AS16.1 Lengths of wall in excess of 15 metres are not provided on the same alignment. AS16.2 Outdoor areas fronting the street such as unenclosed decks, terraces and balconies, do not: a) extend beyond the front property boundary of the site; b) adversely affect adjoining developments; c) result in adverse visual impacts due to the loss of suitable building setbacks.</p>
<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> PC17 Roof-scapes must be attractive and not marred by a cluttered display of plant rooms and equipment.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> AS17.1 Service structures, lift motor rooms and mechanical plant are designed as architectural features of the building or screened effectively. AS17.2 The rooftop is designed to enable future inclusion of satellite dishes/telecommunications facilities in an unobtrusive manner. AS17.3 Building caps and rooftops contribute to the architectural distinction of the building, and create a coherent roof-scape for the town centre.</p>
<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> PC18 Building design must contribute to the desired theme and atmosphere of the town centre.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> AS18.1 The building elevation visually balances the height of the building, through the use of the following design elements: a) variations in plan shape, such as curves, steps, recesses, projections or splays; b) variations in vertical profile, with steps or slopes at different levels; c) variations in the treatment and patterning of windows, sun protection devices or other elements; d) elements of a finer scale than the main structural framing; e) integrating major landscaping elements to maximise their aesthetic value and use, including planting at any or all levels, particularly on podiums or low level roof decks; and f) murals and artworks. AS18.2 Architectural features, such as balconies, terraces, ramps and stairs, pergolas, retaining walls, screens and fences, are incorporated beyond the facade, to soften the edges of buildings and ensure they integrate with the town centre. AS18.3 Recessed forms and openings around the building perimeter are maximised to allow external space to merge with the interior of the building, except where they would compromise safety and security.</p>



Performance Criteria	Acceptable Solutions
<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> PC19 Sun shading and control must be used on buildings.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> AS19 Sun shading devices are provided on buildings to: a) shade buildings and assist in maintaining comfortable indoor temperatures; b) reduce glare; c) minimise heating loads and conserve energy; d) enrich the sub-tropical character; e) provide texture to building facades.</p>
<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> PC20 Buildings must be finished with high quality materials, selected for their durability and the contribution they make to the character of the town centre.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> AS20 All materials and finishes are easily maintained and do not readily stain, discolour or deteriorate.</p>
<p><b>All Precincts</b> PC21 Buildings must not incorporate any type of glass or other surface, likely to reflect specular rays that could create undue nuisance, discomfort or hazard to any part of the town centre or surrounding locality.</p>	<p><b>All Precincts</b> AS21 Any reflective glass material has a level of: a) light reflectivity of not greater than 20%; b) heat transmission of not less than 20%.</p>
<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> PC22 The architectural treatment, of facades and elevations must avoid large blank walls, and openings and setbacks must be used to articulate vertical building surfaces and contribute positively to the town centre's streetscape.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> AS22 Semi-enclosed spaces and colonnades are provided at ground level of buildings abutting pedestrian routes, through the use of awnings, pergolas or other devices that may be suspended, freestanding, supported on columns or cantilevered.</p>
<p><b>All Precincts</b> PC23 Development must be designed, constructed and maintained to attenuate noise from external sources, to minimise the emission of noise and to mitigate environmental nuisance, and maintain environmental values for the end uses.</p>	<p><b>All Precincts</b> AS23 Residential building design takes into account the noise impacts from existing uses and from existing and proposed road and rail corridors (allowing for a ten year traffic growth) and provides suitable amelioration through double glazing, insulation or other appropriate measures.</p>
<p><b>Precincts 1, 3 and 6</b> PC24 At levels abutting pedestrian places, design must develop a strong relationship between internal and external spaces, appropriate to a sub-tropical climate and outdoor lifestyle, with frontage treatment that integrates footpath awnings, shopfronts, outdoor dining areas and other activities that add to the attractiveness of the street for pedestrians.</p>	<p><b>Precincts 1, 3 and 6</b> AS24 Ground floor uses are devoted to activities such as retail outlets, cafes and restaurants that maintain the visual interconnection between the indoor and outdoor spaces.</p>
<p><b>Precinct 1</b> PC25 Along the main street boulevard, all new or infill proposals must involve retailing or activities that complement and support retailing function.</p>	<p><b>Precinct 1</b> AS25.1 Rentable ground floor space in the retail heart or on the retail spine is designed and promoted for leasing by retail uses, personal services, cafes, restaurants, cinemas or hotels.</p>



Performance Criteria	Acceptable Solutions
	<p>AS25.2</p> <p>Except for minimal interruptions necessary for structural framing and to provide access to foyers, arcades, tenancies, parking or servicing (i.e. fire exits), there is a continuous retail frontage along the retail heart or spine:</p> <ul style="list-style-type: none"> <li>a) built continuously to an alignment, a setback to an alignment or a pedestrian place;</li> <li>b) comprising display windows and showcases;</li> <li>c) providing continuous pedestrian interconnection at the same level as adjoining buildings.</li> </ul>
<p><b>Precinct 9</b></p> <p>PC26</p> <p>All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the natural character of the area.</p>	<p><b>Precinct 9</b></p> <p>AS26</p> <p>No acceptable solution provided.</p>
<p><b>Design for Safety</b></p>	
<p>PC27</p> <p>The design and building of spaces must safeguard and promote personal and property security for all users of the town centre.</p>	<p>AS27.1</p> <p>Buildings which adjoin the open space network, public plazas or other community facilities are designed in accordance with the following:</p> <ul style="list-style-type: none"> <li>a) comprises residential uses, balconies and living room windows that allow for overlooking opportunities;</li> <li>b) external walls extend for no more than five metres, without the provision of features to allow casual surveillance;</li> <li>c) fences or walls, which adjoin the community or open space areas, are transparent, or of an open design for a minimum of 50% of the fence area, or are less than 1.2 metres in height;</li> <li>d) lighting is provided, consistent in a style and level of illumination, and appropriate to the locality;</li> <li>e) ceilings and vertical structures within commercial car parks are painted white; and</li> <li>f) commercial car parks are delineated in a grid design to provide adequate visibility throughout the car park.</li> </ul> <p>AS27.2</p> <p>Casual surveillance of public and communal areas, including public transport facilities, is optimised through minimising concealed areas and maximising continuous sight lines.</p> <p>AS27.3</p> <p>Public toilets are located so that public surveillance is maximised, without being visually intrusive.</p>
<p>PC28</p> <p>Natural and artificial lighting must be used, to reduce poorly lit or dark areas and deter crime and vandalism.</p>	<p>AS28</p> <p>All publicly accessible areas are well lit at all times.</p>



Performance Criteria	Acceptable Solutions
<b>Pedestrian Protection</b>	
<p>PC29 Pedestrians footpaths and pathways within Precinct 1 must be protected from rain and sun by shelter.</p>	<p>AS29 Pedestrian shelters:</p> <ul style="list-style-type: none"> <li>a) abut the footpaths and are continuous across the frontage of a site and compatible with existing pedestrian shelters;</li> <li>b) allow for street trees and other landscaping components;</li> <li>c) are provided and maintained by the building owners on their premises;</li> <li>d) include under-awning lighting, with a minimum of 20 lux at footpath level, in accordance with <b>AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</b>;</li> <li>e) are positioned a minimum of 3.2 metres above pavement height and generally not more than 4.2 metres; and</li> <li>f) are cantilevered from the main building, with any posts within the footpath being non load bearing.</li> </ul>
<b>Pedestrian and Bicycle Movement</b>	
<p>PC30 Development within the Coomera Town Centre must have a high standard of accessibility for pedestrians and cyclists.</p>	<p>AS30.1 Development within <b>Precincts 1, 3, 6 and 9</b>, include linkages, or contribute to a pedestrian walkway system, based on a network of shopping arcades, open space links, pedestrian plazas and widened footpaths.</p> <p>AS30.2 Development adjoining a system of open space includes pedestrian and cycle access to the open space. This access is provided within 100 metres of the development site.</p> <p>AS30.3 Pathways, landscaping and public facilities are constructed/provided along all commercial frontages that adjoin open space corridors (at the developer's expense), in accordance with an approved Plan of Development.</p> <p>AS30.4 Development adjoining the intra-city cycleway includes suitable pedestrian and cycle links to this facility.</p> <p>AS30.5 Within <b>Sub-precincts 1a and 1c</b> and <b>Precinct 2</b>, development integrates with the existing underpass, connecting the eastern and western sides of the railway line, illustrated on <b>Coomera Town Centre LAP Map 10.9 – Town Centre Core – Movement Corridors Plan</b>.</p> <p>AS30.6 Development is within <b>Precinct 3</b> and pedestrian and cyclist access is provided and permits movement to other precincts within the Coomera Town Centre and surrounding land uses.</p>



Performance Criteria	Acceptable Solutions
<p>PC31</p> <p>Development must maintain or establish continuous, accessible, attractive and direct routes for pedestrians and cyclists, providing for:</p> <ul style="list-style-type: none"> <li>a) access to public transport facilities;</li> <li>b) links to car parking areas;</li> <li>c) access to, and along, Oakey Creek and the public open space network; and</li> <li>d) improved accessibility to and from facilities and services within the town centre.</li> </ul>	<p>AS31.1</p> <p>Development provides pedestrian connections that:</p> <ul style="list-style-type: none"> <li>a) ensure open parking areas contain clearly delineated, convenient walkways, suitable for use by wheelchairs, trolleys and pushers;</li> <li>b) are properly illuminated at all times;</li> <li>c) where located in <b>Precinct 1</b>, are lined with active frontages, such as display windows, shops, eating establishments or landscaped areas;</li> <li>d) are a minimum three metres wide;</li> <li>e) where the connection is a direct link to an area of open space, the connection includes a separate bikeway.</li> </ul> <p><b>Precinct 3</b></p> <p>AS31.2</p> <p>A landscaped area at least 6 metres in width is provided adjacent to the Pacific Motorway service road. Species are used that are in keeping with the character of the Theme Park and which complement existing landscaping.</p>
<p><b>Precincts 1, 3 and 6</b></p> <p>PC32</p> <p>Development must allow safe and functional pedestrian movements and activities, within the pedestrian footpath area.</p>	<p><b>Precincts 1, 3 and 6</b></p> <p>AS32.1</p> <p>Pedestrian footpaths:</p> <ul style="list-style-type: none"> <li>a) have a minimum width of five metres along the main street boulevard in <b>Precinct 1</b>, and four metres along all other streets <b>Precincts 1, 3 and 6</b>;</li> <li>b) are open and accessible to pedestrians for the entire length;</li> <li>c) allow for standing areas at bus stops, taxi ranks and display windows, without disrupting the flow of pedestrian traffic;</li> <li>d) allow for kerb build-outs at street corners, to expand the pedestrian area and improve safety for street crossing;</li> <li>e) ensure that the location of columns, seating areas for footpath dining and other obstructions do not disrupt the flow of pedestrian traffic, by maintaining a minimum width of 2.4 metres between the lease area and shop fronts; and</li> <li>f) have a pavement matching the gradient of the adjoining pedestrian areas and connect without any lip or step.</li> </ul> <p>A32.2</p> <p>Steps, escalators, ramps or lifts are set back a minimum of 1.2 metres to maximise pedestrian flow and safety and allow for adequate waiting space.</p>
<p><b>Design of Development Adjacent to Railway Line</b></p>	
<p>PC33</p> <p>The design and appearance of development adjacent to the rail line must form an attractive outlook for persons using the train service.</p>	<p>AS33.1.1</p> <p>Development along the rail line, addresses the railway line with a suitable design intent.</p> <p>OR</p> <p>AS33.1.2</p> <p>Development along the railway line provides an appropriate landscaped buffer.</p>



Performance Criteria	Acceptable Solutions
<b>Residential Uses</b>	
<p><b>Precinct 8</b> PC34 A variety of residential allotment sizes and accommodation styles (ie. attached dwellings and medium detached dwellings and detached dwellings apartments) must be created.</p>	<p><b>Precinct 8</b> AS34.1 Residential uses, comprising a mix of low-medium to medium residential densities, are provided throughout the precinct, and medium to high density residential development is located primarily around nodes. AS34.2 No more than ten apartment units are developed on any one site, or where more than ten units are proposed, the applicant develops and submits to Council for approval a Plan of Development showing the integration of these apartment sites within the larger residential context.</p>
<p><b>Precincts 1, 2, 3, 4, 5 and 6</b> PC35 Residential buildings within mixed use precincts must allow for a high standard of residential living and amenity, without jeopardising the creation of active street frontages.</p>	<p><b>Precincts 1, 2, 3, 4, 5 and 6</b> AS35.1 In mixed use precincts, residential uses are located on the upper floors of commercial, retail and tourist uses. AS35.2 Residential uses in mixed use buildings are acoustically treated (ie; through double glazing, insulation or other measures identified through the submission of a noise impact report) to avoid noise nuisance created by traffic, late night entertainment and other commercial operations. AS35.3 Outdoor living areas are accessible to the residential component of the proposal <b>Note: May include balconies.</b> AS35.4 The main living room window of any residential unit abuts a ten square metre clear space (measured on a horizontal plane) which may extend to the centre line of an abutting road.</p>
<b>Particular Development – Shopping Centre Development</b>	
<p><b>Precinct 1</b> PC36 Any shopping centre development must be located to ensure the creation of a functional and integrated town centre core.</p>	<p><b>Precinct 1</b> AS36.1 Development is in accordance with an approved Plan of Development for the respective <b>Sub-precincts 1a</b> and <b>1b</b>. AS36.2 The majority of retail and commercial activities within the shopping centre development have frontage to an identified retail main street, as illustrated as a Class A street within <b>Coomera Town Centre LAP Map 10.8 – Town Centre Core – Streetscape &amp; Public Area Plan</b>. AS36.3 The shopping centre development is oriented outwards toward road frontages.</p>



Performance Criteria	Acceptable Solutions																								
<b>Particular Development (ATMs)</b>																									
<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> PC37 Automatic teller machines must be located to be visible, well lit and to avoid queues that disrupt pedestrian traffic.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> AS37 Any automatic teller machine: a) is well illuminated at all times; b) includes a transparent barrier to prevent queues forming across a footpath or pedestrian way.</p>																								
<b>Particular Development – Industrial Development</b>																									
<p><b>Precinct 7</b> PC38 For all activities, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products, grit, oil or other potential impacts must be restricted or managed to levels that will not cause discomfort or disturbance to users of adjoining land.</p>	<p><b>Precinct 7</b> AS38.1 Materials and outputs from the industry land use do not pollute any watercourse, water storage, drainage systems, man made lakes or canals or land adjacent to the industry site. AS38.2 All industry operations, loading, processing, stockpiles, plant, haul roads, vehicles and the like are located and maintained with water sprays and other means, so that dust, sand, soil or other airborne material does not blow outside the boundaries of the site. Vehicle loads consisting of possible airborne material are suitably covered. AS38.3 The industrial activity does not exceed the following noise levels:  <table border="1" data-bbox="798 1097 1406 1279"> <tr> <td>Weekdays</td> <td>7am-6pm</td> <td>L10 60db-(A)</td> <td>L90 50db-(A)</td> </tr> <tr> <td>Weekdays</td> <td>6pm-10pm</td> <td>L10 50db-(A)</td> <td>L90 40db-(A)</td> </tr> <tr> <td>Nights</td> <td>10pm-7am</td> <td>L10 45db-(A)</td> <td>L90 40db-(A)</td> </tr> <tr> <td>Saturdays</td> <td>7am-12 noon</td> <td>L10 60db-(A)</td> <td>L90 50db-(A)</td> </tr> <tr> <td>Saturdays</td> <td>12 noon-10pm</td> <td>L10 50db-(A)</td> <td>L90 40db-(A)</td> </tr> <tr> <td>Sundays</td> <td>7am-10pm</td> <td>L10 50db-(A)</td> <td>L90 40db-(A)</td> </tr> </table> </p>	Weekdays	7am-6pm	L10 60db-(A)	L90 50db-(A)	Weekdays	6pm-10pm	L10 50db-(A)	L90 40db-(A)	Nights	10pm-7am	L10 45db-(A)	L90 40db-(A)	Saturdays	7am-12 noon	L10 60db-(A)	L90 50db-(A)	Saturdays	12 noon-10pm	L10 50db-(A)	L90 40db-(A)	Sundays	7am-10pm	L10 50db-(A)	L90 40db-(A)
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Sundays	7am-10pm	L10 50db-(A)	L90 40db-(A)																						
<p>PC39 The industrial operations must be conducive to the safety and comfort of all site users and visitors.</p>	<p>AS39 All quantities of flammable or combustible liquids stored on site are to be in accordance with the <b><i>Dangerous Goods Safety Management Act 2001</i></b> and the <b><i>Dangerous Goods Safety Management Regulations 2001</i></b>.</p>																								
<p>PC40 The traffic servicing sites within the domain must not create unreasonable impacts for users of public roads.</p>	<p>AS40 The carriage of goods or services to the site does not create an increase in traffic congestion or danger to users of public roads.</p>																								
<p>PC41 Ancillary activities on the site, such as storage of goods or materials in open areas, must be presented in a manner which does not detract from the visual amenity of the local area.</p>	<p>AS41.1 All open storage areas for vehicles, machinery, goods and material used on the site are located no closer than ten metres from either the main street frontage or any other boundary. AS41.2 All open storage areas are effectively screened with a buffer screen or fence.</p>																								
<p>PC42 Adequate facilities for the loading and unloading of goods must be provided to meet the needs of the development.</p>	<p>AS42 A loading area which is provided on-site is separated from the public access areas and readily accessible from all industrial tenancies on the site.</p>																								



Performance Criteria	Acceptable Solutions
<p>PC43</p> <p>Adequate facilities for servicing of the development with a refuse disposal service must be provided to meet the needs of the development.</p>	<p>AS43.1</p> <p>Provision is made for the storage of refuse on site and suitable access for the removal of refuse.</p> <p>AS43.2</p> <p>A refuse storage area may be included in the frontage setback area, provided it is no closer than three metres to the frontage and no closer than 1.5 metres to any other site boundary. It is enclosed on three sides with a screen wall extending 0.2 metres above the height of the refuse receptacles. The refuse storage area is screened by dense planting and mounding.</p>
<p>PC44</p> <p>Loads on public utilities must be consistent with the levels expected for activity characteristic of the local area.</p>	<p>AS44</p> <p>Water supply, waste disposal services and electricity supply are within the load levels planned for this local area, by the relevant servicing authority.</p>
<p><b>Advertising Devices</b></p>	
<p><b>All Precincts</b></p> <p>PC45</p> <p>The amount and nature of signage must be compatible with the precinct and streetscapes within which it is contained.</p>	<p><b>All Precincts</b></p> <p>AS45.1</p> <p>Advertising signs do not dominate the Coomera Town Centre skyline during the day or night.</p> <p>AS45.2</p> <p>Advertising signs do not block or compromise views from the town centre core to areas of public open space.</p> <p>AS45.3</p> <p>Advertising signs do not obscure, dominate or overcrowd the view of existing or prospective development on neighbouring properties.</p>
<p><b>Precincts 3, 6 and 7</b></p> <p>PC46</p> <p>Signage must not be a dominant feature of the town centre, when viewed from the Pacific Motorway.</p>	<p><b>Precincts 3, 6 and 7</b></p> <p>AS46.1</p> <p>Within <b>Precincts 6 and 7</b>, signage does not encroach upon landscaped buffers adjoining the Pacific Motorway Service Road.</p> <p>AS46.2</p> <p>In <b>Precincts 6 and 7</b>, pylon signage with the potential to be visible from the Pacific Motorway is limited to multi-tenant signs, rather than numerous single tenant signage.</p>
<p><b>All Precincts</b></p> <p>PC47</p> <p>All signage must be complementary to the design and style of the buildings and the intent of the precinct in which it is located.</p>	<p><b>All Precincts</b></p> <p>AS47.1</p> <p>Directional and information signs are easily interpreted.</p> <p>AS47.2</p> <p>Freestanding signs complement the design of the buildings to which they relate, do not dominate the streetscape of a locality, and clearly identify the product or business being promoted.</p> <p>Signs are contained within the building profile and have the appearance of a sign from all angles.</p> <p><b>Precincts 1, 3 and 6</b></p> <p>AS47.3</p> <p>All signs are consistent with the provisions for Business and Tourism Areas, set out in <b>Specific Development Code 2 – Advertising Devices</b>.</p>



Performance Criteria	Acceptable Solutions
	<p><b>Precinct 7</b> AS47.4 All signs are consistent with the provisions for Industry Areas, set out in <b>Specific Development Code 2 – Advertising Devices.</b></p> <p><b>Precinct 2</b> AS47.5 All signs are consistent with the provisions for Suburban Areas, set out in <b>Specific Development Code 2 – Advertising Devices.</b></p> <p><b>Precincts 4 and 5</b> AS47.6 Advertising signs are subtle. Building names are provided on parapets, and all other signs are confined to the first two storeys. Signs above ground level are contained within the profile of the building.</p> <p><b>Precinct 8</b> AS47.7 All signs are consistent with the provisions for Suburban Areas, set out in <b>Specific Development Code 2 – Advertising Devices.</b></p> <p><b>Precinct 9</b> AS47.8 All signs are consistent with the provisions for Non-Urban Areas, set out in <b>Specific Development Code 2 – Advertising Devices.</b></p>
<p><b>Landscape Work</b></p> <p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> PC48 Landscape work must contribute to the character, amenity, utility and safety of the town centre, including that within public places and open space areas, streetscapes and streetscape interfaces.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> AS48.1 Appropriate shade trees are located to cast shade onto pedestrian pathways, activity areas and open car parking areas.</p> <p>AS48.2 Landscape Work contributes to the safety of people in the town centre and promotes safe access to residential components.</p> <p>AS48.3 Vegetation is provided on top of podium levels and car parks and on balconies and verandas, where such front the street. Planter boxes do not exceed 0.6 metres in height and are design to be integrated into the designed of the building structure. Appropriate drainage is to be incorporated into the planter box or podium planting areas.</p> <p>AS48.4 All ground level car parking, open space and buffer areas are landscaped and maintained, to complement the character of the local area and any adjoining residential or public open space areas.</p> <p>A48.5 Landscaping works maximise the use of local native plant species, including any appropriate local genetic stock.</p> <p><b>Precincts 6 and 7</b> AS48.6 Planting of primarily advanced trees and shrubs is utilised to soften large built form exteriors. Such planting on maturity will screen a minimum of 30% of the building elevation.</p>



Performance Criteria	Acceptable Solutions						
	<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b> AS48.7 Landscape work complements the design of the built form and ensures that an attractive outlook is presented to public streets, particularly major roads that serve as gateway routes into Coomera Town Centre.</p> <p><b>Precincts 1, 2, 3, 4, 5 and 6</b> AS48.8 Footpath paving treatments and street furniture integrate with adjoining development and setback areas are integrated with public footpaths.</p> <p><b>Precincts 1, 3 and 6</b> AS48.9 Public and private spaces are located and designed to be efficient and attractive spaces that promote legibility and functionality. These spaces are integrated at their fringes, to ensure a smooth transition between public and private areas.</p>						
<b>Lot Size (For Subdivision Only)</b>							
<p>PC49 All allotments must be of sufficient area and dimensions to accommodate buildings designed to the criteria in this LAP and in accordance with an approved Plan of Development. Development within <b>Precinct 9</b> is also in accordance with an approved Master Plan, relating to environmental matters.</p>	<p>AS49.1</p> <table border="1" data-bbox="842 936 1358 1059"> <thead> <tr> <th data-bbox="887 958 995 987">Precincts</th> <th data-bbox="1129 936 1358 987">Minimum Allotment Size Not Less Than</th> </tr> </thead> <tbody> <tr> <td data-bbox="847 994 1038 1023">1, 2, 5, 6, 7 and 9</td> <td data-bbox="1190 994 1283 1023">1,000m<sup>2</sup></td> </tr> <tr> <td data-bbox="847 1025 932 1055">3 and 4</td> <td data-bbox="1190 1025 1294 1055">10,000m<sup>2</sup></td> </tr> </tbody> </table> <p><b>Precinct 8</b> AS49.2 The minimum allotment size is not less than 400m<sup>2</sup> and is in accordance with an approved Plan of Development.</p> <p><b>All Precincts</b> AS49.3 The minimum frontage of land proposed for non-residential or commercial purposes is 15 metres.</p>	Precincts	Minimum Allotment Size Not Less Than	1, 2, 5, 6, 7 and 9	1,000m <sup>2</sup>	3 and 4	10,000m <sup>2</sup>
Precincts	Minimum Allotment Size Not Less Than						
1, 2, 5, 6, 7 and 9	1,000m <sup>2</sup>						
3 and 4	10,000m <sup>2</sup>						
<p><b>Precincts 2 and 8</b> PC50 Subdivision must be undertaken so that further intensification can occur. Existing housing can be incorporated within proposed subdivision, provided it allows for further residential intensification at a later date.</p>	<p><b>Precincts 2 and 8</b> AS50 Development is consistent with the principles illustrated in <b>LAP Figures 10.1, 10.2 and 10.3.</b></p>						
<b>Amenity Protection</b>							
<p>PC51 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>AS51 No acceptable solution provided.</p>						



Performance Criteria	Acceptable Solutions								
<p>PC52</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>AS52</p> <p>No acceptable solution provided.</p>								
<p><b>Sub-precincts 10 and 9b</b></p> <p>PC53</p> <p>Development must be in keeping with the natural environmental characteristics of the area.</p>	<p><b>Sub-precincts 10 and 9b</b></p> <p>AS53</p> <p>Development is in accordance with an approved Plan of Development and Master Plan pertaining to environmental matters.</p>								
<p><b>Plot Ratios</b></p>									
<p><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b></p> <p>PC54</p> <p>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><b>Precincts 1, 2, 3, 4, 5, 6 and 7</b></p> <p>AS54.1.1</p> <p>The Basic Plot Ratio set out below is not exceeded:</p> <table style="margin-left: 40px;"> <tr> <td>Precincts 1, 2, 3, 4 and 5</td> <td style="text-align: right;">3:1</td> </tr> <tr> <td>Precincts 6 and 7</td> <td style="text-align: right;">0.8:1</td> </tr> </table> <p>OR</p> <p>AS54.1.2</p> <p>The Basic Plot Ratio listed in <b>AS54.1.1</b> 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 Ratio, described for each precinct in the following table is not exceeded:</p> <table style="margin-left: 40px;"> <tr> <td>Precincts 1, 2, 3, 4 and 5</td> <td style="text-align: right;">4:1</td> </tr> <tr> <td>Precincts 6 and 7</td> <td style="text-align: right;">1.5:1</td> </tr> </table>	Precincts 1, 2, 3, 4 and 5	3:1	Precincts 6 and 7	0.8:1	Precincts 1, 2, 3, 4 and 5	4:1	Precincts 6 and 7	1.5:1
Precincts 1, 2, 3, 4 and 5	3:1								
Precincts 6 and 7	0.8:1								
Precincts 1, 2, 3, 4 and 5	4:1								
Precincts 6 and 7	1.5:1								
<p><b>Vehicular Access and Car Parking</b></p>									
<p>PC55</p> <p>On site car parking facilities must adequately catered for residents and customers are.</p>	<p>AS55.1</p> <p>Car parking is provided at the car parking rates specified within <b>Constraint Code 4 – Car Parking Access and Transport Integration</b>, except for resort hotel and mixed use developments.</p> <p>AS55.2</p> <p>Resort hotel and mixed use buildings provide covered on site car parking at the following rates:</p> <ul style="list-style-type: none"> <li>a) one space per unit, for the residential component of a mixed use development;</li> <li>b) one space per four guest rooms;</li> <li>c) one space per 30m<sup>2</sup> of GFA area, for commercial activities car parking, required for the residential component is separated from car parking required for commercial activities.</li> </ul> <p>AS55.3</p> <p>Car parking, required for commercial activities, is open to the public, without hindrance during the operation of commercial activities.</p>								



Performance Criteria	Acceptable Solutions
<p><b>Precincts 1, 3, 6 and 7</b> PC56 Opportunities, for bicycle parking and storage, must be available at residential and/or commercial developments.</p>	<p><b>Precincts 1, 3, 6 and 7</b> AS56 Facilities, for the parking and securing of bicycles, are provided for every development that consists of ten or more dwelling units or employs more than ten persons. Facilities are provided at a rate of one bicycle parking space for every two dwellings and one bicycle parking space for every three employees. Such facilities are provided in a secure and convenient location.</p>
<p><b>Precincts 1, 3, 6 and 7</b> PC57 Parking structures and access must be designed and located: a) so that they do not undermine the character and visual attraction of the town centre; b) to ensure that no parking area is a dominant visual element of the town centre, the site on which it is developed or the streetscape.</p>	<p><b>Precincts 1, 3, 6 and 7</b> AS57.1 Parking is located to the rear or underneath buildings, as illustrated in <b>Coomera Town Centre LAP Figure 10.4 – Car Parking – Retail Configuration</b>. AS57.2 The facade of above ground parking avoids expressing sloping ramps or features with an excessive vertical or horizontal emphasis. AS57.3 Openings in parking structure facades are screened to hide the parking operation as much as possible.</p>
<p><b>Precincts 1, 3, 6 and 7</b> PC58 Parking structures must be designed and located to help integrate different components of the town centre, and must not quarantine any elements in the town centre.</p>	<p><b>Precincts 1, 3, 6 and 7</b> AS58 Common access driveways and parking areas are created and/or used.</p>
<p><b>Precincts 1, 3, 6 and 7</b> PC59 The Coomera Town Centre must have high levels of vehicular accessibility.</p>	<p><b>Precincts 1, 3, 6 and 7</b> AS59.1 New development contributes to: a) the development of off-street car parking facilities; b) improving vehicular traffic flows and reducing conflicts between local and through traffic reducing pedestrian/vehicular conflict by the use of rear access lane ways and shared accesses. AS59.2 Within <b>Sub-precincts 1a and 1c</b> and <b>Precinct 2</b> development integrates with the existing underpass connecting the eastern and western sides of the railway line, illustrated on <b>Coomera Town Centre LAP Map 10.9 – Town Centre Core – Movement Corridors Plan</b>.</p>
<p><b>Precincts 1, 3, 6 and 7</b> PC60 Conflicts between pedestrians and vehicles at entrance points to parking areas must be minimised.</p>	<p><b>Precincts 1, 3, 6 and 7</b> AS60.1 The number of vehicle entry points to a development site is kept to a minimum, particularly in those main streets identified in <b>Coomera Town Centre LAP Map 10.8 – Town Centre Core – Streetscape &amp; Public Area Plan</b> as Street Class A. AS60.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified to give priority to pedestrians. AS60.3 Sites with more than one street frontage, use the rear lanes and/or streets, with lesser pedestrian activity, for vehicular access to basements and parking areas.</p>



Performance Criteria	Acceptable Solutions
	<p>AS60.4 Footpaths, street trees and street furniture are constructed/provided along all frontages (at the developer's expense), in accordance with an approved Plan of Development for <b>Sub-precincts 1a, 1b and 1c</b>.</p>
<b>Building Services</b>	
<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> PC61 Appropriate building services and safety measures must be incorporated into residential, commercial and mixed use buildings, to allow for the safe operation, convenient use and maintenance of these buildings.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> AS61 The pedestrian entrances of business and residential uses are segregated.</p>
<p><b>Precincts 1, 3, 4, 5, 6, 7 and 9</b> PC62 Adequate facilities, for the loading and unloading of goods, must be provided to meet the needs of the development.</p>	<p><b>Precincts 1, 3, 4, 5, 6, 7 and 9</b> AS62 A loading area that is separated from the public access areas and readily accessible from all commercial tenancies on the site is provided on-site.</p>
<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> PC63 Adequate facilities for servicing the development with a refuse disposal service must be provided to meet the needs of the development.</p>	<p><b>Precincts 1, 2, 3, 4, 5, 6, 7 and 9</b> AS63.1 Provision is made for the storage of refuse on site and suitable access for the removal of refuse. AS63.2 All outdoor storage or refuse disposal areas are screened from public view.</p>
<b>Environmental Considerations</b>	
<p>PC64 Development must ensure that the ecological values of the area, including those identified by the <b>Coomera Town Centre Environmental Management Strategy</b>, is not compromised.</p>	<p>AS64 No acceptable solution provided.</p>
<p>PC65 Any existing significant flora must be conserved and incorporated into the development of the area, in a manner that is consistent with the stated intent for that particular precinct.</p>	<p>AS65 Any significant flora (including that identified in the supporting <b>Coomera Town Centre Environmental Management Strategy</b> or in an Ecological Assessment which is prepared in a manner consistent with <b>Planning Scheme Policy 8 – Guidelines for Ecological Assessments</b>) is undamaged and retained.</p>
<p>PC66 The ecological requirements of any significant fauna must be incorporated into the development of the area, to the extent that is consistent with the stated intent for the particular precinct.</p>	<p>AS66 The ecological requirements of significant fauna (including that identified in the supporting <b>Coomera Town Centre Environmental Management Strategy</b> or in an Ecological Assessment which is prepared in a manner consistent with <b>Planning Scheme Policy 8 – Guidelines for Ecological Assessments</b>) are incorporated into the development proposal, in accordance with the recommendations of the Ecological Assessment.</p>
<p>PC67 Provisions must be made for the sustainable movement of fauna within the LAP area.</p>	<p>AS67 Where development (including any road or transport corridor) encroaches upon any identified open space corridor, provision is made for fauna crossings, in accordance with the recommendations of an Ecological Assessment which is prepared in a manner consistent with <b>Planning Scheme Policy 8 – Guidelines for Ecological Assessments</b>.</p>



#### 8.4 Environment Protection and Biodiversity Conservation Act Considerations

In addition to the provisions of this Planning Scheme, development undertaken within the Coomera Town Centre area may also be subject to assessment pursuant to the **Commonwealth Environment Protection and Biodiversity Conservation Act**. The need for such assessment will be determined by the Commonwealth Environment Minister, having regard to the criteria outlined in that Act.

The **Coomera Town Centre Environmental Management Strategy** identifies the most likely circumstances where such assessment will be required. These are where actions undertaken within the area are likely to have a significant impact upon the following:

- RAMSAR wetlands of international significance;
- listed threatened species; and
- listed migratory species.

The **Coomera Town Centre Environmental Management Strategy** identifies local environmental values and, as such, may assist in determining whether proposed actions should be referred to the Minister. However, proponents of development should undertake their own assessments and refer any proposed actions likely to significantly impact upon matters of national environmental significance to the Minister for determination and, where required, approval. Approvals granted under the **Integrated Planning Act** do not negate the need to comply with any requirements of the **Environment Protection and Biodiversity Conservation Act**.