



Part 6 Local Area Plans

Division 2 Local Area Plans

Chapter 29 Yatala Enterprise Area

1.0 Intent

The purpose of this Local Area Plan (LAP) is to provide for the detailed planning and development of the Yatala Enterprise Area (YEA). The YEA is a highly valuable resource for the City. There is an opportunity to create a dedicated area that could be a market leader in terms of innovative industrial development that would facilitate growth in long term employment in the 21st century. Therefore, the purpose of this LAP is to promote the orderly economic development of the YEA as a major industrial employment district for both the Gold Coast City and the South East Queensland region. The LAP provides locational and assessment criteria for the establishment of industrial activities in the defined Yatala/Stapylton area (refer **Yatala Enterprise Area LAP Map 29.1 – Boundary**).

2.0 Application

- 2.1 This LAP applies to all development subject to the Planning Scheme and located within the LAP area, as indicated in **Yatala Enterprise Area LAP Map 29.1 – Boundary**.
- 2.2 The Table of Development indicated in **Clause 6.0** identifies the level of assessment for development occurring within this LAP area.
- 2.3 The codes that may be relevant to the assessment of development in this LAP area listed in **Clause 7.0**.
- 2.4 It should be noted that self assessable development is consistent with the intent and Desired Environmental Outcomes (DEOs) of this LAP, and therefore need only comply with the acceptable solutions of the **Yatala Enterprise Area 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 **DEO 3.1:** The development of the YEA as an integrated employment area, including the establishment of industrial and business development, having particular regard to:
 - a) regional population growth within the Brisbane/Gold Coast City corridor;
 - b) the availability of a regionally significant extractive industry resource in the Luscombe Hill area;
 - c) emerging environmental industries related to recycling with a focus on Council's landfill and recycling centre at Stapylton;
 - d) the servicing needs of boat building and other marine industries in the northern Gold Coast City region; and
 - e) tourism support industry needs (refer to **DEO Econ.1**).
- 3.2 **DEO 3.2:** Establishment of a highly desirable industrial/business environment, featuring a range of locational opportunities with ancillary facilities and services which will facilitate the activities of business (refer to **DEO Econ.3**).
- 3.3 **DEO 3.3:** A planned land use and transport system that enables the efficient movement of people and goods within the YEA and provides for integration with existing and future transport systems operating in the region (refer to **DEOs Econ.6** and **Soc.6**).
- 3.4 **DEO 3.4:** The sustainable management of the regionally significant extractive resources of the northern Darlington Range and Stapylton areas (refer to **DEO Econ.5**).



4.0 Local Area Features

The YEA has considerable potential to meet a major proportion of the employment and industrial development needs of South East Queensland. This LAP was prepared following studies undertaken for the SEQ 2001 project which highlighted that, in the 20 years to 2021, some 540,000 new jobs may need to be created in South East Queensland to match the growing population. The **Regional Framework for Growth Management (RFGM)** has endorsed Yatala as the preferred location for major industrial investment and expansion in the South East Queensland region. Yatala is also identified as a major support area for the Beenleigh activity centre. Beenleigh has been identified as one of three Key Metropolitan Centres in the **RFGM**. The industrial focus at Yatala is intended to complement and contribute to the commercial growth of Beenleigh.

This LAP was prepared having regard to the findings of the **Yatala Planning Study**, prepared in June 1996 by planning consultants Brannock Humphreys, and the **YEA Integrated Infrastructure Study and Implementation Plan** prepared in August 2000 by consultants GHD. This LAP should be read and considered in the context of these earlier planning studies.

The most promising prospects for economic growth likely to generate the necessary jobs include value-added manufacturing and transport and distribution. Therefore, a significant proportion of the employment that can be generated is likely to be found in activities that are most suitably located in modern industrial areas.

Creation of a LAP under the Gold Coast City Planning Scheme recognises the importance of Yatala as a major industry and business employment centre, not only for the Gold Coast City but also for the expanding South East Queensland region. Yatala is not seen as just another industrial area. Rather, for Yatala to achieve its future potential there need to be available large allotments of land, at competitive prices, to meet the requirements of major industries that are capable of providing permanent employment for the residents of Gold Coast City and the SEQ area. The creation of this LAP will also assist in the marketing of this area to major industrial investors by promoting the perception that this is a 'locality deserving of special consideration.

Within this LAP, detailed guidance and control is provided in terms of land use and infrastructure provision to ensure that the potential of the YEA is fully realised. The total LAP area is divided into precincts. The boundaries of these precincts are based on environmental, amenity and infrastructure constraints. In particular, the distinctions between areas designated for Future Industry Use, from those now designated for Business and Industry is driven entirely by infrastructure provision and planning.

Yatala LAP has a total area of 3,305 hectares. The majority of this area is dedicated to industrial use: 249 hectares are available for low impact industry, 580 hectares for general industry, 40 hectares for food related industry, and almost 110 hectares for recycling and environmental industries. A further 900 hectares have been earmarked for future industry, once appropriate infrastructure services are in place to meet market demand. The balance of the land has been reserved for rock quarrying (a little over 850 hectares) and open space and conservation (about 600 hectares).

The extractive resources of the northern Darlington Range and the Stapylton area have been identified in the **RFGM** as economic resources of regional significance. Their importance has further increased since the cessation of gravel extraction from the lower Brisbane River and the proving of their suitability as a source of manufactured sand. The LAP recognises this significance and provides for their protection and continued quarrying. This will require responsible environmental management practices and the maintenance of effective buffer land around the extractive resources and along the haulage routes through the adoption of trigger distances.

A basic principle of this LAP is that development of Yatala is to be coordinated with infrastructure provision in order to minimise the capital and recurrent costs for the community. Staging of Yatala's development is therefore based upon precincts which represent the infrastructure plans and sequencing currently adopted by Council and other authorities. However, this LAP recognises that at times it will be economically viable to develop major businesses out of sequence. Such development will be able to proceed without the need for major scheme amendments, subject to the development complying with the objectives and provisions of the LAP, and subject to the development funding the cost of bringing forward the required infrastructure facilities.

The major part of the LAP area is committed to industrial development. However, this LAP also recognises that the Yatala area includes areas of nature conservation significance and landscapes of regional importance. An open space network is proposed to protect and maintain nature conservation



values and landscape features, while facilitating a high standard of industrial development. Buffers to waterways and to major transport routes are included as a part of the open space network.

A high standard of urban design will be required in the industrial development areas of the LAP, reflecting the area's high level of exposure to the Pacific Motorway and railway transport corridors, and the important 'gateway' function of the Yatala area for this part of the City.

5.0 Precincts

The five precincts contained in this LAP are:

Precinct 1	General Impact Business and Industry
Precinct 2	Low Impact Business and Industry
Precinct 4	Future Business and Industry
Precinct 5	Extractive Industry
Precinct 6	Open Space

The extent of these precincts can be identified on **Yatala Enterprise Area LAP Map 29.2 – Precincts**.

5.1 Precinct 1 Intent for General Impact Business and Industry

The General Impact Business and Industry Precinct is intended to accommodate a broad range of manufacturing industries, warehouses and distribution centres of a general industrial nature that will result in significant growth in long term employment for the residents of the Gold Coast City and of the greater South East Queensland area.

Preferred activities will typically focus on the production, manufacture, construction or distribution of goods. Industries traditionally considered to be heavy may be suitable for this precinct, provided innovative technologies are employed to neutralise any potential detrimental impacts and provided the establishment of such uses does not have a detrimental impact on the ability of the precinct to attract preferred uses. Preferred activities will typically generate high levels of long term employment.

Overall, this precinct is well separated from existing and intended residential areas. The precinct provides the opportunity for the location of industries within the core areas which are of state and regional economic significance, particularly those which require a separation from residential and other sensitive uses. Physical features, road, drainage and open space corridors, and in part the Low Impact Business and Industry Precinct – **Precinct 2** act to provide buffers to those industrial processes which are by their nature potentially hazardous or offensive or require large scale buildings and operations.

Whilst a relatively low level of restriction is intended to apply to development in these areas, site development will minimise external impacts within the threshold limits for safety and environmental protection established by the relevant state legislation and regulations. Developments are encouraged to employ best practice methods and innovative technologies that exceed the minimum standards and encourage market/industry leadership. No particular built form is envisaged. However, buildings will be purpose built to mitigate noise, odour and waste emission with use of landscaping, setbacks and building separation to provide reasonable landscape amenity, without compromising industrial production or processes. The physical appearance of the precinct is important to the marketing of this area for preferred uses that may consider locating in the YEA. Minor architectural details to improve the visual appearance of buildings, such as articulation of exterior walls, varied exterior colours and building materials, are considered appropriate and achievable without compromising industrial processes or economic viability.

The regional significance of the core area of this precinct needs to be protected. It will contain industries and processes operating at established environmental and safety thresholds that may have off-site impacts. Uses that could be sensitive to these impacts should not be located within this precinct. For these reasons, uses that are inconsistent with the purpose of this precinct, and that can be reasonably located elsewhere within smaller industrial and business estates or within the Low Impact Business and Industry Precinct, will not be encouraged.

Activities that might be considered to be incompatible with the purpose of this precinct include bulk retailing outlets, bulk garden supplies, service industries, factory units, residential and general commercial uses, etc. Uses that involve large land areas, significant employment creation, significant



infrastructure commitments, and sufficient space for large-scale storage, production or high tech waste treatment or processing are to be facilitated within this precinct. Of particular suitability as 'core' activities are:

- storage and distribution centres for large scale building and construction material suppliers;
- extractive industry support activities, including heavy vehicle and equipment servicing;
- manufacturing and supply activities supporting the boat building and other marine industries, such as galvanising works, metal fabrication and extrusion, fibreglass and resin manufacturing and supply, and upholstery and plastics manufacturing and supply; and
- regional support services for the tourism industry (such as large scale laundry and linen services, and events equipment hire and storage facilities).

Uses directly serving other businesses and workers in the area (including convenience shopping, catering, childcare and recreational facilities) may be considered appropriate in this precinct, where there is a demonstrable need for such uses. It is preferred that such non-industrial uses be consolidated at identifiable local centres which are conveniently accessible to surrounding industries, for example, by being situated centrally or at an entry/gateway to the locality. The preferred location for such consolidation of facilities in this precinct is in the vicinity of Burnside Road, between the Pacific Motorway and the Brisbane-Robina railway line with, if possible, linkages provided to the railway station.

Development which proposes to reconfigure allotments in this precinct is required to establish large strategic allotments, with the minimum allotment size being considerably larger than is the standard requirement in other industrial estates. Reconfiguration layouts are required to demonstrate robustness in design, connectivity in road layout and sensitivity to the key environmental features of the area.

5.2 Precinct 2 Intent for Low Impact Business and Industry

The Low Impact Business and Industry Precinct will provide opportunities for industrial and related development where higher standards of amenity are required and can be achieved. Ideally, this precinct will provide a variety of industrial sites for low impact business and industry uses which support the major industries that will be established in the General Business and Industry – **Precinct 1**. This precinct is easily accessed from the arterial road system and therefore, well suited to transport oriented land uses such as warehousing and distribution businesses that may support the major industries or be stand alone operations.

Preferred activities for this precinct will focus on the production, manufacture, construction, maintenance, repair or distribution of goods. Preferred activities will typically generate high levels of long term employment. It is intended that this precinct will not develop into a defacto commercial centre which is dominated by such uses as banks, bulk retail outlets, new and/or used car sales yards, catering businesses, etc. Other areas within the City are suited to providing these functions.

Development in this precinct shall recognise the relative proximity to existing or planned residential areas, so a high level of visual presentation, landscaping and screening will be required as well as rigorous amenity impact mitigation measures in the areas of noise, odour, dust and visual presentation.

The high standard of amenity and accessibility make this precinct suitable for business parks and, in general, business where public visitation is higher than for general industrial uses. Because of visual exposure of many parts of this precinct to through roads and non-industrial areas, special attention should be given to improving visual appearance, avoiding unsightly storage areas, and providing high landscape amenity. Buildings will incorporate articulated exterior walls and rooflines, a mixture of building materials and exterior finishes, and other architectural details or features to enhance the appearance of any structures associated with a business/industry activity.

In the northern part of the precinct, the high amenity of the Albert River provides opportunities for business parks or recreational developments, while close links to transport corridors favour general transport, storage and distribution activities. Bulky development that is unsightly from elevated areas of Beenleigh or Mt Warren Park is not favoured. This part of the precinct will also continue its role as a service trades node for the Beenleigh District population and businesses. Apart from automotive and business trades, other services that could be accommodated at this node include business and industrial equipment storage, servicing and repairs, and waste recycling equipment servicing and repairs.



The southern part of the precinct is suited only to low impact industries, with a high level of environmental and visual protection and noise mitigation required because of proximity to residences on the south side of Halfway Creek.

Development that proposes to reconfigure allotments in this precinct will be permitted to establish allotments that are similar in size to industrial development in other parts of the City. Reconfiguration layouts are required to demonstrate robustness in design, connectivity in road layout, and sensitivity to the key physical features of the area.

5.3 Precinct 4 Intent for Future Business and Industry

Ultimately, the Future Business and Industry Precinct is intended to be developed for industry purposes as an extension of the development that is contemplated for **Precincts 1 and 2**. Such development is not envisaged in the short term, due to the lack of adequate infrastructure. The only forms of development that are intended to be permitted in the meantime are those that will neither compromise the capacity of these areas to develop intensively for industry in the future nor compromise the development of other parts of the plan area for intended purposes.

This purpose does not preclude out of sequence business and industry development where the proponent is prepared to pay the full cost to offset the impact of out of sequence development, as determined by Council. This out of sequence development will be assessed by the criteria applicable for either **Precincts 1 or 2**, as determined by the ultimate development scenario illustrated by **Yatala Enterprise Area LAP Map 29.4 – Ultimate Precincts**.

The Future Business and Industry Precinct to the east of the Pacific Motorway is expected to become General Impact Business and Industry. The area to the west of the Pacific Motorway, west of Stanmore and Sandy Creek Roads, will be appropriate for a mixture of General and Low Impact Business and Industry, depending on its proximity to residential areas.

Development that proposes to reconfigure allotments is not considered appropriate for the precinct, unless all allotments created have a minimum area of 20 hectares. This will facilitate future development of the area for major industrial development.

5.4 Precinct 5 Intent for Extractive Industry

The Extractive Industry Precinct land is situated in the south west corner of the YEA, focussed on the northern Darlington Range, the Mt Stapylton area in the north of the YEA, and the Quarry and Rossman's Road areas west of the Pacific Motorway.

The extractive resources in the northern Darlington Range locality have at least a 100 year life expectancy. They are of significance not only for the City but also for the whole South East Queensland region. As a source of rock materials to fulfil building and civil infrastructure needs, including the creation of manufactured sands, the resource is strategically located in relation to the Brisbane-Gold Coast City urban growth corridor. The resources at the other locations are limited, although the operations are likely to continue in the foreseeable future.

The intent for this precinct is to provide for the protection of extractive resources to ensure that continuation of economically viable quarrying activities are undertaken in an environmentally responsible way. To fulfil this intent, effective separation distances to surrounding incompatible land uses and nearby environmentally sensitive areas, such as Halfway Creek and the Albert River, must be maintained. Workings should be staged to allow for the progressive rehabilitation of affected lands and should be in accordance with an approved Management Plan.

The precinct would also be suitable for end use activities within exhausted quarry sites that do not impact on adjacent land uses or have deleterious impacts on the environment.

5.5 Precinct 6 Intent for Open Space

The Open Space Precinct is intended to serve as an area of environmental conservation and natural landscape relief, with a minimal level of development. Land may be in public or private ownership.

The ecology of environmentally significant areas is to be protected. The natural landscape qualities of certain usually prominent forested areas are to be conserved and protected, and environmental corridors linking critical conservation areas will be established. Development that is sympathetic to the open space designation may be permitted to establish on suitable sites.



On the **Yatala Enterprise Area LAP Map 29.2 – Precincts**, the dark green areas nominated in **Precinct 6** are intended to be retained predominantly as a natural landscape, green buffer or existing agricultural uses, as the case may be. The light green areas are intended to be available for intensive open space development, whilst still preserving an open space green belt semi-natural character. Outdoor open space activities, such as golf course, athletic fields, showgrounds, tennis courts, botanical/ornamental gardens and golf driving range, are considered consistent with the purpose of this precinct.

Development that proposes reconfiguration of allotments is not anticipated in the area, due to the nature of the preferred development for the precinct.



6.0 Yatala Enterprise Area Local Area Plan Table of Development

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

A: Material Change of Use

Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 1 – General Impact Business and Industry			
<p>Conservation (natural area management)</p> <p>Low-Impact Telecommunications Facility</p> <p>Minor Change in the scale or intensity of an existing lawful use</p> <p>Park</p> <p>Public Utility</p>	<p>Cafe</p> <p>Car Park</p> <p>Convenience Shop</p> <p>Food Industry</p> <p>Industry</p> <p>Manufacturer's Shop</p> <p>Milk Depot</p> <p>Take-Away Food Premises</p> <p>Temporary Use</p>	<p>Caretaker's Residence</p> <p>Commercial Services on land south of Sandy Creek between the Pacific Motorway and the rail line</p> <p>Estate Sales Office</p> <p>Farm Forestry</p> <p>Fuel Depot</p> <p>Funeral Parlour</p> <p>Medical Centre on land south of Sandy Creek between the Pacific Motorway and the rail line</p> <p>Service Industry</p> <p>Storage</p> <p>Telecommunications Facility n.e.i.</p> <p>Veterinary Clinic</p> <p>Warehouse</p>	<p>Any proposed use with water consumption exceeding 30 EP per hectare</p> <p>Call Centre</p> <p>Child Care Centre</p> <p>Educational Establishment (where industry oriented)</p> <p>Fast Food Premises on land south of Sandy Creek between the Pacific Motorway and the rail line</p> <p>Motor Vehicle Repairs</p> <p>Refuse Disposal</p> <p>Refuse Transfer Station</p> <p>Restaurant on land south of Sandy Creek between the Pacific Motorway and the rail line</p> <p>Rural Industry</p> <p>Salvage Yard</p> <p>Service Station</p> <p>Shop on land south of Sandy Creek between the Pacific Motorway and the rail line</p> <p>Transport Terminal</p>
Precinct 2 – Low Impact Business and Industry			
<p>Conservation (natural area management)</p> <p>Low-Impact Telecommunications Facility</p> <p>Minor Change in the scale or intensity of an existing lawful use</p> <p>Park</p> <p>Public Utility</p>	<p>Cafe</p> <p>Car Park</p> <p>Convenience Shop</p> <p>Food Industry</p> <p>Industry</p> <p>Manufacturer's Shop</p> <p>Milk Depot</p> <p>Storage</p> <p>Take-Away Food Premises</p> <p>Temporary Use</p> <p>Warehouse</p>	<p>Caretaker's Residence</p> <p>Estate Sales Office</p> <p>Farm Forestry</p> <p>Fuel Depot</p> <p>Service Industry</p> <p>Telecommunications Facility n.e.i.</p> <p>Veterinary Clinic</p>	<p>Child Care Centre</p> <p>Educational Establishment where industry oriented</p> <p>Kennel</p> <p>Motor Vehicle Repairs</p> <p>Office</p> <p>Refuse Disposal</p> <p>Refuse Transfer Station</p> <p>Rural Industry</p> <p>Salvage Yard</p> <p>Service Station</p> <p>Transport Terminal</p> <p>Veterinary Hospital</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
Precinct 4 – Future Business and Industry			
Agriculture Animal Husbandry Conservation (natural area management) Home Office Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Park Public Utility	Detached Dwelling Milk Depot Private Recreation Temporary Use	Bulk Garden Supplies Caretaker's Residence Estate Sales Office Family Accommodation Farm Forestry Farm Stay Rural Industry Telecommunications Facility n.e.i. Wholesale Nursery	Industry Refuse Disposal Refuse Transfer Station Salvage Yard Transport Terminal
Precinct 5 – Extractive Industry			
Agriculture Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Public Utility	Animal Husbandry Storage where directly associated with Extractive Industry Temporary Use Warehouse where directly associated with Extractive Industry	Bulk Garden Supplies Caretaker's Residence Extractive Industry where in compliance with an existing approved Extractive Industry Management Plan Farm Forestry Salvage Yard Telecommunications Facility n.e.i.	Aquaculture where viable extractive resources have been exhausted Extractive Industry n.e.i. Fuel Depot Industry Refuse Disposal where viable extractive resources have been exhausted Refuse Transfer Station where viable extractive resources have been exhausted
Precinct 6 – Open Space			
Conservation (natural area management) Low-Impact Telecommunications Facility Minor Change in the scale or intensity of an existing lawful use Open Sports Ground Park Public Utility	Temporary Use	Caretaker's Residence Telecommunications Facility n.e.i.	Agriculture Amusement Park Cafe Convenience Shop Ecotourism Facility Farm Forestry Farm Stay Indoor Recreation Facility Minor Tourist Facility Outdoor Sport and Recreation where including Golf Course and ancillary uses



B: Material Change of Use Overlay Provisions

Exempt	Self Assessable	Code Assessable	Impact Assessable
Material Change of Use involving Building Work that:			
		exceeds the maximum building height of three storeys or ten metres	
			exceeds the maximum residential density of one dwelling per four hectares
	is located on a site nominated as a Medium, High or Very High Risk Area on Overlay Map 16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard , and complies with the Acceptable Solutions of Constraint Code 16 – Steep Slopes or Unstable Soils	is located on a site nominated as a Medium, High or Very High Risk Area on Overlay Map 16 – Areas of Unstable Soils and Areas of Potential Land Slip Hazard , and alternative solutions to the Acceptable Solutions of Constraint Code 16 – Steep Slopes or Unstable Soils are proposed	
	is on a site located in a Medium or High Potential Bushfire Hazard Area, as identified on Overlay Map OM10 – Potential Bushfire Hazard Areas , and complies with the Acceptable Solutions of Constraint Code 2 – Bushfire Management Areas	is on a site located in a Medium or High Potential Bushfire Hazard Area, as identified on Overlay Map OM10 – Potential Bushfire Hazard Areas , and alternative solutions to the Acceptable Solutions of Constraint Code 2 – Bushfire Management Areas are proposed	
	is on a site identified on Overlay Map OM13 – Building Setback Line from Canals and Waterways as being affected by a waterway building setback, and is in compliance with the Acceptable Solutions of Constraint Code 3 – Canals and Waterways	is on a site identified on Overlay Map OM13 – Building Setback Line from Canals and Waterways as being affected by a waterway building setback, and alternative solutions to the Acceptable Solutions of Constraint Code 3 – Canals and Waterways are proposed	
		is on or adjoins a site listed on the Queensland Heritage Register (Queensland Heritage Act 1992) or the Register of the National Estate (Australian Heritage Commission Act 1975) or the National Trust of Queensland list	



Exempt	Self Assessable	Code Assessable	Impact Assessable
		<p>is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987;</p> <p>OR</p> <p>is located on land which is the subject of a native title claim;</p> <p>OR</p> <p>is located on land that is known to the owner 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 Overlay Map OM23 – Extractive Resources</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 Constraint Code 4 – Car Parking, Access and Transport Integration</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 Constraint Code 4 – Car Parking, Access and Transport Integration are proposed</p>	

C: Operational Work – Changes to Ground Level

Exempt	Self Assessable	Code Assessable	Impact Assessable
Operational Work that involves extraction, excavation or fill that:			
		<p>exceeds a volume of 100 cubic metres of fill or excavation, or is closer than 20 metres from the allotment boundary</p>	



Exempt	Self Assessable	Code Assessable	Impact Assessable
		<p>is within or adjoins an allotment containing places, sites, or landscapes of indigenous cultural heritage significance listed on the Queensland Heritage Register – Cultural Records (Landscapes Queensland and Queensland Estate) Act 1987;</p> <p>OR</p> <p>is located on land which is the subject of a native title claim;</p> <p>OR</p> <p>is located on land that is known to the owner 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> <p>Precinct 1 20m² Precinct 2 20m² Precinct 4 10m² Precinct 5 20m² Precinct 6 5m²;</p> <p>b) not on land with frontage to an arterial road or any State-controlled road</p>	<p>Advertising Devices n.e.i.</p>	

E: Operational Work – Infrastructure and Landscape Work

Exempt	Self Assessable	Code Assessable	Impact Assessable
<p>Minor Landscape Work</p>		<p>Landscape Work n.e.i.</p>	
<p>Landscape Work associated with a Detached Dwelling or a Caretaker's Residence</p>		<p>Works for Infrastructure</p>	



F: Operational Work – Vegetation Clearing

Exempt	Self Assessable	Code Assessable	Impact Assessable
Vegetation Clearing that:			
	<p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and complies with the Acceptable Solutions of Specific Development Code 36 – Vegetation Management</p>	<p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, 40 centimetres in girth (circumference) measured at 1.3 metres above average ground level, and alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management are proposed;</p> <p>OR</p> <p>results in the removal of, or damage to, vegetation that is equal to, or in excess of, four metres in height, and alternate solutions to the Acceptable Solutions of Specific Development Code 36 – Vegetation Management 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
Reconfiguring a Lot that:			
		<p>Precinct 1 results in no lots with an area less than 4,000m²;</p> <p>OR</p> <p>entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precinct 1 results in one or more lots with an area less than 4,000m²</p>



Exempt	Self Assessable	Code Assessable	Impact Assessable
		<p>Precinct 2 results in no lots with an area less than 2,000m²; OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precinct 2 results in one or more lots with an area less than 2,000m²</p>
		<p>Precinct 5 results in no lots with an area less than 20 hectares; OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precinct 5 results in one or more lots with an area less than 20 hectares</p>
		<p>Precincts 4 and 6 results in no lots with an area less than 20 hectares; OR entails only a Community Title Subdivision (including Standard Format Plans and/or Volumetric Lots), or a Volumetric Lot within a building, or a leasehold subdivision of an existing or approved development</p>	<p>Precincts 4 and 6 results in one or more lots with an area less than 20 hectares</p>
			<p>would create the potential for a residential dwelling to be located within 500 metres of a lot containing an extractive industry operation or resource (hard rock quarrying) or within 200 metres of a lot containing an extractive industry operation or resource (sand and gravel operations), as defined on Overlay Map OM23 – Extractive Resources</p>



7.0 Relevant Codes

Codes relevant for development assessment in the Yatala Enterprise Area 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 Yatala Enterprise Area LAP area.

Place Code	Specific Development Codes	Constraint Codes
Yatala Enterprise Area LAP Place Code	2 Advertising Devices 4 Animal Husbandry 10 Caretaker's Residence 13 Detached Dwelling 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 Yatala Enterprise Area LAP area.

Place Code	Specific Development Codes	Constraint Codes
Yatala Enterprise Area LAP Place Code	4 Animal Husbandry 10 Caretaker's Residence 12 Child Care Centres 13 Detached Dwellings 14 Display Homes and Estate Sales Offices 15 Ecotourism Facility 17 Farm Forestry 20 Kennels 21 Landscape Work 23 Low Rise Commercial Tourist Accommodation 24 Office 25 Private Recreation 27 Retail and Related Establishments 29 Rural Industry 30 Salvage Yards 31 Service Stations 33 Telecommunications Facilities 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 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils 17 Unsewered Land



7.3 Operational Work – Changes to Ground Level

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

Place Code	Specific Development Codes	Constraint Codes
Yatala Enterprise Area LAP Place Code	11 Changes to Ground Level and Creation of New Waterbodies	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 6 Cultural Heritage (Indigenous) 7 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 16 Steep Slopes or Unstable Soils

7.4 Operational Work – Advertising Devices, Landscape Work and Infrastructure

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

Place Code	Specific Development Codes	Constraint Codes
Yatala Enterprise Area LAP Place Code	2 Advertising Devices 21 Landscape Work 39 Works for Infrastructure	2 Bushfire Management Areas 3 Canals and Waterways 4 Car Parking, Access and Transport Integration 5 Cultural Heritage (Historic) 6 Cultural Heritage (Indigenous) 8 Flood Affected Areas 9 Natural Wetland Areas and Natural Waterways 10 Nature Conservation 14 Sediment and Erosion Control 15 Service Roads (Pacific Motorway) 16 Steep Slopes or Unstable Soils

7.5 Operational Work – Vegetation Clearing

The following codes apply to development that is code assessable **Operational Work – Vegetation Clearing** in the Yatala Enterprise Area LAP area.

Place Code	Specific Development Codes	Constraint Codes
Yatala Enterprise Area 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 14 Sediment and Erosion Control 16 Steep Slopes or Unstable Soils



7.6 Reconfiguring a Lot

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

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

8.0 Yatala Enterprise Area LAP Place Code

8.1 Purpose

This Place Code seeks to ensure that the scale and intensity of development and, in particular the impact, design and appearance of industrial development is consistent with the role of the YEA as a regionally significant location for industrial development. These provisions also aim to ensure that YEA becomes a distinctive and recognisable location within the City, where high standards of urban design and architecture are promoted.

8.2 Application

8.2.1 The Yatala Enterprise Area LAP Place Code applies to development being any **Building Work, Operational Work, Reconfiguring a Lot** and/or **Material Change of Use** indicated as self, code or impact assessable in the Yatala Enterprise Area LAP Table of Development at **Clause 6.0** of this LAP.

8.2.2 Performance Criteria PC1-PC55 apply to all code and impact assessable development in this LAP. For development identified as self assessable in **Clause 6.0**, only the Acceptable Solutions to Performance Criteria PC1-PC6 apply.

8.3 Development Requirements

Performance Criteria	Acceptable Solutions
Development that is Self Assessable, Code Assessable or Impact Assessable	
Building Height	
PC1 The height of buildings is to be consistent with the role of the YEA as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.	AS1.1 The building has a maximum of two storeys. OR AS1.2 The height of buildings in each precinct does not exceed the maximums shown on Yatala Enterprise Area LAP – Maximum Building Height .



Performance Criteria	Acceptable Solutions
Accommodation Density	
<p>PC2 Accommodation density must be consistent with the predominant character of the YEA as an industrial location. Accordingly, very low residential densities are envisaged for the LAP area.</p>	<p>AS2 The maximum dwelling density does not exceed one dwelling per lot.</p>
Site Coverage	
<p>PC3 The site coverage of development will be in accordance with the open space landscape character of the YEA.</p>	<p>Precincts 1, 2, and 4 AS3.1 The maximum site coverage does not exceed 70%. Precincts 5 and 6 AS3.2 The maximum site coverage does not exceed 10%.</p>
Building Setback	
<p>PC4 The layout of buildings, structures and activities achieves an attractive and orderly appearance where development is visible from the public domain. A good standard of visual amenity is achieved through generous building setbacks and high quality landscaping.</p>	<p>Precinct 1 AS4.1 The building or structure is set back not less than: a) 10 metres from the primary road frontage of the site; b) 7 metres from the secondary road frontage(s). Precincts 2, 4, 5 and 6 AS4.2 Buildings are set back from frontages: a) low set buildings less than five metres high, a minimum setback of six metres; b) buildings less than eight metres in height, a minimum setback of ten metres; c) buildings eight metres or more in height, a minimum setback of 15 metres. AS4.3 The site adjoins a residential lot or public open space area, and the building or structure is set back a minimum of three metres from the common boundary with the residential lot or public open space, and the setback area includes: ▪ a landscape buffer strip a minimum width of two metres; and ▪ acoustic screen fencing on the common boundary to the residential lot or public open space area.</p>

Figure 29-1 Factors Affecting Appropriate Building Setback



Only small setback required since building is low-set with screening from vegetation.



Increased height of building requiring larger setback.



Established tall vegetation may reduce building bulk allowing small setback.



Performance Criteria	Acceptable Solutions
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Setbacks can be reduced and heights increased according to topography.



Setbacks are also affected by viewing points.



Design of Development Adjacent to the Motorway and the Rail Line

PC5

Those developments visible from the Pacific Motorway or the Gold Coast City Rail Line must exhibit a high standard of architectural presentation.

AS5.1.1

Facades visible from the Pacific Motorway or the Gold Coast City Rail Line are designed to incorporate:

- a) materials such as glass, brick and coloured/textured block work (standard concrete block should not be used). If metal cladding is used, it should be pre-coated in an appropriate colour and have some form of relief;
- b) relatively unobtrusive, earth toned colours, such as subdued greens, blues, browns and greys (bright colours and/or materials which cause glare are avoided);
- c) horizontal/vertical articulation of walls at least at 15 metre intervals;
- d) 'humanising' elements, such as entry forecourts, porticos, verandahs, windows, awnings and fenestration;
- e) other features which contribute to an interesting and attractive appearance.

These design features are to be applied to the main facade facing the relevant roads/railway, as well as along a brief return or the full length of side walls.

OR

AS5.1.2

A landscaped buffer is provided to the Pacific Motorway or to the Rail Line. Where conservation areas or links are established along the relevant road/railway frontages, such that development behind will be largely screened by vegetation, the design requirements of **AS5.1.1** need not be met.

Vehicular Crossings

PC6

Vehicular crossings associated with the development must be designed and constructed to ensure:

- a) a safe footpath environment;
- b) safe vehicular access to the property;
- c) appropriate hydraulic performance of the stormwater infrastructure;
- d) no damage to vehicle or road infrastructure;
- e) minimal loss of on-street parking spaces;
- f) continued amenity of the neighbourhood.

AS6

Driveways are designed and constructed in accordance with relevant sections of **Planning Scheme Policy 11 – Land Development Guidelines**.



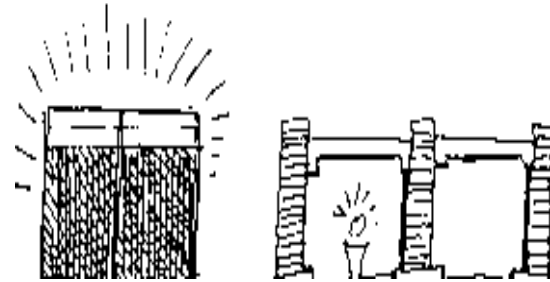
Performance Criteria	Acceptable Solutions
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Figure 29-2 Aspects of Fencing Design

Negative Fences

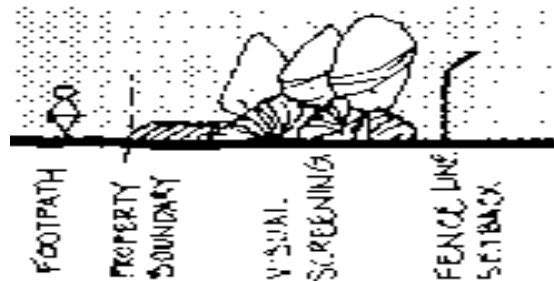


High security fencing on street alignment dominated streetscape.



Chain fencing has a prison-like effect and is highly reflective. Height barriers can be visually intrusive.

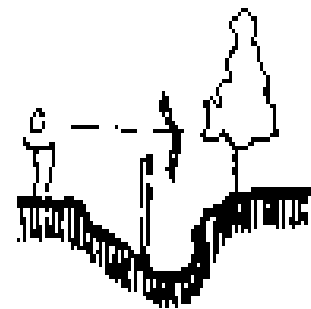
Positive Fences



Unattractive fencing should be placed inside the front alignment and planted out.



Palisade of pickets set close together with horizontal rails that climbers might use. Solid masonry fence supporting vine.



Obtrusive fence placed in a swale to minimise visual impact.

Development that is Code Assessable or Impact Assessable

Building Height

PC7

The height of buildings is to be consistent with the role of the YEA as a predominantly industrial use area. Buildings are to be constructed to a height that complements the surrounding built form and the local landscape character.

AS7

The maximum height of buildings does not exceed three storeys.

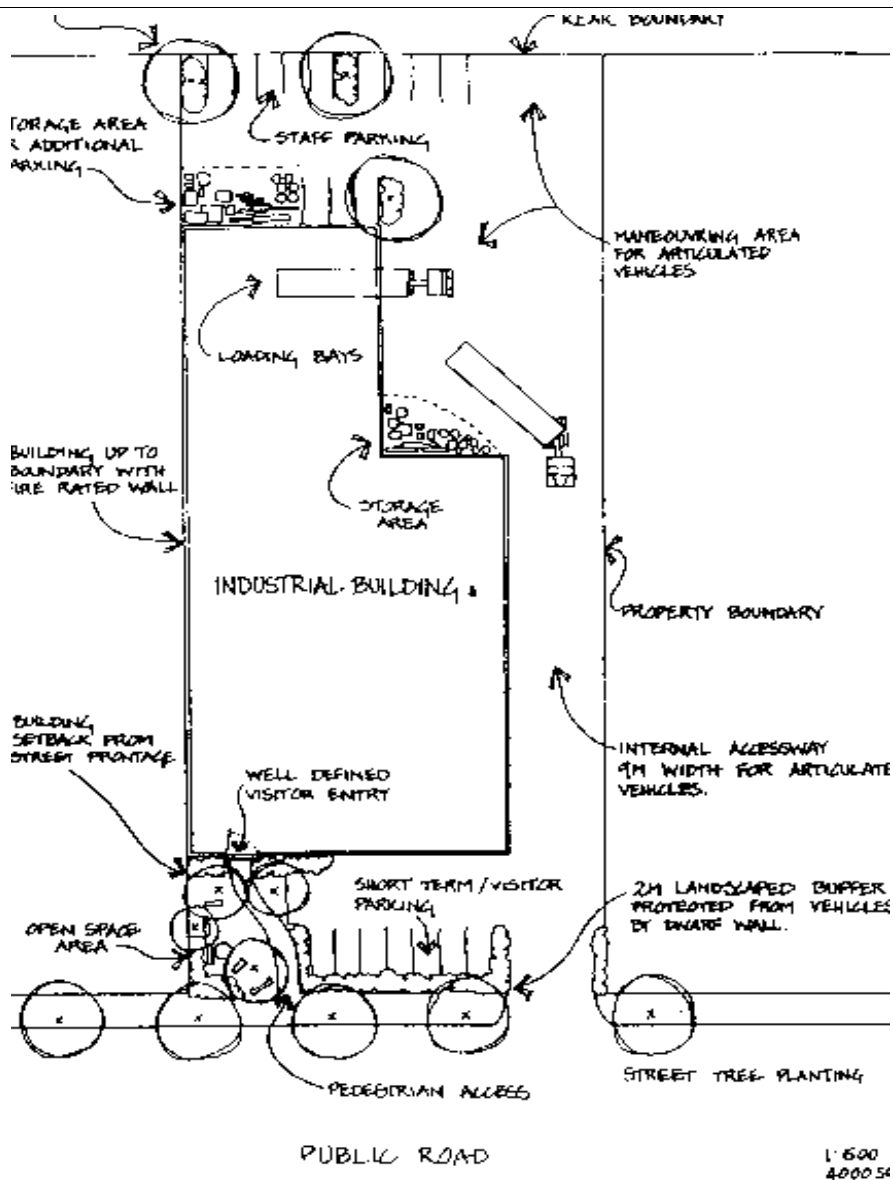


Performance Criteria	Acceptable Solutions
Siting	
<p>PC8 All buildings must be sited to complement the industrial character and the predominant built form of the surrounding area and to reduce potential conflicts between uses having regard to a site analysis, prepared in accordance with Planning Scheme Policy 17 – Site Analysis.</p>	<p>AS8.1 No acceptable solution provided.</p>
<p>PC9 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>AS9 No acceptable solution provided.</p>
<p>PC10 Industrial structures, storage or service areas, which are likely to appear visually dominating or unsightly, are located to the rear or sides of sites or are otherwise designed and screened to enhance their appearance, when viewed from the street.</p>	<p>AS10 No acceptable solution provided.</p>
Building and Layout Design, Safety and Comfort	
<p>PC11 Buildings are sited and designed such that suitable external spaces remain available for future expansion of buildings, and internal spaces are of a size and shape suited to variable internal layout, maximum vertical storage and addition of mezzanine floors.</p>	<p>AS11.1 Building shapes are regular so as to provide opportunities for future expansion in different directions, and for flexibility in internal location of activities and equipment. AS11.2 Internal column spacing and column heights are generous (for example, building spans of 18 metres and over, bay spacing of 12-18 metres, and column heights of at least eight metres).</p>
<p>PC12 Buildings are sited and designed to suit climatic conditions.</p>	<p>AS12.1 Wherever practicable, buildings are oriented to the north east to take advantage of summer breezes and winter sun. Western aspects are avoided, wherever possible. AS12.2 Where not air conditioned, buildings incorporate a maximum of openings (ie. louvring, windows, doorways) on eastern walls. AS12.3 Windows are minimised and trees are planted along west walls for protection from hot afternoon sun. AS12.4 Shading devices (ie: large roof overhangs, window hoods/blinds, awnings and verandahs) are attached to buildings on all sides, particularly eastern and western sides. Where possible, shading devices are retractable on northern sides during winter. AS12.5 Semi-enclosed workstations, where relatively strenuous manual labour takes place, are located in the cooler and more ventilated parts of the building.</p>



Performance Criteria	Acceptable Solutions
<p>PC13 All buildings must be designed and constructed to a high aesthetic standard and to complement or enhance the local character of the YEA.</p>	<p>AS13.1 The massing and proportions of new industrial buildings are consistent with those of adjoining industrial buildings.</p> <p>AS13.2 Building materials, patterns, textures and colours used in new buildings are complementary to those of nearby buildings.</p>
<p>PC14 Building design and appearance must be conducive to the safety and comfort of all building users.</p>	<p>AS14.1 Glass which forms all or part of any external wall of a building does not exceed a maximum degree of reflection of both heat and light of 20%. The glass area does not exceed 60% of the total area of the external wall.</p> <p>AS14.2 Entrances to premises are clearly visible from the street, and are not obscured or dominated by car parking.</p>

Figure 29-3 Example of an Appropriate Site Layout in General Yatala Enterprise Area



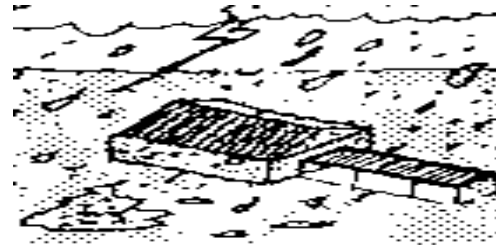


Performance Criteria	Acceptable Solutions
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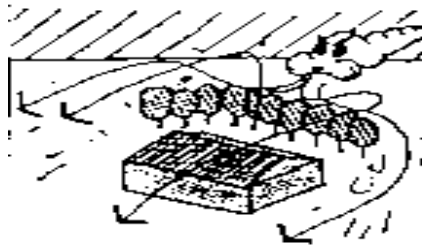
Figure 29-4 Buildings and Landscaping Designed to Suit Climatic Conditions



Avoid western aspects due to hot afternoon sun.



Covered walkways provide protection against rain.

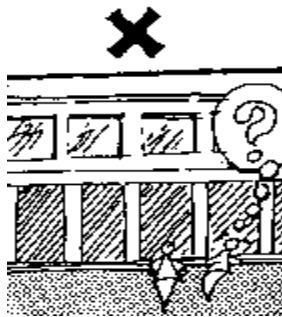


Windbreaks provide protection against unpleasant winds.

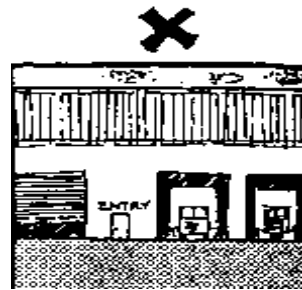


Planting to shade westerly walls in summer.

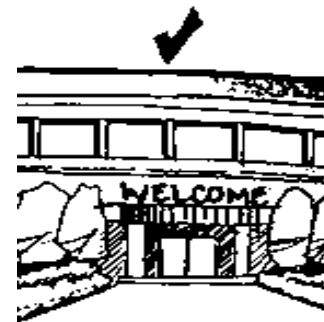
Figure 29-5 Aspects of Good Building Design



Unfenced entrance.



Main entrance with poor legibility.



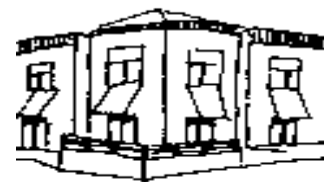
Main entrance with good legibility.



Fenestration and facade treatment to create interest and human scale.



Free standing facade treatments.



Window coverings and other architectural details to enhance appearance.



Performance Criteria	Acceptable Solutions
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Figure 29-6 Well Presented Buildings Set in Orderly Landscaped Grounds

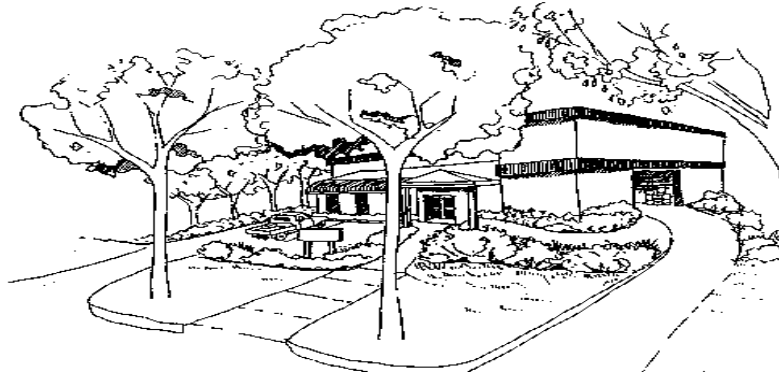
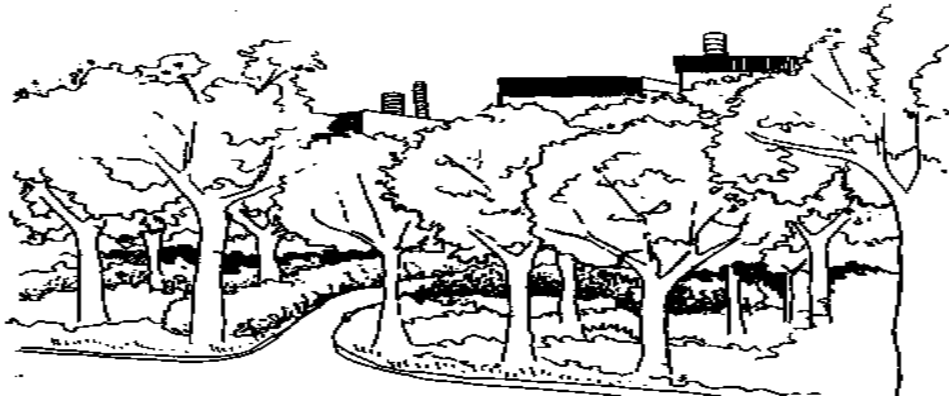


Figure 29-7 Unobtrusive Industrial Development Behind Neat Screens of Vegetation



Design of Car Park Areas

PC15

All ground level parking is to be suitably landscaped to provide an attractive and pleasant outlook and shade for parked vehicles, and to contribute towards the quality presentation of new developments.

AS15.1

Significant trees are preserved and incorporated into car parking areas.

AS15.2

Landscaped bays for the planting of shade trees are provided at regular intervals throughout car parking areas, at the rate of one landscaped bay per 40 vehicle parking bays or one large shade tree per ten parking spaces. Landscape bays have the same dimensions as a vehicle parking space.

AS15.3

Large car parking areas and all heavy/service vehicle parking are situated to the side or rear of sites. Smaller car parking areas, particularly for short term and disabled parking, may be located to the front of sites.

AS15.4

Car parking areas located in frontage setback areas are set back behind a minimum three metre landscaped buffer to the frontages. To reduce their visual impact, front car parking areas may be lowered and mounds incorporated in frontage landscaping.

Advertising Devices

PC16

Advertising signage does not dominate the visual amenity of the area.

AS16

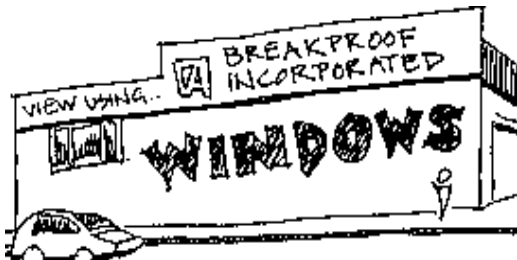
No advertising, freestanding or otherwise, is erected which would be readily visible from the Pacific Motorway or the Gold Coast City Rail Line.



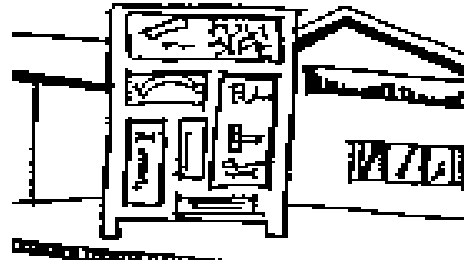
Performance Criteria	Acceptable Solutions
<p>PC17 Signs and other forms of advertising on business/industry premises are kept to a minimum. Any advertising relates directly to the activity/process conducted on the premises, rather than general product advertisements.</p>	<p>AS17.1 There is one sign per premises. Multi-unit developments display a single index sign at the entrance to the development which details each occupant, its activity/process and respective unit number.</p> <p>AS17.2 The design and construction of signs meets the following parameters:</p> <ul style="list-style-type: none"> a) signs are situated near site entries and are well placed for viewing by pedestrians and drivers; b) free-standing signs have a maximum area of 3m²; c) signs on facades have a maximum area of 5m²; d) signs utilise company logos or symbolic representations for quick and easy identification; e) wording on signs is limited to the name, location, business and products of the establishment; f) signs do not utilise fluorescent paints; g) signs do not rotate, flash or move; h) signs are integrated with the form of development and are not visually dominating. <p>AS17.3 All signs are consistent with the provisions for the Industry 2 Domain set out in Specific Development Code 2 – Advertising Devices.</p>

Figure 29-8 Appropriate Signage Design

Negative Signage



Facade signage dominating a visual amenity.



Signage of different colours graphics, appear disjointed.

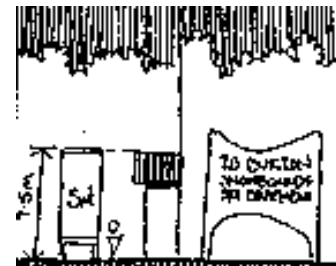
Positive Signage



Signage integrated with development form.


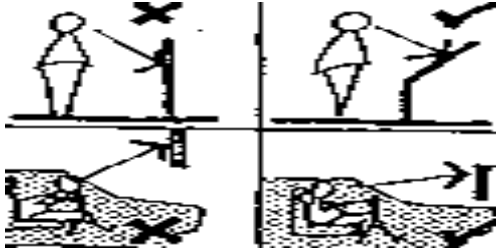


Signage on facades discreet with aesthetic graphics.



Signage of appropriate size with wording limited to locations, name and products.



Performance Criteria	Acceptable Solutions
 <p data-bbox="284 593 686 622">Using landscape to integrate signage.</p>	 <p data-bbox="858 593 1356 622">Pedestrian and vehicular signage placement.</p>

Conservation Areas and Open Space Linkages

PC18

Identified conservation areas remain in a substantially undeveloped condition, with vegetation retained to the fullest extent possible and, where necessary, rehabilitated using local native species.

AS18.1

Areas identified as Conservation on **Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities** are reserved for conservation purposes, through:

- a) transfer to Council;
- b) dedication of a conservation easement; or
- c) reservation of an area of the site as open space.

AS18.2

Reserved Conservation Areas are managed in the following manner:

- a) the land remains largely undisturbed by any buildings, clearing and earthworks;
- b) rehabilitation of natural features is undertaken, where necessary, particularly by way of revegetation of any previously cleared areas and stabilisation of any eroding banks of watercourses.

AS18.3

In Conservation Areas associated with the Albert River and Sandy and Halfway Creeks, there is no discharge of waste water or contaminants or piped discharge of stormwater. Any development within the catchment of these waterways retains natural drainage patterns as far as possible, and utilises appropriate stormwater management techniques to minimise any increase in the volume, velocity or sedimentation of runoff into the river or creeks.

AS18.4

For linear Conservation Areas, any parallel roads or services are grouped on one side of the corridor to minimise disturbance. Fencing through Conservation Areas is avoided, wherever possible. Any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the corridor at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.

AS18.5

On land adjacent to Conservation Areas, buildings, clearing and earthworks are sited as far away as practicable from reserved Conservation Areas, with the greatest possible separation in the case of ridges, gullies and watercourses.



Performance Criteria	Acceptable Solutions
	<p>AS18.6</p> <p>Existing trees are retained, and additional trees planted within a 40 metre wide band, generally along the lines of the links identified on Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities:</p> <ul style="list-style-type: none"> a) the links may form part of the landscape open space areas, associated with individual development proposals. If so, they should generally remain free of building and earthworks; additional tree planting utilises species similar to those existing naturally in the area; b) any parallel roads or services are grouped on one side of the link, to minimise disturbance; c) any breaks in the vegetation canopy, necessary for roads or services, are minimised by cutting through perpendicular to the link at a point where damage and discontinuity are minimised, such as where the canopy is already broken or sparse.
<p>PC19</p> <p>In areas identified as Other Open Space on Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities as having open space values, development is of a limited scale and intensity, compatible with retention of habitat, landscape and/or buffer values.</p>	<p>AS19</p> <p>No acceptable solution provided.</p>
<p>PC20</p> <p>Other areas within sites (not identified on Yatala Enterprise Area LAP Map 29.3 – Conservation Areas and Priorities), with natural features, such as stands of remnant vegetation, gullies/ridges and watercourses, are to be incorporated in the open space/landscape areas associated with individual development proposals. Other features of ecological and/or landscape value are to be protected and enhanced, where practicable.</p>	<p>AS20</p> <p>In these areas, existing vegetation and natural drainage patterns are retained and rehabilitated using local native species, as far as practical.</p>
<p>PC21</p> <p>Riparian areas include vegetated buffers of sufficient width to operate as wildlife corridors.</p>	<p>AS21</p> <p>The following minimum buffer widths are provided:</p> <ul style="list-style-type: none"> a) 50 metres from the top of the bank on either side of Sandy Creek; b) 50 metres from the top of the bank on the south side of Halfway Creek, west of the Pacific Motorway; c) 100 metres from the top of the bank on the north side of Halfway Creek, west of the Pacific Motorway, for fauna corridor purposes; d) ten metres from the top of the bank on either side of Halfway Creek, east of the Pacific Motorway.
<p>Landscape Design</p>	
<p>PC22</p> <p>Landscape design is used to enhance the landscape character of the YEA.</p>	<p>AS22.1</p> <p>Frontage setback areas are attractively landscaped, including:</p> <ul style="list-style-type: none"> a) at least 25% of the frontage having a landscaped buffer of minimum five metres depth and the remainder, excluding access ways, a landscape buffer of minimum three metres depth; b) one metre landscaped area adjacent to building walls facing the street.



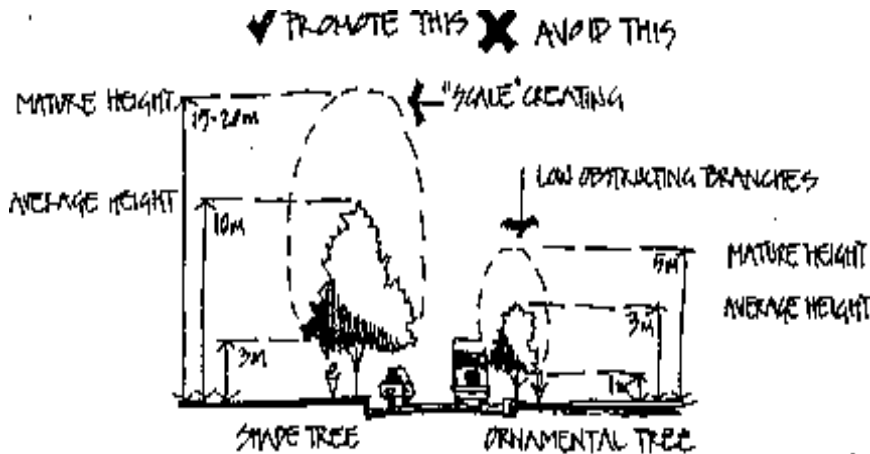
Performance Criteria	Acceptable Solutions
	<p>AS22.2 Planting of shade trees occurs along pathways, throughout car parking areas and in any other exposed areas where relief from sun and glare would be beneficial.</p> <p>AS22.3 Dwarf walls prevent vehicles breaching landscaped areas along frontages.</p> <p>AS22.4 Screen planting, utilising an appropriate mix of tall trees and lower level shrubs, is used around outdoor parking, equipment, storage and other unsightly areas, particularly where visible from roads.</p> <p>AS22.5 Landscape Design includes:</p> <ul style="list-style-type: none"> a) provision of pleasant, shaded areas with appropriate furniture for lunch/relaxation areas for workers and visitors; b) retention of existing mature vegetation, wherever possible; c) retention of existing natural drainage channels and planting to strengthen their resistance to erosion, especially where proposed development is expected to result in increased volume and velocity of stormwater runoff; d) use of garden edges, lines of trees and mass planting to frame pathways and define site and building entries.
<p>PC23 Potentially obtrusive noise, odour and visual impacts are effectively buffered.</p>	<p>AS23.1.1 Development incorporates landscape buffers, earth mounds and acoustic fencing appropriate to the likely off-site impacts of particular developments.</p> <p>OR</p> <p>AS23.1.2 A landscape buffer of a 20 metre width, densely planted with shrubs and trees, is provided along the relevant frontage. A landscape buffer to a minimum width of ten metres may be acceptable, depending on the potential of proposed planting arrangements to effectively screen development behind. Species selection, use of mature or semi mature trees, and density of planting will be important in this respect.</p>
<p>PC24 The street side environment and other public spaces are developed to enhance their visual appeal and create a physical continuity and legibility throughout the YEA and its component precincts.</p>	<p>AS24 Individual developments contribute to streetscape enhancement work (including street tree planting, paving, landscaping of traffic islands and provision of street lighting and furniture), in accordance with any adopted Council streetscape strategy.</p>
<p>PC25 Public open spaces are developed to enhance their recreational amenity for workers and visitors to the Yatala area and the wider community.</p>	<p>AS25 Individual developments contribute (through works or financial contribution) towards construction of footpaths and cycle ways, seating, picnic facilities, play areas and/or other facilities in existing public open spaces and additional spaces established as a result of the development.</p>



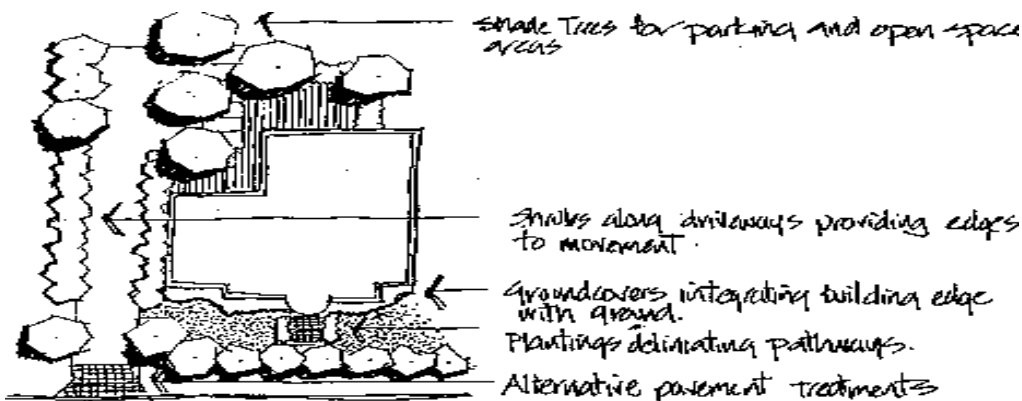
Performance Criteria	Acceptable Solutions
<p>PC26 Landscape design contributes to the creation of a distinctive, memorable and legible town centre, local centres and surrounding suburban areas for the YEA.</p>	<p>AS26.1 Street design and plantings and major pedestrian paths are aligned to take advantage of attractive local and distant views (eg, views to the mountains or other important landscape elements).</p> <p>AS26.2 Footpath paving treatments and street furniture integrate with adjoining development, and setback areas are integrated with public footpaths.</p> <p>AS26.3 Landscape plantings utilise local native species to promote a distinctive YEA or Albert Corridor character.</p>
<p>PC27 Open space and pedestrian areas are to be designed to be both functional and safe.</p>	<p>AS27 Development is designed to ensure a high degree of casual surveillance from nearby residents, employees or passing traffic, public and semi-public spaces, pedestrian and cyclist paths, car parking areas and building entrances.</p>
<p>PC28 All ground level car parking, open space and buffer areas must be landscaped and maintained to complement the character of the local area, and any adjoining residential or public open space areas.</p>	<p>AS28 The car park area, open space and buffer areas of the lot are landscaped with landscape design and use of plant species generally consistent with that of adjacent and nearby lots. The landscape design may incorporate extensive paved areas for pedestrian use.</p>

Figure 29-9 Site Landscaping and Street Planting

Street Tree Selection



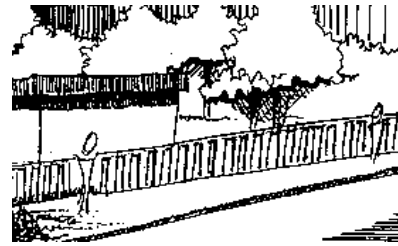
Provide Landscaping that has Meaning and Purpose





Performance Criteria	Acceptable Solutions
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Incorporate Significant Existing Vegetation



Existing vegetation should be retained where possible and fenced off during construction operations – could be incorporated into parking areas, perimeter planting or screening.

Figure 29-10 On-Site Landscaping



Screen planting should be used sparingly because it reduces passive surveillance.

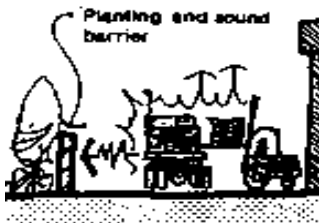


Framing views and maximum passive observation for security and to reduce crime.



Screening storage areas.

Figure 29-11 Noise Attenuation Techniques



Solid barriers – walls buildings and beams – most effective as sound barriers if the source cannot be effectively muffled.



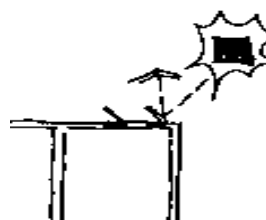
High walls close to the source are most effective.



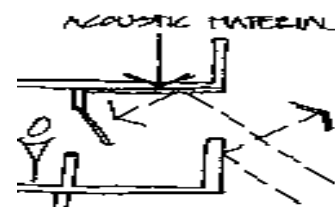
For low noise, vegetation screening and soft surfaces will assist in attenuation.



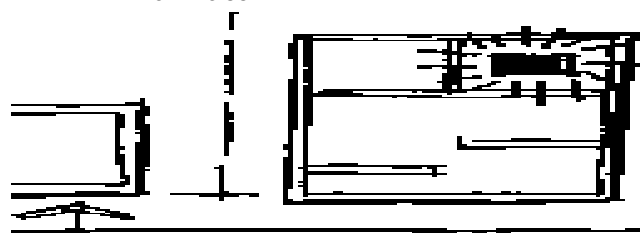
Screen wall to shield noise.



Direction of window opening away from noise.



Bottom opening windows.



Noise sources located away from more sensitive areas.



Performance Criteria	Acceptable Solutions																		
Lot Size (For Subdivision Only)																			
<p>PC29</p> <p>All lots are to be of sufficient size to comfortably accommodate the type of development envisaged in the LAP and the relevant precinct intent.</p>	<p>AS29</p> <p>Any new lots created are sized in accordance with the following schedule:</p> <table border="1"> <thead> <tr> <th>Precinct</th> <th>Min Area</th> <th>Ave Area</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>4,000m²</td> <td>1 hectare</td> </tr> <tr> <td>2</td> <td>2,000m²</td> <td>4,000m²</td> </tr> <tr> <td>4</td> <td>20 hectares</td> <td>20 hectares</td> </tr> <tr> <td>5</td> <td>2 hectares</td> <td>2 hectares</td> </tr> <tr> <td>6</td> <td>20 hectares</td> <td>20 hectares</td> </tr> </tbody> </table>	Precinct	Min Area	Ave Area	1	4,000m ²	1 hectare	2	2,000m ²	4,000m ²	4	20 hectares	20 hectares	5	2 hectares	2 hectares	6	20 hectares	20 hectares
Precinct	Min Area	Ave Area																	
1	4,000m ²	1 hectare																	
2	2,000m ²	4,000m ²																	
4	20 hectares	20 hectares																	
5	2 hectares	2 hectares																	
6	20 hectares	20 hectares																	
<p>PC30</p> <p>Allotments prior to development have suitable topography for industry.</p>	<p>AS30</p> <p>Industrial allotments generally have a ground slope not greater than 10%, and access ways associated with battle axe allotments generally have a ground slope not greater than 16%.</p>																		
<p>PC31</p> <p>Allotments are of regular shapes suited to the intended uses, and allowing design flexibility, efficient development and access.</p>	<p>AS31.1</p> <p>Development generally incorporates all of the following features:</p> <ul style="list-style-type: none"> a) allotments that are rectangular shapes; b) allotments which have frontage to depth ratios between 1:2 and 1:4. <p>OR</p> <p>AS31.2</p> <p>Alternative allotment shapes are provided where warranted, due to:</p> <ul style="list-style-type: none"> a) the special site requirements of particular industries; and/or b) exceptional physical constraints. <p>OR</p> <p>AS31.3</p> <p>The development incorporates a small proportion of battle axe allotments, where particular industries have special requirements for square or long and narrow sites. (Battle-axe allotments are useful for creating allotments of such shapes, as well as reducing road frontage construction costs and providing appropriate sites for visually offensive industries.)</p>																		
<p>PC32</p> <p>Allotments are oriented to suit climatic conditions.</p>	<p>AS32</p> <p>Allotments are arranged in a manner that maximises the number of allotments oriented to the north east to take advantage of breezes and enable optimal building orientation for energy efficiency and use of natural lighting.</p>																		
<p>PC33</p> <p>Reconfiguration of land incorporates open space provision in a way which takes account of the location and attributes of the site and its surrounds, and the need to set aside certain areas for purposes such as:</p> <ul style="list-style-type: none"> a) conservation of vegetation/habitat; b) retention of creek corridors and natural drainage patterns; c) provision of pedestrian/cycle linkages and recreational facilities; and/or d) creation of landscaped entrances, focal points and streetscape. 	<p>AS33.1</p> <p>Where reconfiguration takes place, an area of up to 10% of the site is provided as open space. This open space is set aside for public park or conservation purposes, developed with pathways and/or recreational facilities, landscaped and/or rehabilitated to its natural state.</p> <p>AS33.2</p> <p>Reconfiguration proposals incorporate a plan showing street planting to be undertaken. Planting themes contribute to the overall streetscape character of the estate.</p>																		



Performance Criteria	Acceptable Solutions
<p>PC34</p> <p>Reconfiguration may take place in the form of Community Title Subdivision, allowing for sharing of space, facilities and services, while at the same time ensuring allotments created are suited to the intended businesses/industries.</p>	<p>AS34</p> <p>Community Title Subdivisions are provided, which:</p> <ul style="list-style-type: none"> a) are consistent with the Acceptable Solutions for PC29 – PC33; b) generally maintain a minimum lot size of 100-200m² within a minimum overall site area of 2,000m²; c) are not used for heavy manufacturing, metal/food processing, or noxious, offensive or hazardous industries.
<p>Road Design</p>	
<p>PC35</p> <p>Roads are provided so as to form a road hierarchy, with each road serving a particular function according to the intended land use characteristics of the estate, expected traffic volumes and types, and external existing and future road linkages to anticipated development on adjoining lots.</p>	<p>AS35.1</p> <p>Concept plans submitted with reconfiguration and/or development applications identify all roads proposed to be upgraded and/or newly constructed and their intended function within a road hierarchy.</p> <p>AS35.2</p> <p>Concept plans submitted with reconfiguration and/or development applications identify road connections with adjacent allotments that will promote connectivity.</p> <p>AS35.3</p> <p>Proposed road hierarchies are consistent with hierarchy identified on Yatala Enterprise Area LAP Map 29.5 – Transport Infrastructure.</p>
<p>PC36</p> <p>The width, pavement, curvature, sight distances, intersections, turning radii and design features of roads convey the particular function of each road with the hierarchy mentioned in AS35.3, and reflect the nature of traffic management. In particular, road design ensures the safe movement of heavy articulated vehicles.</p>	<p>AS36.1</p> <p>Road design and construction is in accordance with Planning Scheme Policy 11 – Land Development Guidelines and the Table to this Acceptable Solution.</p> <p>AS36.2</p> <p>Distances between intersections are not less than 60 metres.</p> <p>AS36.3</p> <p>Streets intersect at right angles, or as near as topography or other limiting factors permit.</p> <p>AS36.4</p> <p>Various vehicle control devices are used to regulate traffic speed and enhance pedestrian safety (such as traffic lights and illuminated pedestrian crossings).</p> <p>AS36.5</p> <p>Paving surfaces, landscape treatment and signage are used to define entrances to the estate and joint use areas within the estate.</p> <p>AS36.6</p> <p>Road pavements are designed and constructed for long life, hard wearing and suitability to the load capacity of expected vehicles.</p> <p>AS36.7</p> <p>Median strips, roundabouts and footpaths are to be aesthetically treated and planted and paved accordingly.</p> <p>AS36.8</p> <p>The design of road networks avoids the use of <i>culs-de-sac</i>.</p>



Performance Criteria	Acceptable Solutions
<p>PC37</p> <p>The alignment of roads reflects the physical land characteristics, and provides adequate drainage and safety.</p>	<p>AS37.1</p> <p>Road drainage is designed and situated along natural drainage courses.</p> <p>AS37.2</p> <p>Road grades are established to avoid excessive grading, indiscriminate removal of ground cover and tree growth, and unnecessary topographical levelling.</p>
<p>PC38</p> <p>A network of pedestrian paths and cycleways is provided which considers:</p> <ul style="list-style-type: none"> a) expected levels of pedestrian and cyclist activity; b) linkages between public transport, major employment activities, and parks; c) recreation opportunities along open space corridors; d) safe integration of users and vehicles, particularly at intersections; e) provision of end-of-journey facilities. 	<p>AS38.1</p> <p>Concept plans submitted with reconfiguration and/or development applications identify all footpaths and, where appropriate, cycle paths proposed to be upgraded and/or newly constructed.</p> <p>AS38.2</p> <p>Footpaths are provided as follows:</p> <ul style="list-style-type: none"> a) throughout the main strip of Yatala township; b) on at least one side of all major industrial roads, shown on Yatala Enterprise Area LAP Map 29.5 – Transport Infrastructure; c) as specified in any relevant Council adopted strategy. <p>AS38.3</p> <p>Cycle paths are provided along major open space corridors, such as alongside the Albert River and Upper and Lower Sandy Creek, or as specified in any relevant adopted Council strategy.</p> <p>AS38.4</p> <p>Paths are designed and constructed in accordance with Council standards and AUSTROADS Part B.</p> <p>AS38.5</p> <p>Features such as signs, road markings, lighting, paving, bollards and street furniture are provided to enhance the safety and amenity of foot/cycle paths.</p> <p>AS38.6</p> <p>Individual establishments, particularly those with 100 employees or more, provide bike racks, showers/change rooms, and other-end-of journey facilities.</p>
<p>PC39</p> <p>The road network is designed to accommodate the extension and integration of the public transport system, with accessible linkages and routes and stops providing for passenger comfort without obstructing traffic flow.</p>	<p>AS39.1</p> <p>Bus routes are located along the major industrial roads shown on Yatala Enterprise Area LAP Map 29.5 – Transport Infrastructure, or as specified by Council's City Transport Plan.</p> <p>AS39.2</p> <p>Road design and construction incorporates bus lay-bys and sheltered passenger waiting areas at regular intervals along bus routes, or as specified in any relevant Council strategy.</p>

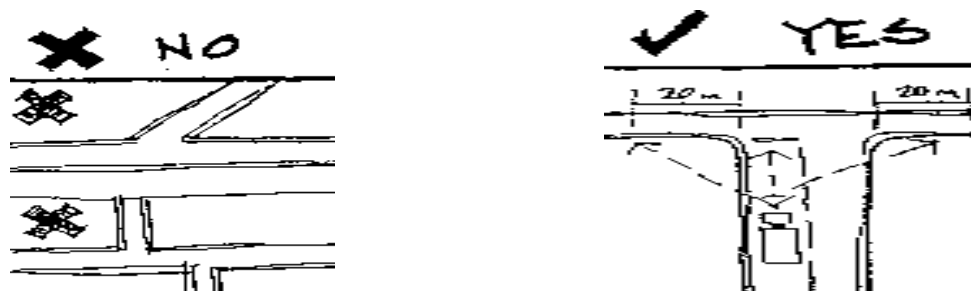


Performance Criteria	Acceptable Solutions
Site Access	
<p>PC40 Site access is designed and constructed to provide for the safe ingress/egress of vehicles to the site.</p>	<p>AS40 Vehicular access to the site is designed and constructed in accordance with Council, Department of Main Roads and AUSTROAD standards, and/or the following minimum requirements:</p> <ul style="list-style-type: none"> a) comprises a single vehicular driveway (entrance/exit), wherever possible; b) is not closer than ten metres to an intersecting street on the same side of the street; c) provides a minimum sight distance of 110 metres; d) shares adjoining property access driveways, wherever possible; e) always enters the street at right angles; f) where the site has frontage to two roads, access is taken off the secondary/minor road, if possible.
<p>PC41 Treatment of access points to the site maintains appropriate sight distances and visually enhances its identification.</p>	<p>AS41 Access points incorporate decorative paving treatment and landscaping which distinguishes the access point, but which does not obstruct the safe sight distance requirements outlined above.</p>
<p>PC42 Provision is made for safe pedestrian and disabled access.</p>	<p>AS42.1 Pedestrian paths designed for disabled access are provided between building entrances, public footpaths and car parking areas.</p> <p>AS42.2 Pedestrian paths are separated from vehicular driveways.</p>
Amenity Protection	
<p>PC43 The proposed use must not detract from the amenity of the local area, having regard, but not limited, to the impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>AS43 No acceptable solution provided.</p>
<p>PC44 The proposed development must take into account and seek to ameliorate any negative aspects of the existing amenity of the local area, having regard, but not limited, to the existing impact of:</p> <ul style="list-style-type: none"> a) noise; b) hours of operation; c) traffic; d) lighting; e) signage; f) visual amenity; g) privacy; h) odour and emissions. 	<p>AS44 No acceptable solution provided.</p>



Performance Criteria	Acceptable Solutions
Urban/Rural Use Conflicts	
<p>PC45 Conflicts between urban and rural uses are to be avoided by effective development design.</p>	<p>AS45 The development of land adjacent to the agricultural character areas includes a suitable buffer.</p>
Extractive Industry	
<p>PC46 Extractive industry operations are managed to make effective use of the extractive resource, while containing any impacts on the subject site.</p>	<p>AS46 The extractive industry is managed and developed consistent with the Extractive Industry Domain Place Code.</p>
On-Site Vehicle Parking and Movement	
<p>PC47 Internal driveways are provided for safe and easy manoeuvring of vehicles.</p>	<p>AS47.1 Internal driveways are designed and constructed to enable all vehicles to enter and exit the site in a forward motion.</p> <p>AS47.2 Minimum driveway widths are as follows: a) six metres to accommodate non-articulated vehicles; b) nine metres to accommodate articulated vehicles; c) 4.5 metres for one-way driveways.</p>
<p>PC48 On-site vehicle parking is provided to meet expected demand, having regard to: a) the size of the proposed workforce; b) the likely number of visitors to the site; c) the likely size and number of service and transport vehicles to be on the site at any one time; d) on-site parking and loading/unloading activities within sites; e) the availability of conveniently located on-street parking; f) any possible future expansion, redevelopment or change of use.</p>	<p>AS48.1 The number of car parking spaces provided on-site generally meets the standards set out in Constraint Code 4 – Car Parking, Access and Transport Integration.</p> <p>AS48.2 For multi-unit or multi-use developments, the total car parking provided is an aggregate of the standard parking required for each individual unit and/or component use.</p> <p>AS48.3 A lesser provision may be acceptable where it can be demonstrated, to Council's satisfaction, that the parking needs of a particular development will be adequately met. Where less than the standard amount of parking is provided, the left over space is retained as landscaped open space and placed so as to be suited to ready conversion to additional parking, should the use of the site change and/or the actual car parking demand rise.</p>

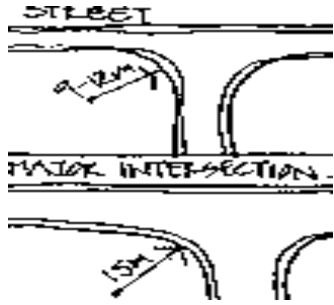
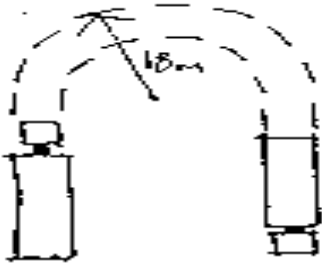
Figure 29-12 Aspects of Good Road Design



Intersections should be near perpendicular. Off-set distances should be considered depending on road types and design speeds.

Sight distances depend on design speeds. However a driver 20m from an intersection should see the entire intersection plus 20m of the intersecting street either side.

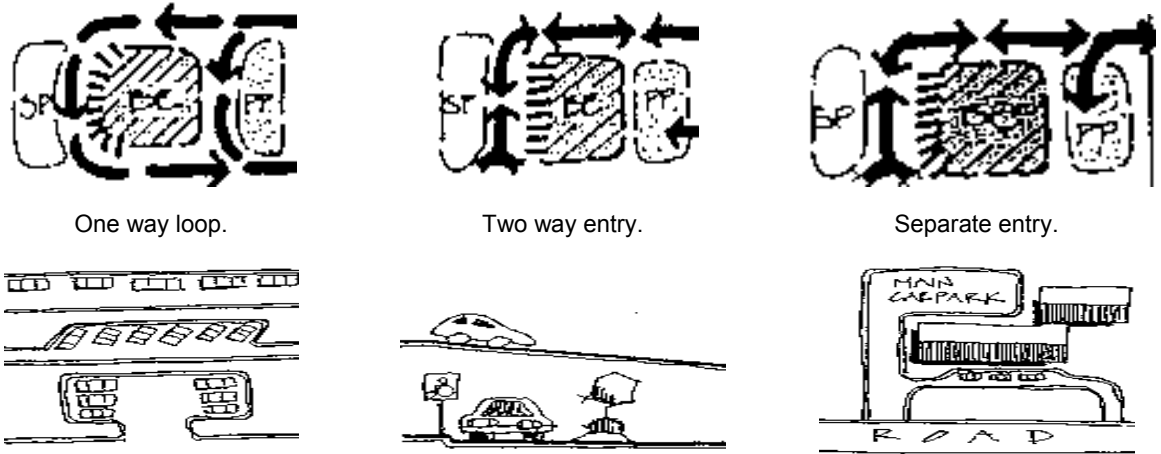


Performance Criteria	Acceptable Solutions
 <p data-bbox="256 607 715 633">Kerb radii requirements for heavy vehicles.</p>	 <p data-bbox="879 607 1337 633">Minimum turning radius for heavy vehicles.</p>
<p data-bbox="188 663 252 685">PC49</p> <p data-bbox="188 696 552 719">On-site vehicle parking is located:</p> <ul style="list-style-type: none"> <li data-bbox="188 730 695 752">a) to allow easy access to building entrances; <li data-bbox="188 763 783 842">b) to provide visitor spaces for short term/high turnover use clearly visible from the street and signposted accordingly; <li data-bbox="188 853 691 875">c) to be adequately screened from the street; <li data-bbox="188 887 783 965">d) compatible with surrounding development and, where possible, facilitating shared use with adjacent land users. 	<p data-bbox="810 663 890 685">AS49.1</p> <p data-bbox="810 696 1406 864">In areas where visual amenity is important and/or where relatively large amounts of parking are provided, parking areas are generally situated to the rear or side of the site. In particular, employee parking is situated at the rear of the site, with staff entrances at the rear of the building.</p> <p data-bbox="810 875 890 898">AS49.2</p> <p data-bbox="810 909 1406 987">Some parking may be located toward the front of the site convenient to the street, provided it is behind landscaping strips and treated aesthetically.</p> <p data-bbox="810 999 890 1021">AS49.3</p> <p data-bbox="810 1032 1406 1111">Short term/high turnover visitor parking and disabled parking spaces are located close to the main building entrance and clearly signposted.</p> <p data-bbox="810 1122 890 1144">AS49.4</p> <p data-bbox="810 1155 1406 1279">Driveways and parking areas may be constructed to property boundaries and linked to adjoining car parking areas. Similarly, loading areas may be located to facilitate shared turning areas across property boundaries.</p>
<p data-bbox="188 1305 488 1335">Loading and Unloading</p>	
<p data-bbox="188 1357 252 1379">PC50</p> <p data-bbox="188 1391 783 1469">All loading and unloading activities take place on-site, unless access is from a service street and effectively screened.</p>	<p data-bbox="810 1357 874 1379">AS50</p> <p data-bbox="810 1391 1406 1491">Loading docks are located in the side or rear portions of the site, separate from public/visitor parking and access points, and screened by vegetation or walls to avoid public view.</p>
<p data-bbox="188 1525 252 1547">PC51</p> <p data-bbox="188 1559 783 1615">Adequate provision is made for on-site manoeuvring of heavy vehicles.</p>	<p data-bbox="810 1525 890 1547">AS51.1</p> <p data-bbox="810 1559 1406 1805">On sites over 4,000m² and/or where the uses thereon involve regular servicing by heavy vehicles, on-site service areas are provided. On-site service areas comprise an area of land with an appropriate hard surface to enable a heavy vehicle to turn around within the site (based on standard design turning templates given by AUSTROADS AS 2890.1, 2890.2), and space for additional service vehicle parking and storage requirements.</p> <p data-bbox="810 1816 890 1839">AS51.2</p> <p data-bbox="810 1850 1406 1906">It may be acceptable for two or more developments to share heavy vehicle turning areas.</p>



Performance Criteria	Acceptable Solutions
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Figure 29-13 Design Aspects – On-Site Car Parking & Circulation



One way loop.

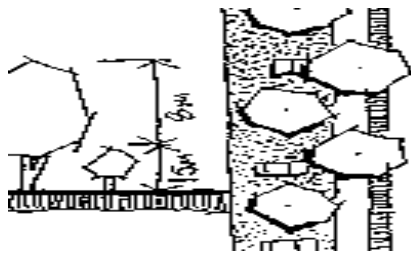
Two way entry.

Separate entry.

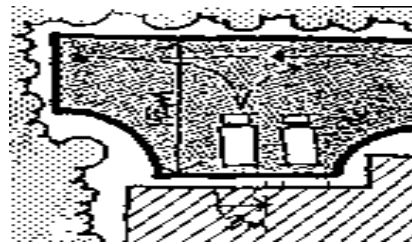
Car parking layouts.

Slopes in any direction across car park 5% maximum and 1% minimum spaces provided for physically challenged.

Visitor spaces for short term high turnover.

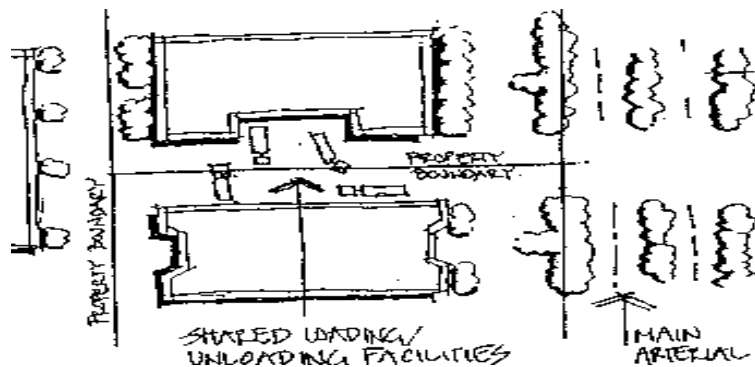


One tree every 6 parking spaces 1.5m high at time of planting capable of reaching a maximum height of 8m.



Loading unloading areas to provide for adequate turning circles.

Figure 29-14 Shared Vehicle Access



Shared site facilities allows for more efficient use of space could be achieved by access easements. Close attention to detail design required to avoid conflict during heavy usage periods may require some staggering of docking facilities.



Performance Criteria	Acceptable Solutions
Site Servicing	
<p>PC52 The design and provision of water, stormwater drainage, sewerage, electricity, gas and communications networks meets the needs of industry and business, and provides an orderly and economic progression of service development in the region.</p>	<p>AS52.1 The design and supply of water, stormwater drainage, sewerage, electricity, gas and communication services is in accordance with the requirements of Planning Scheme Policy 11 – Land Development Guidelines and the responsible authority (eg. Telstra, Queensland Electricity Boards, and Queensland Emergency Services).</p> <p>AS52.2 Car park entrances and ramps, loading docks and access ways are minimised, suitably designed and treated to ensure that they do not adversely impact on the streetscape and adjoining development.</p>
<p>PC53 Conflicts between pedestrians and vehicles at entrance points to parking areas are to be minimised.</p>	<p>AS53.1 The number of vehicle entry points to a development site is minimised, particularly in areas which have high volumes of pedestrian traffic and on streets with a significant through road function.</p> <p>AS53.2 Entrance points to parking and loading areas have clear and unobstructed visibility of pedestrian pathway areas, with pedestrian crossing points clearly identified which give priority to pedestrians.</p>
<p>PC54 Development is to be designed to support the functional operation of the cycle network.</p>	<p>AS54 Development is designed to support the functional operation of the local and regional cycleway system. (Local cycle ways will be determined at time of subdivision of each development.)</p>
Public Convenience Facilities within Buildings	
<p>PC55 Commercial developments are to include public convenience facilities, where there is a need for their provision.</p>	<p>AS55 Where provided, public toilet facilities are open and readily accessible to the general public during retail trading hours or other trading hours relevant to the development.</p>