



## Part 7 Codes

### Division 3 Constraint Codes

#### Chapter 15 Service Roads (Pacific Motorway)

##### 1.0 Purpose

This code seeks to ensure that land use and development adjacent to the Pacific Motorway and its service roads, located between Tugun and Beenleigh:

- do not impact on the through traffic function of the service road;
- provide access to and from the service road in a manner which minimises the frequency and/or intensity of traffic conflicts;
- are consistent in appearance with the desired character for the particular locality through which the service road passes; and
- have a built form, site layout and landscaping which is consistent with the desired future character of the driving environment.

##### 2.0 Service Road Situations

The service road types employ a 'nodes and links' concept. This reinforces the Gold Coast City's Activity Centre Strategy, set out in **Part 3, Division 2, Chapter 5 – Activity Centres**. Nodes are centres of activity, animation and concentration of community and commercial uses with a high level of public transport service, while links are the means of connection between the nodes.

This code recognises nine types of service road situations. These are based on the land use character of the area traversed by the service road. **Overlay Map OM15 – Pacific Motorway Service Road Types** illustrates this concept.

**Table 15-1 – Service Road Types**

<b>Type 1: Existing Nodes</b>	Existing urban centres with highly active frontages to the service road and high levels of pedestrian, cyclist, vehicle and public transport activity. These areas may include 'main street' frontages, a visually intensive built form with established signage and landscaping, and a low speed traffic environment.
<b>Type 2: Existing Link</b>	Areas of existing strip development, separated from a node, with direct access to service roads. They may have bold and visually intensive built form, with extensive areas of signage. However, the predominant land use pattern is rural, open space or residential activity. Where there is an existing cluster of commercial activity within the existing link development category, it can be considered as transitional to the Nodal Fringe or Future Nodal Fringe Service Road Type.
<b>Type 3 Future Nodes</b>	Areas identified, but as yet undeveloped, as urban centres. They will be the location of future regional facilities with high accessibility demands. They are also intended to have high levels of public transport service. While they may currently have high-speed traffic, they will become future low speed traffic environments (40-50 kph).
<b>Type 4: Future Nodal Fringes</b>	Transition areas where the built form and traffic generating activity within the nodal fringe is between that of nodes (high activity) and links (low activity). Land uses are typically of medium intensity, with locally oriented signage. These areas are intended to remain moderate speed traffic environments (60-70 kph).
<b>Type 5: Future Link</b>	Areas of low intensity land use, with very limited active frontages. Significant noise and visual buffering is expected, with clear separation from the service road and from the highway. A high-speed traffic environment is expected to be maintained (70-80 kph).
<b>Type 6: Service Centre Interchange</b>	Areas that are identified to service both highway and urban arterial traffic. Development is to be limited to consolidated 'drop in' centres servicing traffic passing through the interchange. These are to be controlled and ordered environments with moderate speeds (60 kph).
<b>Type 7: River/ Creek Crossings</b>	Areas of important ecological significance and open space corridors, intended for minimal or no development. Views and vistas in these corridors are to be maintained, and signage is to be severely restricted.



<b>Type 8: Inter Urban Break</b>	An area of rural landscapes intended to form a distinctive break between urban areas. It is to have severely restricted development, with little or no signage, and a high-speed traffic environment (80 kph).
<b>Type 9: Cluster Nodes</b>	Areas of economic activity that are clusters of important industries, but not traditional town centres. The Yatala industrial area and the Oxenford Tourist Theme Parks areas are examples of this environment. Limited development activity, consistent with the local character, is expected.

### 3.0 Application

- 3.1** This code applies to development indicated as self, code or impact assessable in the Table of Development of the domain or Local Area Plan (LAP) within which the development is proposed.
- 3.2** This code specifically applies to development of land adjacent to the Pacific Motorway or to any of its service roads as identified on **Overlay Map OM15 – Pacific Motorway Service Road Types**.
- 3.3** Performance Criteria PC1-PC8 apply to all code and impact assessable development referred to in this code. For development identified as self assessable, only the acceptable solutions to Performance Criteria PC1-PC3 apply.

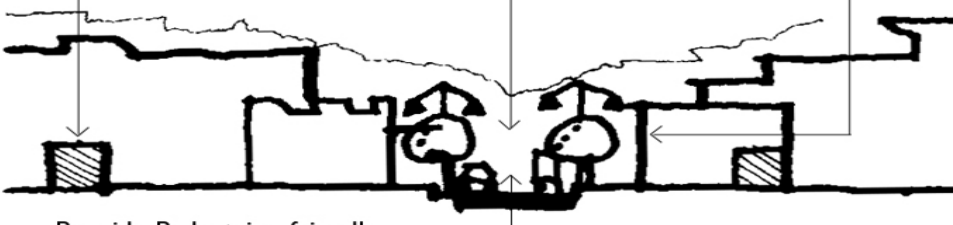
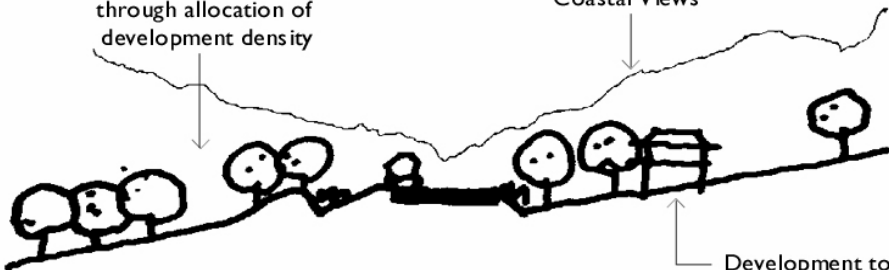
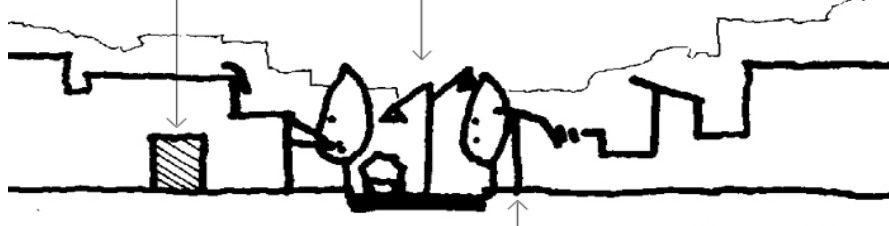
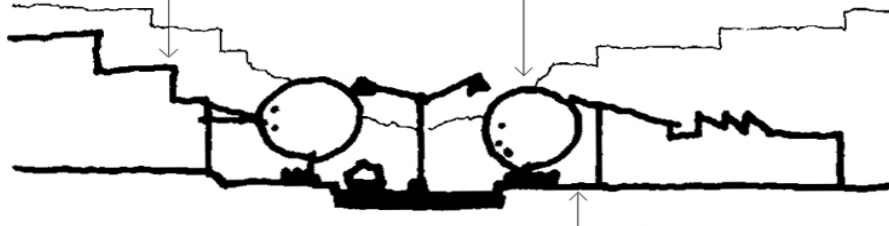
### 4.0 Development Requirements

Performance Criteria	Acceptable Solutions
<b>Development that is Self Assessable, Code Assessable or Impact Assessable</b>	
<b>Siting of Car Park Areas</b>	
<b>Type 1, Type 3</b> PC1 Sites fronting the service road must ensure that the car park is sited to complement the streetscape, and is consistent with the urban character of the local area.	<b>Type 1, Type 3</b> AS1.1 The car park is located to the rear of the site. OR AS1.2 The car park area is provided in a basement to the main building.
<b>Visual Amenity</b>	
<b>Type 2, Type 4, Type 5, Type 9</b> PC2 All development along the: a) Existing Link – Service Road; b) Future Node Fringe – Service Road; c) Future Link Development – Service Road must not distract motorists along the Pacific Motorway.	<b>Type 2, Type 4, Type 5, Type 9</b> AS2.1 Outdoor storage or display of goods, vehicles or equipment for sale or hire is not visible from the Pacific Motorway. AS2.2 A minimum three metre buffer or landscape treatment is provided between the land use and the street frontage.
<b>Access Arrangements</b>	
<b>All Types</b> PC3 Access to sites must not adversely impact on the through traffic function and efficiency of the service road and/or pedestrian movement.	<b>All Types</b> AS3.1 The site has a single point of ingress and egress to the service road. OR AS3.2 The ingress/egress is consolidated with adjoining sites and/or access easements. OR AS3.3 Access to the site is via connecting streets, rather than from the service road.



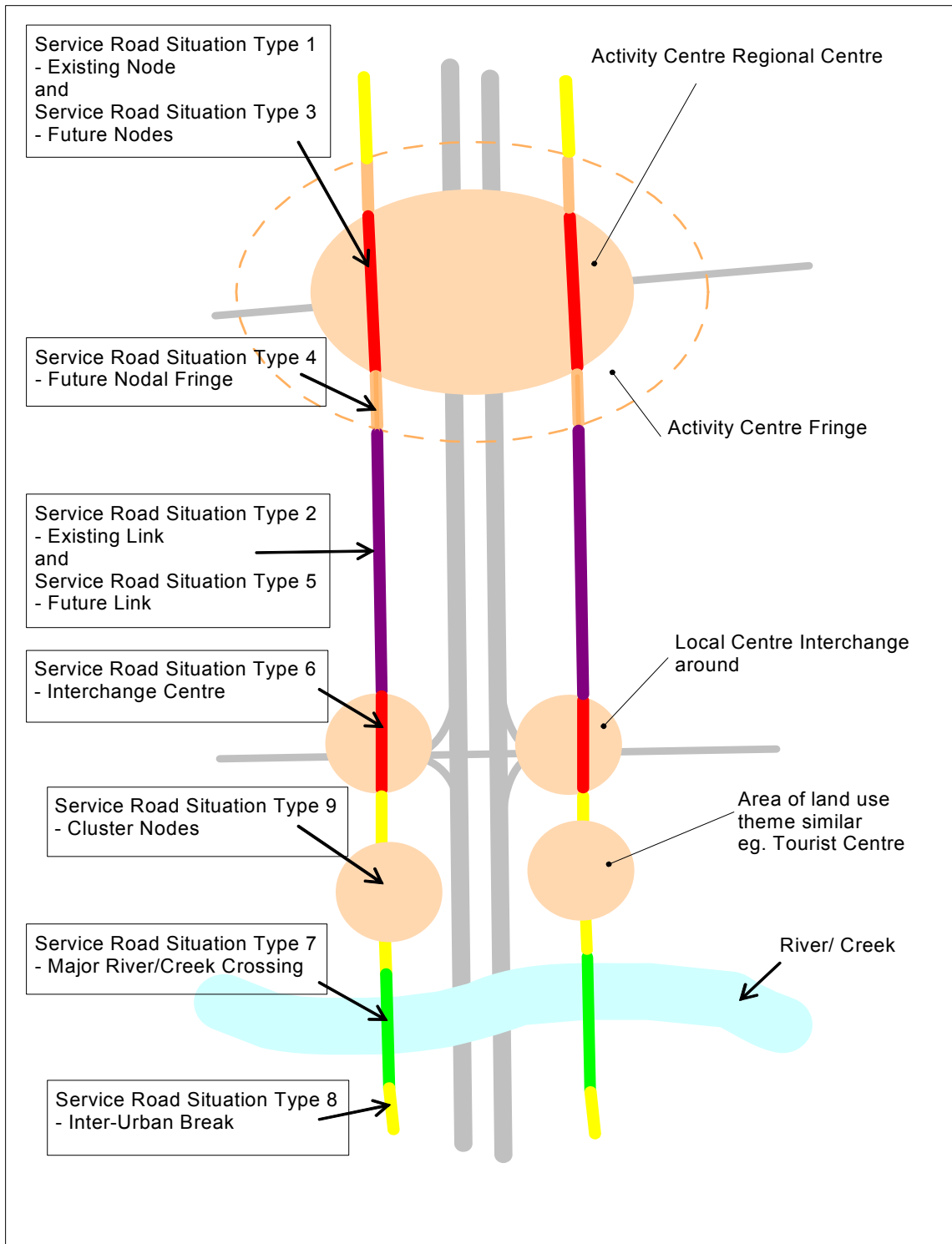
Performance Criteria	Acceptable Solutions
<b>Development that is Code Assessable or Impact Assessable</b>	
<b>Built Form</b>	
<p><b>Type 6</b> PC4 New development must seek to maintain a distinctive built form directly associated with the Pacific Motorway.</p>	<p><b>Type 6</b> AS4 The building is oriented to the motorway.</p>
<p><b>All Types</b> PC5 New development must achieve a design and built form, consistent with the description and objectives set out for the service road types in <b>Table 15-1 – Service Road Types</b> in <b>Clause 3.0 Service Road Situations</b> (above) in which they are located.</p>	<p><b>All Types</b> AS5 The design of the development is consistent with the concepts shown in the figures for each service road type included at the end of this code.</p>
<b>Vegetation Protection</b>	
<p><b>Type 7</b> PC6 The development must not adversely impact on existing nature conservation, open space and landscape values along waterways.</p>	<p><b>Type 7</b> AS6 Riparian areas are retained in a natural state, or used for low-key recreational activities, where this is consistent with existing ecological values.</p>
<b>Flora and Fauna Protection</b>	
<p><b>Type 8</b> PC7 All development must not adversely impact on existing nature conservation, open space and landscape values identified for these local areas.</p>	<p><b>Type 8</b> AS7.1 Riparian areas are retained in a natural state, or used for low-key recreational activities, where this is consistent with existing ecological values. AS7.2 Opportunities for wildlife crossings and wildlife corridors are preserved.</p>
<b>Access Arrangements</b>	
<p><b>Type 1, Type 3</b> PC8 Access to sites must not adversely impact on the through traffic function and efficiency of the service road and/or pedestrian movement.</p>	<p><b>Type 1, Type 3</b> AS8.1 Where a central median is constructed, the site access is restricted to left in/ left out. AS8.2 The location of the ingress/egress and its width takes account of pedestrian movement along the site frontage. <b>Type 1, Type 3</b> AS8.3 Pedestrian movement across the service road is not adversely affected by the location of the ingress/egress. AS8.4 Where there is sufficient road reserve, an auxiliary lane is provided fronting the development.</p>



Performance Criteria	Acceptable Solutions
<p>Promote secondary pedestrian access</p> <p>Provide Pedestrian-friendly environment</p>	<p>Encourage and Promote 'Main Street' Programs</p> <p>Minimal Set-backs</p>  <p><b>Type 1: Existing Node</b></p>
	<p>Maintain semi-rural character through allocation of development density</p> <p>Promote Hinterland &amp; Coastal Views</p> <p>Development to be set-back from Service Roads</p>  <p><b>TYPE 2 Existing Links</b></p>
<p>Promote Secondary Pedestrian Access</p>	<p>Establish Contemporary 'Main Street' Themes</p> <p>Encourage Minimal Set-backs from Service Roads</p>  <p><b>TYPE 3 Future Identified Node</b></p>
<p>Step built form up away from Service Roads</p>	<p>Establishment of Avenue Planting</p> <p>Avoid Excessive Setbacks</p>  <p><b>TYPE 4 Future Nodal Fringe</b></p>



Performance Criteria	Acceptable Solutions
	<p>Any adjoining development below upper canopy height</p> <p>Informal roadside landscape treatment</p> <p>Provision for cyclists</p> <p>Promote outward views to Landscape Features</p> <p>Open space/recreational uses</p> <p><b>SERVICE ROAD TYPE 5</b></p>
	<p>Service Centre Potential</p> <p>Motorway</p> <p>Landscape Framing</p> <p><b>TYPE 6</b> <b>Interchanges &amp; Immediate Environs</b></p>
	<p>Provide Pedestrian/Cyclist Linkages</p> <p>Protect Wildlife Values</p> <p>Plan for Suitable Adjoining Open Space Use</p> <p><b>TYPE 7</b> <b>Major River/Creek Crossing</b></p>
	<p>Hinterland Views</p> <p>Inter Urban Signage and/or 'Markers'</p> <p>Informal 'rural' character to roadside</p> <p><b>TYPE 8</b> <b>Inter Urban Break Area</b></p>
	<p>Landscaped Set-backs or Car Parking Areas</p> <p>Screening and Softening of Land Uses</p> <p>Medium Rise Architecture</p> <p><b>TYPE 9</b> <b>Cluster Node</b></p>



**Figure 15-1: Nodes and Links Concept and Service Road Types**