

Assessment of application against relevant Development Codes

APPLICATION DETAILS

APPLICATION		PREMISES	
FILE NO:	MCU/17/0011	ADDRESS:	232 Byrnes Street, Mareeba
APPLICANT:	Reedlodge Pty Ltd	RPD:	Lot 78 on SP152626
LODGED BY:	Urban Sync	AREA:	1.207 hectares
DATE LODGED:	29 September 2017	OWNER :	Reedlodge Pty Ltd
TYPE OF APPROVAL:	Development Permit		
PROPOSED DEVELOPMENT:	Material Change of Use - Shopping Centre		
PLANNING SCHEME:	Mareeba Shire Council Planning Scheme 2016		
ZONE:	Centre zone		
LEVEL OF ASSESSMENT:	Code Assessment		
SUBMISSIONS:	n/a		

Relevant Development Codes

The following Development Codes are considered to be applicable to the assessment of the application:

- 6.2.1 Centre zone code
- 7.2.2 Mareeba local plan code
- 8.2.2 Airport environs overlay code
- 8.2.5 Extractive resources overlay code
- 8.2.11 Transport infrastructure overlay code
- 9.3.2 Commercial activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

6.2.1 Centre zone code

6.2.1.1 Application

- (1) This code applies to assessing development where:
 - (a) located in the Centre zone; and
 - (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

6.2.1.2 Purpose

- (1) The purpose of the Centre zone code is to provide for a mix of uses and activities.

These uses include, but are not limited to, business, retail, professional, administrative, community, entertainment, cultural and residential activities.

Centres are found at a variety of scales based on their location and surrounding activities.

- (2) Mareeba Shire Council's purpose of the Centre zone code is to facilitate the orderly development of the network of centres to meet the needs of the communities throughout the shire.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Promotion of a mix of commercial, business, professional, accommodation and retail activities;
 - (b) Industries such as service and low impact industries may be appropriate where they are for the provision of trade, service or light industries that are of a compatible scale with commercial activities and preferably do not adjoin residential areas;
 - (c) Residential development is facilitated where it can integrate and enhance the fabric of the centre and is located behind or above commercial development;
 - (d) Development provides a high level of amenity and is reflective of the surrounding character of the area;
 - (e) Development is generally established in accessible, well-connected locations with access or future access to public transport, cycling and pedestrian networks;
 - (f) Development does not compromise the viability of the hierarchy and network of activity centres.

6.2.1.3 Criteria for assessment

Table 6.2.1.3A—Centre zone code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Height			
<p>PO1 Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length. 	<p>AO1 Development has a maximum building height of:</p> <ul style="list-style-type: none"> (a) 8.5 metres; and (b) 2 storeys above ground level. 	✓	<p>Complies.</p> <p>The proposed shopping centre has a maximum height of 8.45 metres.</p>
Siting			
<p>PO2 Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural 	<p>AO2.1 Buildings are built to the road frontage/s of the site.</p> <p>Note—Awning structures may extend into the road reserve where provided in accordance with PO5.</p>	<p>✓ Complies with PO2</p>	<p>The development does not satisfy AO2.1 as only part of the building will be built to the road frontage.</p> <p>Assessment of the development against PO2 is therefore required:</p> <p><i>“Development is sited in a manner that considers and respects”:</i></p> <p>(a) <i>the siting and use of adjoining</i></p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(f) breezes; appearance of building bulk; and (g) relationship with pedestrian spaces.</p>			<p><i>premises</i></p> <p>The subject land is bounded to the north and east by road reserve and to the west by rail corridor. Land to the south is undeveloped Centre zoned land. The proposed development will not adversely impact on immediately adjoining premises.</p> <p><i>(b) access to sunlight and daylight for the site and adjoining sites</i></p> <p>As with (a) above, the use of the land bounding the site is such that the proposed development will not restrict access to sunlight or daylight.</p> <p><i>(c) privacy and overlooking</i></p> <p>The proposed development will be sufficiently separated from residential uses so as not to unreasonably impact on privacy.</p> <p><i>(d) opportunities for casual surveillance of adjoining public spaces</i></p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>The applicant states that the proposed development does 'turn its back' to some sections of Byrnes and Rankin Streets, in particular, the intersection of these two streets.</p> <p>Opportunities for casual surveillance is provided to this intersection by adjacent, adjoining land uses i.e., McDonalds, the car park area of Mareeba Square and Beaurepaires. As a result, causal surveillance to this area from the site is not considered essential.</p> <p>The outdoor dining, central forecourt and car park areas of the proposed development will provide opportunities for casual surveillance to the south, east and west of the site.</p> <p>The development complies.</p> <p><i>(e) air circulation and access to natural breezes</i></p> <p>The design of the</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>proposed development allows for air circulation and access to natural breezes to a reasonable and acceptable level for a modern shopping centre.</p> <p><i>(f) appearance of building bulk</i></p> <p>In the opinion of the assessing officer, the design of the shopping centre reasonably limits the appearance of building bulk.</p> <p><i>(g) relationship with pedestrian spaces</i></p> <p>Pedestrian connectivity will be achieved through new footpaths on Rankin and Byrnes Street and through internal pedestrian paths.</p> <p>The proposed development satisfies Performance Outcome PO2.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>AO2.2 Buildings are setback and boundary treatment(s) are undertaken in accordance with Table 6.2.1.3B.</p>	<p>✓ Complies with PO2</p>	<p>Refer to comments for AO2.1 above.</p> <p>Where the proposed building is built to the boundary, the development will be conditioned to require a blank wall with low maintenance finishes and materials.</p>
Accommodation density			
<p>PO3 The density of Accommodation activities: (a) contributes to housing choice and affordability; (b) respects the nature and density of surrounding land use; (c) does not cause amenity impacts beyond the reasonable expectation of the planned accommodation density for the centre; and (d) is commensurate to the scale and frontage of the site.</p>	<p>AO3 Development provides a maximum density for Accommodation activities of: (a) 1 dwelling or accommodation unit per 120m² site area; and (b) 1 bedroom per 60m² site area.</p>	<p>n/a</p>	<p>Not applicable.</p> <p>The proposed development does not include an accommodation activity.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
Site cover			
<p>PO4 Buildings and structures occupy the site in a manner that:</p> <p>(a) makes efficient use of land;</p> <p>(b) is consistent with the bulk and scale of surrounding buildings; and</p> <p>(c) appropriately balances built and natural features.</p>	<p>AO4 Site cover does not exceed 90%.</p>	<p>✓</p>	<p>Complies.</p> <p>The site coverage of the proposed development is approximately 37%.</p>
For assessable development			
Building design			
<p>PO5 Building facades are appropriately designed to:</p> <p>(a) provide an active and vibrant streetscape;</p> <p>(b) include visual interest and architectural variation;</p> <p>(c) maintain and enhance the character of the surrounds;</p> <p>(d) provide opportunities for casual surveillance;</p> <p>(e) include a human scale; and</p> <p>(f) encourage occupation of outdoor space.</p>	<p>AO5.1 Buildings address and provide pedestrian entrances to:</p> <p>(a) the primary pedestrian frontage where a single frontage lot or multiple frontage lot that is not a corner lot;</p> <p>(b) the primary and secondary frontages where a corner lot, with a pedestrian entrance provided on each frontage and/or as part of a corner truncation; and</p> <p>(c) any adjoining public place, with the main entrance provided on this boundary.</p>	<p>✓</p> <p>Complies with PO5</p>	<p>The development does not satisfy AO5.1 as the shape of the subject land, its multiple road frontages and the specific design requirements of a shopping centre.</p> <p>Assessment of the development against PO5 is therefore required:</p> <p><i>“Building facades are appropriately designed to”:</i></p> <p><i>(a) provide an active and vibrant streetscape</i></p> <p>The design of the proposed development incorporates articulation, fenestration, variations to the roof profile,</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>landscaping, pedestrian footpaths and the central forecourt area.</p> <p>All of these design features result in the proposed development contributing towards an active and vibrant streetscape.</p> <p><i>(b) include visual interest and architectural variation</i></p> <p>The design of the proposed development incorporates articulation, fenestration, variations to the roof profile, landscaping, pedestrian footpaths and the central forecourt area.</p> <p><i>(c) maintain and enhance the character of the surrounds</i></p> <p>The proposed development has a modern design which will enhance the character of Mareeba's central business district.</p> <p><i>(d) provide opportunities for casual surveillance</i></p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>The outdoor dining, central forecourt and car parking areas will provide opportunities for casual surveillance to the south, east and west of the site.</p> <p><i>(e) include a human scale</i></p> <p>The proposed development has a human scale.</p> <p><i>(f) encourage occupation of outdoor space</i></p> <p>The outdoor dining and central forecourt areas provide opportunities for people to occupy outdoor areas for an extended period of time.</p> <p>The proposed development satisfies Performance Outcome PO5.</p>
	<p>AO5.2 Building frontages:</p> <p>(a) are broken into smaller, 10 metre wide components by doors, display windows, pillars and structural elements;</p> <p>(b) are articulated with projections and recesses;</p> <p>(c) include windows where the bottom of the window is located</p>	<p>✓</p>	<p>As per the comments for AO5.1 above, the design of the proposed development satisfies PO5.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>between 0.6 metres and 0.9 metres above the footpath level; and</p> <p>(d) have a minimum 40% of the building facade facing the street is comprised of windows that are not painted or treated to obscure transparency.</p>		
	<p>AO5.3 Buildings incorporate cantilevered awnings that are:</p> <p>(a) provided along the full length of the building's frontage to the street;</p> <p>(b) set back 0.6 metres from the face of the kerb or to match the alignment of the awning/s of the adjoining building/s;</p> <p>(c) a minimum of 3 metres and a maximum of 4.2 metres above the finished level of the footpath from the underside of the awning; and</p> <p>(d) truncated at the corner with a 2 metre single cord truncation where located on a corner site.</p>	✓	<p>A small section of awning is proposed over the Byrnes Street footpath.</p> <p>This awning has been designed to comply with the relevant aspects of AO5.3.</p>
<p>PO6 Development complements and integrates with the established built character of the Centre zone, having regard to:</p> <p>(a) roof form and pitch;</p> <p>(b) eaves and awnings;</p> <p>(c) building materials, colours and textures; and</p> <p>(d) window and door size and location.</p>	<p>AO6 No acceptable outcome is provided.</p>	✓	<p>Complies.</p> <p>In the opinion of the assessing officer, the design of the proposed development complies.</p>
Accommodation activities			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO7 Accommodation activities are appropriately located in buildings in the Centre zone, having regard to:</p> <ul style="list-style-type: none"> (a) the use of adjoining premises; and (b) the provision of an active and vibrant streetscape. 	<p>AO7 Accommodation activities are located above the ground floor.</p>	n/a	<p>Not applicable.</p> <p>The proposed development does not include an accommodation activity.</p>
Amenity			
<p>PO8 Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	<p>AO8 No acceptable outcome is provided.</p>	✓	<p>The proposed development is a shopping centre within the Centre zone and also within the Mareeba central business district.</p> <p>The proposed development will not detract from the existing amenity.</p>
<p>PO9 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	<p>AO9 No acceptable outcome is provided.</p>	✓	<p>The proposed development is a shopping centre within the Centre zone and also within the Mareeba central business district.</p> <p>The proposed development will not detract from the existing amenity.</p>

Table 6.2.1.3B—Setbacks and treatments to side and rear boundaries

Design	Where adjoining land in the Low density residential zone, the Medium density residential zone or the Rural residential zone	Where including windows facing the side boundary	All other instances
Building and structure setback	2 metres	1 metre	0 metres
Boundary treatment	<ul style="list-style-type: none"> • Landscape strip with a minimum width of 1.5 metres; and • 1.8 metre high solid screen fence 	Screening to windows where required to prevent overlooking or privacy impacts	Blank wall including low maintenance finishes and materials

7.2.2 Mareeba local plan code

7.2.2.1 Application

- (1) This code applies to assessing development where:
 - (a) located in the Mareeba local plan area; and
 - (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

7.2.2.2 Purpose

- (1) The purpose of the Mareeba local plan code is to:
 - (a) facilitate the continued use of the historic stables area adjacent to the Mareeba Racecourse for residential horse keeping;
 - (b) facilitate the continued development of the Mareeba Airport;
 - (c) facilitate efficient development that accords with local lifestyle and amenity expectations;
 - (d) identify and direct urban growth opportunities;
 - (e) facilitate a more vibrant and integrated town centre;
 - (f) enhance accessibility to, and activation of, the Barron River and Centenary Lakes as important physical assets for Mareeba;
 - (g) enhance Mareeba's heritage and cultural elements; and
 - (h) facilitate the development of an appropriate site for special industry.
- (2) Ten precincts have been identified in the Mareeba local plan to achieve this purpose:
 - (a) The Town centre core precinct will be maintained as the retail and cultural heart of Mareeba. Development will be managed to increase the walkability of the precinct and better integrate the street and built environments. Character elements of the precinct will be maintained and new buildings or works to existing buildings will be respectful of character values.
 - (b) The Town centre fringe precinct consists of commercial and residential uses. The precinct will facilitate destination specific commercial development where it can be demonstrated that design measures can be incorporated to adequately mitigate any impacts upon residential amenity. The precinct will not detract from the role of the Town centre core precinct as the town's primary retail and commercial precinct.
 - (c) The Mareeba Airport precinct includes the existing airport facilities and an area on the south west side of the runway that is intended to be development for aviation based industry. The precinct will facilitate the continuing development of the Mareeba Airport, for passenger and freight movements, and other activities associated with the airport's primary function including industry, where it is demonstrated that these uses do not compromise efficient aircraft operation.
 - (d) The Mareeba northern investigation precinct is intended to support long term future urban development beyond the life of the planning scheme. Development in this precinct (particularly subdivision) is limited so that the future urban intent is not compromised.
 - (e) The Mareeba north-eastern expansion precinct, the Mareeba south-eastern expansion precinct and the Mareeba south-western expansion precinct are intended for urban residential development. These precincts are constrained by a range of important features including slopes, gullies, watercourses, open space and riparian linkages and the Mareeba Bypass. Development in these precincts preserves and enhances these features while supporting the development of a walkable and well connected transport network. Development in the Mareeba north-eastern expansion

precinct supports the construction of a new bridge over the Barron River connecting Hastie Road with Lloyd Street to enable greater access to the town centre while small scale local centres are encouraged in the Mareeba south-western expansion precinct.

- (f) The Stable precinct defines an established area of residential properties incorporating horse stables adjoining the Mareeba Racecourse. The precinct is intended to protect the ongoing use of the stables on these properties, in association with residential uses.
 - (g) The Industrial park precinct provides for the expansion, establishment and operation of General industry and Heavy industry uses within this precinct, where they are appropriately separated from incompatible uses.
 - (h) The Noxious and hazardous industry precinct provides for the expansion, establishment and relatively unconstrained operation of Special industry in the precinct where the use is sufficiently isolated from other land uses and potential on and off site impacts can be adequately managed. Uses other than Special industry and High impact industry should not occur in this precinct in order to prevent compromising the intended function of the precinct.
- (3) The purpose of the code will be achieved through the following overall outcomes:
- (a) Development recognises and protects the town centre as Mareeba’s most important commercial and social asset that is supported by substantial public and private investment in buildings, infrastructure and culture;
 - (b) Development within the Town centre core precinct promotes greater walkability and integration between street and built environments through the consolidation and effective design of retail and commercial facilities;
 - (c) Development within the Town centre fringe precinct, accommodates destination-specific premises that requires car and service vehicle access;
 - (d) Development provides opportunities for greater utilisation of, and improved public access to, the Barron River and open spaces;
 - (e) Development protects Mareeba’s heritage places and tourist and cultural assets and enhances opportunities for their public appreciation;
 - (f) Development facilitates the continuing growth of the Mareeba Airport for passenger and freight movements and industry associated with the airport’s primary function. Activities in the Mareeba Airport precinct will be limited to ensure they do not compromise efficient aircraft operation;
 - (g) Development in the Stable precinct facilitates the combination of stables and houses whilst maintaining a low density to minimise impacts;
 - (h) Development provides for the expansion, establishment and relatively unconstrained operation of Special industry in the Noxious and hazardous industry precinct; and
 - (i) The establishment and operation of a range of industries in the Industrial park precinct is supported.

7.2.2.3 Criteria for assessment

Table 7.2.2.3—Mareeba local plan - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
If affected by the vegetated buffer area element			
PO1	AO1	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
Industrial development is appropriately screened from view to minimise impacts on the: (a) visual amenity and character of the local plan area; and (b) amenity of nearby land uses.	A minimum 5 metre wide vegetated buffer area is provided in all areas of the site affected by the vegetated buffer element.		
If in the Stable precinct			
PO2 Development facilitates the co-location of houses and stables while maintaining an appropriate level of amenity, having regard to emissions of: (a) noise; (b) odour; and (c) light	AO2 Stables house no more than 10 animals and are: (a) separated by a minimum distance of 3 metres from any residential building on the same site; (b) separated by a minimum distance of 5 metres from any residential building on an adjoining site; and (c) setback a minimum of 6 metres from any road frontage.	n/a	The subject land is not within the Stable precinct.
If on a site with a frontage to the Byrnes Street core element			
PO3 Development with a frontage to the Byrnes Street core element is designed to minimise the dominance of vehicular access within the streetscape by: (a) providing vehicular access from an alternative frontage; (b) minimising the size of necessary vehicle access; and (c) maximising the area of the frontage used for pedestrian focussed activities.	AO3.1 Where development has a frontage to the Byrnes Street core element, buildings are built to side boundaries, except for pedestrian access-ways and where alternative vehicular access is not available. In such instances, vehicular and pedestrian access-ways are not wider than 7 metres. Note—Refer to Figure A for further detail.	n/a	The subject land is not within the Byrnes Street core precinct.
	AO3.2 Vehicular access is not provided from Byrnes	n/a	The subject land is not within the Byrnes Street core

Performance outcomes	Acceptable outcomes	Complies	Comments
	Street where a site has more than one frontage.		precinct.
If on a site affected by the Town centre fringe 6 metre setback element			
<p>PO4 Larger destination-specific premises that require increased provision for car and service vehicle access are supported where it can be demonstrated that sufficient separation is provided between the use and adjoining residential uses to adequately mitigate any potential impacts on the amenity of adjoining premises, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) odour; (c) light; and (d) overlooking and privacy. 	<p>AO4 Buildings and structures are setback a minimum of 6 metres from the boundary affected by the Town centre fringe 6 metre setback element.</p>	n/a	Not applicable.
If in the Town centre fringe precinct			
<p>PO5 Development's address to the primary street frontage ensures:</p> <ul style="list-style-type: none"> (a) car parking areas are not a dominant feature; and (b) sources of visual interest and casual surveillance of the street frontage are provided. 	<p>AO5.1 No more than 50% of car parking is to be located between the building and the primary street frontage.</p>	n/a	Not applicable.
	<p>AO5.2 Buildings include uses that orientated toward the primary street frontage with entrances and windows addressing the street.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
For assessable development			
<p>PO6 Development in the Mareeba local plan area:</p> <p>(a) promotes and does not prejudice the ongoing operation of Mareeba as the major regional activity centre of the Shire;</p> <p>(b) provides growth or redevelopment in areas within close proximity to the Town centre core precinct;</p> <p>(c) locates Community facilities in accessible locations within walking distance of the Town centre core precinct; and</p> <p>(d) contributes to the vibrancy and local identity of the Mareeba community.</p>	<p>AO6 No acceptable outcome is provided.</p>	<p>✓</p>	<p>The proposed development complies with PO6.</p> <p><i>“Development in the Mareeba local plan area”:</i></p> <p>(a) <i>Promotes and does not prejudice the ongoing operation of Mareeba as the major regional activity centre of the Shire</i></p> <p>The subject land is located within the Centre zone and forms part of the Town Centre Core precinct.</p> <p>The proposed development will strengthen the ongoing operation of Mareeba as the major regional activity centre for the Mareeba Shire.</p> <p>(b) <i>Provides growth or redevelopment in areas within close proximity to the Town centre core precinct</i></p> <p>The subject land is within the Town Centre Core precinct.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>(c) <i>Locates community facilities in accessible locations within walking distance of the Town centre core precinct</i></p> <p>Whilst the proposed development does not include any community facilities, it is within the Town centre core precinct.</p> <p>(d) <i>Contributes to the vibrancy and local identity of the Mareeba community</i></p> <p>The proposed development contributes to the vibrancy and identity of Mareeba.</p>
<p>PO7 Development does prejudice the future construction of the Mareeba Bypass.</p>	<p>A07 Development involving permanent buildings or structures does not occur on land affected by the Mareeba bypass element.</p>	✓	<p>The development does not impact on the Mareeba Bypass route.</p>
<p>PO8 Development integrates the following elements identified on the Mareeba local plan maps:</p> <p>(a) open space elements;</p> <p>(b) indicative collector roads as higher order road linkages;</p> <p>(c) indicative minor roads in a similar design as shown as mapped; and</p>	<p>A08 No acceptable outcome is provided.</p>	n/a	<p>The subject land and proposed development is not affected by the elements identified.</p>

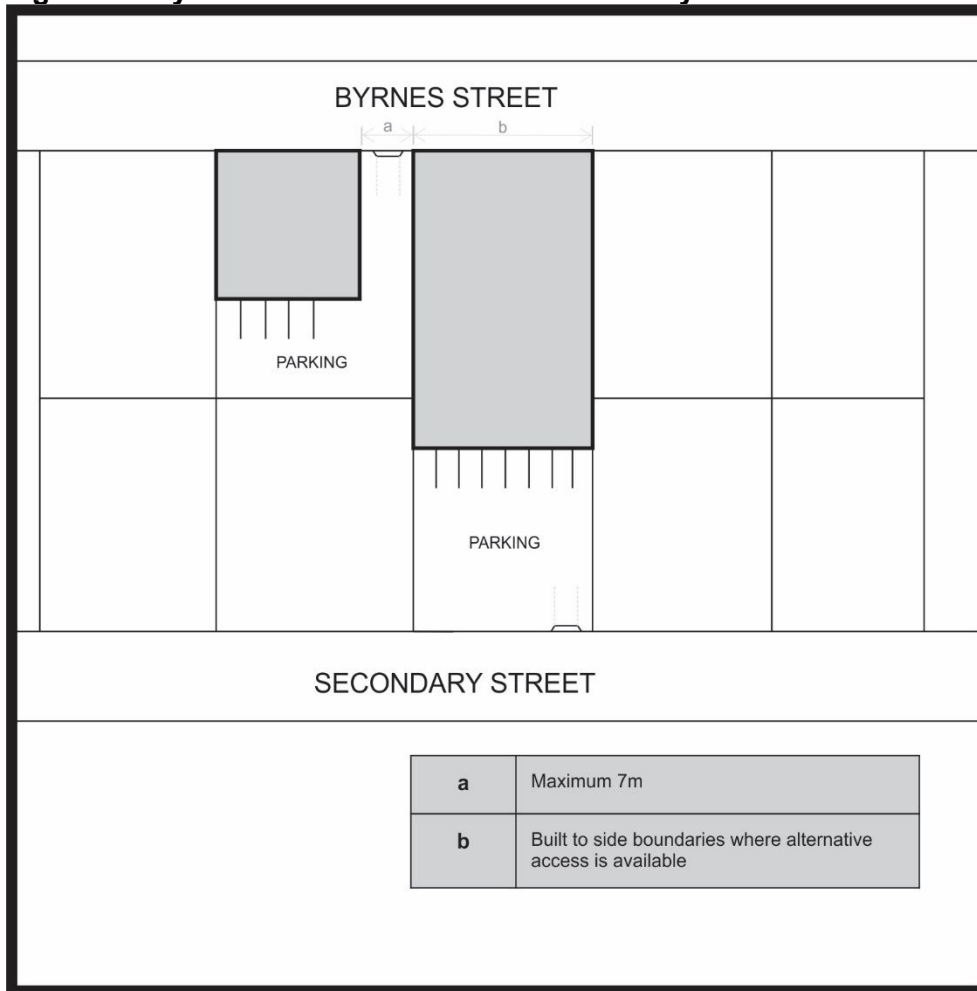
Performance outcomes	Acceptable outcomes	Complies	Comments
(d) possible connections as important road linkages between developments.			
PO9 Development integrates small-scale local retail centres that: (a) service the local neighbourhood; and (b) do not prejudice the ongoing operation of the Mareeba town centre.	AO9 No acceptable outcome is provided.	n/a	Not applicable. The proposed development is situated within the Town centre core precinct.
If in the Stable precinct			
PO10 Development does not involve a density of residential development that is likely to prejudice the ongoing use of land within the precinct for stables, having regard to the existing level of amenity.	AO10.1 Development does not result in a higher accommodation density than currently exists.	n/a	The subject land is not within the Stable precinct.
	AO10.2 Development does not result in the creation of any new lots.	n/a	The subject land is not within the Stable precinct.
If in the Mareeba Airport precinct			
PO11 Development does not prejudice the ongoing operations or future development intentions of the Mareeba Airport.	AO11 Development is limited to activities which have a direct associated with aviation.	n/a	The subject land is not within the Mareeba Airport precinct.
If in the Town centre core precinct			
PO12 Development is to be of a scale and form which complements the character of the precinct, having regard to: (a) building location; (b) building height; (c) interface with the street; and (d) scale of windows, doors and structural elements	AO12 No acceptable outcome is provided.	✓	Complies. Refer to comments for PO1, PO2 and PO5 of the Centre Zone Code.
PO13	AO13.1	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
The character and style of buildings in the main street, including those representing the booming tobacco period of the 1950's and 1960's is maintained and protected.	Buildings are re-used for new uses without alteration to their : (a) height; (b) width (at street frontage); (c) vertical or horizontal patterning; and (d) materials. Note—Refer to Planning Scheme Policy 1 – Character Area Design Guidelines for additional guidance in relation to the development outcomes sought.		
	AO13.2 Development on sites identified as building façade to be retained that retains the external (street facing) facade(s) of the building will qualify for a 10% reduction on car parking.	n/a	Not applicable.
If in the Town centre fringe precinct			
PO14 Development does not undermine the role of the Town centre core precinct as Mareeba's primary retail and commercial precinct.	AO14 No acceptable outcome is provided.	n/a	Not applicable. The subject land is not within the Town centre fringe precinct.

Performance outcomes	Acceptable outcomes	Complies	Comments
If in the Noxious and hazardous industry precinct			
<p>PO15 Appropriate provision is made for siting, managing and buffering uses in the Noxious and hazardous industry precinct to limit impacts on adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. <p>Note—A facility management plan can be prepared to demonstrate that the ongoing operation of the use will maintain compliance with this outcome.</p>	<p>AO15 No acceptable outcome is provided.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the Noxious and hazardous industry precinct.</p>
If in the Industrial park precinct			
<p>PO16 Development that attracts the public into the Industrial park precinct does not develop within the Industrial park precinct.</p>	<p>AO16 No acceptable outcome is provided.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the Industrial park precinct.</p>
If in the Northern investigation precinct			
<p>PO17 Development does not compromise the long term future urban intent of this precinct.</p>	<p>AO17 No acceptable outcome is provided.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the Northern investigation precinct.</p>
If in the North-eastern expansion precinct, South-eastern expansion precinct or South-western expansion precinct			
<p>PO18 Development provides an average net accommodation density of at least 12 dwellings or accommodation units per hectare.</p>	<p>AO18 No acceptable outcome is provided.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within any of the nominated precincts.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
Note—Calculation of accommodation density excludes areas not developed as a result of provisions of an overlay.			
PO19 Development provides a wide range of housing options, including different dwelling sizes and types that meet the needs of a range of household compositions.	AO19 No acceptable outcome is provided.	n/a	Not applicable. The subject land is not within any of the nominated precincts.
PO20 The road network is to be developed in a logical and sequential manner to provide for the co-ordinated development of the precinct.	AO20 No acceptable outcome is provided.	n/a	Not applicable. The subject land is not within any of the nominated precincts.
PO21 The road network provides encourages walking and cycling to daily activities to reduce local vehicle trips by: (a) being based on a street grid network; (b) having walkable block sizes; (c) providing safe, efficient and provides for the needs of all users; (d) having a high level of connectivity for all users; and (e) being linked to destinations such as shops, open space and schools.	AO21 No acceptable outcome is provided.	n/a	Not applicable. The subject land is not within any of the nominated precincts.

Figure A - Byrnes Street Core vehicle access-ways



a	Maximum 7m
b	Built to side boundaries where alternative access is available

8.2.2 Airport environs overlay code

8.2.2.1 Application

- (1) This code applies to assessing development where:
 - (a) land the subject of development is affected by a constraint category identified on the **Airport environs overlay maps (OM-002a-f)**; and
 - (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

Note—Strategic airports and aviation facilities are appropriately reflected in Overlay Map 2 and is required to be mapped by State Government in response to Infrastructure State Interests.

8.2.2.2 Purpose

- (1) The purpose of the Airport environs overlay code is to protect the current and ongoing operations of established airports, aerodromes and aviation infrastructure in Mareeba Shire.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The ongoing operation of Mareeba Airport and its associated infrastructure are protected from incompatible development;
 - (b) Aerodromes in Chillagoe and Dimbulah are maintained to support recreation, mining and rural uses;
 - (c) Operational airspace is protected;
 - (d) Threats to aviation safety such as bird and bat strike and distraction or blinding of pilots are avoided or minimised;
 - (e) State significant aviation facilities associated with the Mareeba Airport are protected from encroachment by sensitive land uses; and
 - (f) Development in the vicinity of airports, aerodromes and aviation infrastructure does not compromise public safety.

8.2.2.3 Criteria for assessment

Table 8.2.2.3 - Airport environs overlay code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Protection of operational airspace			
PO1 Development does not interfere with movement of aircraft or the safe operation of an airport or aerodrome where within the: (a) Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1) ; or (c) 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) ; or (d) 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	AO1.1 Development does not exceed the height of the Obstacle Limitation Surface (OLS) where located within the Airport environs: OLS area of: (a) Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) Cairns Airport identified on Airport environs overlay map (OM-002c.1) .	✓	Complies. The height of the proposed development does not intrude into the Mareeba Airport OLS.
	AO1.2 Development has a maximum height of 10 metres where within the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) .	n/a	Not applicable. The subject land is not within the 1 kilometre buffer.
	AO1.3 Development has a maximum height of 15 metres where within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	n/a	Not applicable. The subject land is not within the 3 kilometre buffer.
	Lighting		
PO2 Development does not include lighting that: (a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or (b) could distract or confuse pilots.	AO2 Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) does not: (a) involve external	n/a	Not applicable. The subject land is not within the 6 kilometre buffer.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and</p> <p>(b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.</p>		
Noise exposure			
<p>PO3 Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.</p>	<p>AO3 Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on Airport environs overlay map (OM-002d).</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the Airport environs: 20-25 ANEF area.</p>
Public safety			
<p>PO4 Development does not compromise public safety or risk to property.</p>	<p>AO4 Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on Airport environs overlay map (OM-002e).</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the Airport environs: Mareeba Airport public safety area.</p>
State significant aviation facilities associated with Mareeba Airport			
<p>PO5 Development does not impair the function of state significant aviation facilities by creating:</p> <p>(a) physical obstructions; or</p> <p>(b) electrical or electromagnetic interference; or</p> <p>(c) deflection of signals.</p>	<p>AO5.1 Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on Airport environs overlay map (OM-002a.1) does not exceed a height of 640 metres AHD.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the 600 metre buffer.</p>
	<p>AO5.2 Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on Airport environs overlay map (OM-002a) does not exceed a height of 950 metres AHD,</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the 4,000 metre buffer.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	unless associated with Hann Tableland Radar facility.		
	AO5.3 Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on Airport environs overlay map (OM-002a) unless associated with the Biboohra CVOR facility.	n/a	Not applicable. The subject land is not within the 200 metre buffer.
	AO5.4 Development within 'Airport environs: Zone B (1,500 metre buffer)' of the 'Biboohra CVOR' facility identified on Airport environs overlay map (OM-002a) , but outside 'Zone A (200 metre buffer)' identified on Airport environs overlay map (OM-002a) , does not include: (a) the creation of a permanent or temporary physical line of sight obstruction above 13 metres in height; or (b) overhead power lines exceeding 5 metres in height; or (c) metallic structures exceeding 7.5 metres in height; or (d) trees and open lattice towers exceeding 10 metres in height; or (e) wooden structures exceeding 13 metres in height.	n/a	Not applicable. The subject land is not within the 1,500 metre buffer.
For assessable development			
Mareeba Airport			
Protection of operational airspace			
PO6 Development within the vicinity of Mareeba Airport or an aerodrome does not interfere with the: (a) movement of aircraft; or (b) safe operation of the	AO6.1 Development involving sporting and recreational aviation activities such as parachuting, hot air ballooning or hang gliding, does not occur within the Airport environs: OLS area of:	n/a	Not applicable. The proposed development does not include any sporting and recreational aviation activities.

Performance outcomes	Acceptable outcomes	Complies	Comments
airport or facility.	(a) Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) Cairns Airport identified on Airport environs overlay map (OM-002c.1) .		
	A06.2 Development involving temporary or permanent aviation activities does not occur within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	n/a	Not applicable. The proposed development does involve temporary or permanent aviation activities.
PO7 Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.	A07 Development does not result in the emission of a gaseous plume, at a velocity exceeding 4.3 metres per second, or smoke, dust, ash or steam within: (a) the Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) the Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1) ; or (c) the 'Airport environs: Airport buffer - 1 kilometre' of a regional aerodrome identified on Airport environs overlay map (OM-002f) .	n/a	Not applicable. The proposed development will not result in the emission of a gaseous plume.

Performance outcomes	Acceptable outcomes	Complies	Comments
Managing bird and bat strike hazard to aircraft			
PO8 Development in the environs of Mareeba Airport or an aerodrome does not contribute to the potentially serious hazard from wildlife (bird or bat) strike.	AO8.1 Development within the 'Airport environs: Distance from airport - 8 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) provides that potential food and waste sources are covered and collected so that they are not accessible to wildlife.	✓	The subject land is within the 8 kilometre buffer. Rubbish bins will be provided as part of the development.
	AO8.2 Development within the 'Airport environs: Distance from airport - 3 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) does not include: (a) food processing; or (b) abattoir; or (c) intensive horticulture; or (d) intensive animal husbandry; or (e) garden centre; or (f) aquaculture.	n/a	Not applicable. The subject land is not within the 3 kilometre buffer.
	AO8.3 Putrescible waste disposal sites do not occur within the 'Airport environs: Distance from airport - 13 kilometres' Bird and bat strike zone of: (a) Mareeba Airport identified on Airport environs overlay map (OM-002b) ; or (b) Cairns Airport identified on Airport environs	n/a	Not applicable. The proposed development is not for putrescible waste disposal.

Performance outcomes	Acceptable outcomes	Complies	Comments
	overlay map (OM-002b.1).		

8.2.5 Extractive resources overlay code

8.2.5.1 Application

- (1) This code applies to assessing development where:
 - (a) land the subject of development is affected by a constraint category identified on the **Extractive resources overlay maps (OM-005a-e)**; and
 - (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

Note—Mining and extractive industry is appropriately reflected in the Strategic Framework Maps and Overlay Map 5 and is required to be mapped by State Government in response to Economic Growth State Interests.

8.2.5.2 Purpose

- (1) The purpose of the Extractive resources overlay code is to protect significant extractive resources and associated haulage routes to ensure that current and future extraction of resources is not compromised.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development in a 'Key resource processing area' or a 'Local resource area' does not compromise existing or future extractive operations;
 - (b) Development for Extractive industry within a 'Key resource processing area' or a 'Local resource area' ensures that adverse impacts from the use do not extend beyond the identified separation area;
 - (c) Uses incompatible with the adverse impacts of Extractive industry do not develop in a 'Key resource separation area' or a 'Local resource separation area';
 - (d) Development in a 'Key resource separation area' or a 'Local resource separation area' does not compromise the function of the separation area as a buffer between extractive industry and incompatible uses.
 - (e) 'Key resource transport routes' are protected and maintained; and
 - (f) Development considers the existing and future use of 'Key resource processing areas', 'Local resource areas', 'Key resource separation areas', 'Local resource separation areas' and 'Key resource transport routes' for Extractive industry and associated activities.

8.2.5.3 Criteria for assessment

Table 8.2.5.3 - Extractive resources overlay code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Haulage route			
PO1 Vehicular access to a 'Key resource transport route' identified on Extractive resources overlay map (OM-005e) does not adversely affect the safety or efficiency of the route for the existing or future transportation of extractive resources from a 'Key	AO1.1 No additional access to a 'Key resource transport route' identified on Extractive resources overlay map (OM-005e) is provided.	✓	The section of Rankin Street fronting the subject land is mapped as a Key resource transport route. The previous saw mill use had at least two (2) accesses via the Rankin Street

Performance outcomes	Acceptable outcomes	Complies	Comments
resource processing area' identified on Extractive resources overlay map (OM-005e) .			frontage and multiple on street car parking spaces exist along this frontage. The subject land and the proposed development is located in the centre of the Mareeba township and in the Centre zone. The two (2) proposed Rankin Street access points are appropriate and would comply with PO1.
	AO1.2 Development does not result in an increase in the number of vehicles accessing the site from a 'Key resource transport route' identified on Extractive resources overlay map (OM-005e) .	✓	See comment for AO1.1 above.
PO2 Development is appropriately located to minimise potential amenity impacts from the use of a 'Key resource transport route' identified on Extractive resources overlay map (OM-005e) for the existing or future transportation of extractive resources from a 'Key resource processing area' identified on Extractive resources overlay map (OM-005e) .	AO2.1 Sensitive land uses susceptible to heavy vehicle traffic impacts are setback 100 metres from any frontage to a 'Key resource transport route' identified on Extractive resources overlay map (OM-005e) .	n/a	Not applicable. The application does not involve a sensitive land use.
	AO2.2 New lots are not created wholly within 100 metres from any frontage to a 'Key resource transport route' identified on Extractive resources overlay map (OM-005e) .	n/a	Not applicable. No new lots are proposed.
For assessable development			
Key resource area			
PO3 Development in a 'Key	AO3 No acceptable outcome is	n/a	The subject land is not within a key

Performance outcomes	Acceptable outcomes	Complies	Comments
resource processing area' or a 'Local resource area' identified on Extractive resources overlay map (OM-005e) does not compromise existing or future extractive operations.	provided.		resource processing area.
Separation area			
PO4 Development in a 'Key resource separation area' or a 'Local resource separation area' identified on Extractive resources overlay map (OM-005e) does not compromise the function of the separation area as a buffer between Extractive industry and incompatible uses.	AO4 The number of people living, working or congregating in a 'Key resource separation area' or a 'Local resource separation area' identified on Extractive resources overlay map (OM-005e) does not increase, unless these people are directly associated with the use of a 'Key resource processing area' or a 'Local resource area' for Extractive industry.	n/a	The subject land is not within a key resource separation area or a Local resource separation area.
PO5 Development of Extractive industry in a 'Key resource separation area' or a 'Local resource separation area' identified on Extractive resources overlay map (OM-005e) does not result in adverse impacts beyond the separation area, having regard to: (a) noise; (b) dust; (c) ground vibrations; and (d) air blast overpressure .	AO5 No acceptable outcome is provided.	n/a	The proposed development is not an extractive industry.

8.2.11 Transport infrastructure overlay code

8.2.11.1 Application

- (1) This code applies to assessing development where:
- land the subject of development adjoins a rail corridor identified on the **Transport infrastructure overlay maps (OM-011a-j)**; and
 - it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

Note—State transport infrastructure is appropriately reflected in Overlay Map 11 and is required to be mapped by State Government in response to Infrastructure State Interests.

Note—The Transport infrastructure overlay includes mapped Transport Noise Corridors in accordance with section 246ZA of the Building Act. These corridors are mapped on **Transport infrastructure overlay maps (OM-011i-s)** for information purposes only. Development on land within a mapped corridor is not subject to any specific provisions under this planning scheme. The Queensland Development Code should be consulted in this respect.

8.2.11.2 Purpose

- (1) The purpose of the Transport infrastructure overlay code is to promote the ongoing and expanded use of rail corridors within the shire for the transportation of passengers and freight.
- (2) The purpose of the code will be achieved through the following overall outcomes:
- Active 'Rail corridors' are protected from adjoining land uses which may prejudice their ongoing and expanded use;
 - Inactive 'Rail corridors' are preserved and protected for potential reuse for passenger or freight movements;
 - Non-residential development adjoining a 'Rail corridor' does not prevent the future use of the rail corridor by the site; and
 - Development compliments the use of 'Rail corridors' for tourist activities.

8.2.11.3 Criteria for assessment

Table 8.2.11.3 – Transport infrastructure overlay code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
PO1 Development does prejudice the: <ol style="list-style-type: none"> ongoing operation of an active 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-011a-j); or the potential future use of an inactive 'Rail corridor' identified on the Transport infrastructure 	AO1 Buildings and structures are setback from a boundary with an active or inactive 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-011a-j) a minimum of: <ol style="list-style-type: none"> 40 metres where: <ol style="list-style-type: none"> in the Rural zone; and on a site with an area of 2 hectares or greater; or 5 metres otherwise. 	✓	The subject land adjoins the inactive Mareeba-Atherton rail corridor and is in proximity to the active Mareeba-Dimbulah rail corridor. The subject land is in the Centre zone. In respect of

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>overlay maps (OM-011a-j).</p>			<p>PO1(a), the proposed development achieves greater than the 5 metre setback to the active Mareeba-Dimbulah rail corridor.</p> <p>For PO1(b), the potential future use of the Mareeba-Atherton rail corridor is not reduced by the proposed development being built to the boundary along part of the rail corridor.</p> <p>The State was a referral agency for this development application due to the adjoining rail corridor. The State has conditionally approved the development.</p>
For assessable development			
<p>PO2 Non-residential development adjoining a rail corridor identified on the Transport infrastructure overlay maps (OM-011a-j) is designed to allow for the future use of the 'Rail corridor' by the land use.</p>	<p>AO2 No acceptable outcome is provided</p>	n/a	<p>Not applicable.</p> <p>All rail line infrastructure in the adjoining inactive rail corridor has been dismantled and removed.</p>
<p>PO3 Development adjoining a 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-011a-j) used for the transportation of tourists</p>	<p>AO3 No acceptable outcome is provided</p>	✓	<p>The proposed development will reinforce the established commercial character of the Mareeba central</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>is designed to:</p> <ul style="list-style-type: none"> (a) provide visual interest; (b) screen or enhance areas of limited visual interest; and (c) complement and enhance the character of the shire. 			<p>business district.</p> <p>A reasonable degree of landscaping is proposed to enhance the visual interest.</p>

9.3.2 Commercial activities code

9.3.2.1 Application

- (1) This code applies to assessing development where:
 - (a) involving Commercial activities; and
 - (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

9.3.2.2 Purpose

- (1) The purpose of the Commercial activities code is to ensure Commercial activities are appropriately located, designed and operated to service the Shire while not impacting on the character and amenity of the area.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Commercial activities meet the needs of the local community, visitors and tourists through safe, accessible and convenient points of service;
 - (b) Commercial activities have minimal impacts on the natural environment or the environmental values of the area;
 - (c) Commercial activities reinforce and do not prejudice the role and function of established or designated centres;
 - (d) Commercial activities minimise impacts on the character and amenity of the surrounding area and surrounding land uses, particularly residential uses; and
 - (e) Commercial activities do not compromise the viability of the hierarchy and network of centres.

9.3.2.3 Criteria for assessment

Table 9.3.2.3—Commercial activities code – For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
PO1 Buildings are finished with high quality materials, selected for their durability and contribution to the character of the area.	AO1 Building design does not incorporate: <ol style="list-style-type: none"> (a) highly reflective materials such as high performance glass or untreated galvanised metals; or (b) unrelieved, unpainted or un-rendered finishes; or (c) unarticulated concrete finishes; or (d) unarticulated cladding systems; or (e) fluorescent or iridescent paints; or (f) use of single colour or surface treatment. 	✓	The proposed development will be conditioned to comply. The plans submitted as part of the development application demonstrate a reasonable level of compliance.
If for Sales office			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 A Sales office is compatible with the built form, character and amenity of the surrounding area, having regard to: (a) duration of use; (b) size and scale; (c) intensity and nature of use; (d) number of employees; and (e) hours of operation.	AO2.1 The Sales office is limited in its duration to a period not greater than: (a) 2 years, where involving selling or displaying land or buildings (including a dwelling house, multiple dwelling, commercial or industrial buildings); or (b) 6 months, where involving land or buildings that can be won as a prize.	n/a	Not applicable. The proposed development is not a Sales Office.
	AO2.2 The Sales office does not exceed 100m ² gross floor area. Note—The Sales office may be located within part of a Dwelling house, Dual occupancy or Multiple dwelling for sale or that can be won as a prize.	n/a	Not applicable. The proposed development is not a Sales Office.
	AO2.3 No more than 3 employees work within the sales office at any one time.	n/a	Not applicable. The proposed development is not a Sales Office.
	AO2.4 The Sales office does not operate outside the hours of 8.00am to 6.00pm.	n/a	Not applicable. The proposed development is not a Sales Office.
PO3 A Sales office is located to be accessible to visitors.	PO3 The Sales office is established at the entrance to: (a) the estate or stage of the estate where involving multiple properties or dwellings; or (b) the building or land where involving a single property or dwelling.	n/a	Not applicable. The proposed development is not a Sales Office.
For assessable development			
Visual amenity and character			
PO4 Commercial activities	AO4 No acceptable outcome is provided.	✓	The proposed development will be conditioned to

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of:</p> <p>(a) air conditioning;</p> <p>(b) refrigeration plant;</p> <p>(c) mechanical plant; and</p> <p>(d) refuse bin storage areas.</p>			<p>comply.</p> <p>The plans submitted as part of the development application demonstrate a reasonable level of compliance.</p>
Location and size			
<p>PO5</p> <p>Commercial activities are located and designed:</p> <p>(a) to be commensurate to the scale and nature of land uses located and intended to be located in the immediate vicinity; and</p> <p>(b) consistent with the intent of the activity centre hierarchy for Mareeba Shire.</p>	<p>AO5</p> <p>No acceptable outcome is provided.</p>	✓	<p>The scale and location of the proposed shopping centre is commensurate with the established central business district and Mareeba's role as a major regional activity centre.</p>
If for Service station or Car wash			
<p>PO6</p> <p>The site is of a suitable size, shape and configuration to accommodate all aspects of the use, such as:</p> <p>(a) the building/s and associated storage areas;</p> <p>(b) any ancillary activities;</p> <p>(c) fuel delivery and service vehicles;</p> <p>(d) vehicle access and on site manoeuvrability; and</p> <p>(e) landscaping.</p>	<p>AO6.1</p> <p>The site has a:</p> <p>(a) minimum area of 1500m²; and</p> <p>(b) minimum frontage of:</p> <p>(i) 30 metres to each road where the site is a corner site; or</p> <p>(ii) 40 metres otherwise.</p>	n/a	<p>The proposed development is not for a service station or car wash.</p>
	<p>AO6.2</p> <p>Bulk fuel storage tanks are situated on the site no closer than 8 metres to any road frontage.</p>	n/a	<p>The proposed development is not for a service station or car wash.</p>
	<p>AO6.3</p> <p>Bulk fuel storage tanks are situated on the site:</p> <p>(a) so that fuel delivery vehicles are standing wholly within the site when discharging fuel into the tanks; and</p>	n/a	<p>The proposed development is not for a service station or car wash.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	(b) ensuring that the movement of other vehicles on the site is not restricted when fuel delivery occurs.		
	<p>AO6.4 Fuel pumps, car wash bays and facilities including air and water points are:</p> <p>(a) orientated to minimise vehicle conflicts associated with manoeuvring on site; and</p> <p>(b) located so that vehicles using or waiting to use the facilities are standing wholly within the site and in locations which do not restrict the movement of other vehicles on the site.</p>	n/a	The proposed development is not for a service station or car wash.
<p>PO7 The use must provide for the collection, treatment and disposal of all solid and liquid wastes such that:</p> <p>(a) the off-site release of contaminants does not occur; and</p> <p>(b) there are no significant adverse impacts on the quality of surface water or ground water resources.</p>	<p>AO7 No acceptable outcome is provided.</p>	n/a	The proposed development is not for a service station or car wash.

9.4.2 Landscaping code

9.4.2.1 Application

This code applies where it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

9.4.2.2 Purpose

- (1) The purpose of the Landscaping code is to ensure all development is landscaped to a standard that:
 - (a) complements the scale and appearance of the development;
 - (b) protects and enhances the amenity and environmental values of the site;
 - (c) complements and enhances the streetscape and local landscape character; and
 - (d) ensures effective buffering of incompatible land uses to protect local amenity.

- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Landscaping is a functional part of development design and is commensurate with the intended use;
 - (b) Landscaping accommodates the retention of existing significant on site vegetation where appropriate and practical;
 - (c) Landscaping treatments complement the scale, appearance and function of the development;
 - (d) Landscaping contributes to an attractive streetscape;
 - (e) Landscaping enhances the amenity and character of the local area;
 - (f) Landscaping enhances natural environmental values of the site and the locality;
 - (g) Landscaping provides effective screening both on site, if required, and between incompatible land uses;
 - (h) Landscaping provides shade in appropriate circumstances;
 - (i) Landscape design enhances personal safety and reduces the potential for crime and vandalism; and
 - (j) Intensive land uses incorporate vegetated buffers to provide effective screening of buildings, structures and machinery associated with the use.

9.4.2.3 Criteria for assessment

Table 9.4.2.3A—Landscaping code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
<p>PO1 Development, other than in the Rural zone, includes landscaping that:</p> <ul style="list-style-type: none"> (a) contributes to the landscape character of the Shire; (b) compliments the character of the immediate surrounds; (c) provides an appropriate balance between built and natural elements; and (d) provides a source of visual interest. 	<p>AO1 Development, other than in the Rural zone, provides:</p> <ul style="list-style-type: none"> (a) a minimum of 10% of the site as landscaping; (b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species; (c) for the integration of retained significant vegetation into landscaping areas; (d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual. <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	✓	<p>The subject land is in the Centre zone.</p> <p>The plans for the proposed development incorporate 1,646m² of landscaping. This equates to approximately 13% of the subject land.</p> <p>No significant vegetation remains on site.</p> <p>Compliance with the planning scheme policy and FNQROC Regional Development Manual will be conditioned.</p>
<p>PO2 Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> (a) creates an attractive streetscape; (b) compliments the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing; 	<p>AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species. 	✓	<p>The subject land is in the Centre zone.</p> <p>(a) Two (2) metre wide landscaping strips are proposed adjacent to the Byrnes Street car parking area and the Rankin Street loading dock.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(e) provide shade for pedestrians; and</p> <p>(f) includes a range and variety of planting.</p>	<p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>		<p>(b) Appropriate landscape strips are provided in other locations.</p> <p>(c) Compliance will be conditioned.</p>
<p>PO3 Development includes landscaping and fencing along side and rear boundaries that:</p> <p>(a) screens and buffer land uses;</p> <p>(b) assists to break up and soften elements of built form;</p> <p>(c) screens areas of limited visual interest;</p> <p>(d) preserves the amenity of sensitive land uses; and</p> <p>(e) includes a range and variety of planting.</p>	<p>AO3.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B.</p>	✓	<p>A two (2) metre wide landscape strip is provided along the southern boundary of the subject land.</p> <p>A 1.5 metre wide landscape strip is provided along the western boundary of the car park.</p>
	<p>AO3.2 Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <p>(a) are planted at a maximum spacing of 1 metre;</p> <p>(b) will grow to a height of at least 2 metres;</p> <p>(c) will grow to form a screen of no less than 2 metres in height; and</p> <p>(d) are mulched to a minimum depth of 0.1 metres with organic mulch.</p>	✓	<p>The proposed development will be conditioned to comply.</p>
	<p>AO3.3 Any landscape strip provided along a side or rear boundary is designed in accordance</p>	✓	<p>The proposed development will be conditioned to comply.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	with Planning Scheme Policy 6 - Landscaping and preferred plant species.		
PO4 Car parking areas are improved with a variety of landscaping that: <ul style="list-style-type: none"> (a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility. 	AO4.1 Landscaping is provided in car parking areas which provides: <ul style="list-style-type: none"> (a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces; (b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and (c) where involving a car parking area in excess of 500m²: <ul style="list-style-type: none"> (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping. <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p>	✓ Complies with PO4	AO4.1(a) - As the proposed development includes 166 on site car parks, 42 shade trees are required. AO4.1(b) - Not applicable. AO4.1(c) - Shade structures are proposed over 54 car parks, or 32.5% of the total number of car parks. Whilst this is less than the 50% called for by the acceptable solution, a significant number of shade trees will be required throughout the remainder of the car park. The proposed development satisfies PO4.
	AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	✓	The proposed development will be conditioned to comply.
PO5 Landscaping areas include a range and variety of planting that: <ul style="list-style-type: none"> (a) is suitable for the intended purpose 	AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.	✓	The proposed development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>and local conditions;</p> <p>(b) contributes to the natural character of the Shire;</p> <p>(c) includes native species;</p> <p>(d) includes locally endemic species, where practical; and</p> <p>(e) does not include invasive plants or weeds.</p>	<p>AO5.2 A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.</p>	✓	The proposed development will be conditioned to comply.
<p>PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.</p>	<p>AO6.1 Tree planting is a minimum of</p> <p>(a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and</p> <p>(b) 4 metres from any inspection chamber.</p>	✓	The proposed development will be conditioned to comply.
	<p>AO6.2 Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.</p>	✓	The proposed development will be conditioned to comply.
	<p>AO6.3 Vegetation adjoining an electricity substation boundary, at maturity, will have:</p> <p>(a) a height of less than 4 metres; and</p> <p>(b) no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.</p>	n/a	Not applicable.
For assessable development			
<p>PO7 Landscaping areas are designed to:</p> <p>(a) be easily maintained throughout the ongoing use of the</p>	<p>AO7 No acceptable outcome is provided.</p>	✓	The proposed development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
site; (b) allow sufficient area and access to sunlight and water for plant growth; (c) not cause a nuisance to occupants of the site or members of the public; and (d) maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles.			

Table 9.4.2.3B—Side and rear boundary landscape treatments

Location or use	Landscape Strip Minimum Width	Screen Fencing Minimum Height	Extent of treatment
Where car parking, servicing or manoeuvring areas adjoin a side or rear boundary	1 metre	Not applicable	To the extent these areas adjoin the boundary
Where involving a use other than a dwelling house on a site with a common boundary with land in the Low density residential zone, the Medium density residential zone or the Rural residential zone:	1.5 metres	1.8 metres	Along the common boundary.
Development for an industrial activity which has a common boundary with land not within the Industry zone	2 metres	1.8 metres	Along the common boundary
Development involving (a) Tourist park not in the Rural zone (b) Sales office (c) Multiple dwelling (d) Residential care facility; or (e) Dual occupancy	Not applicable	1.8 metres	Along all side and rear boundaries and between dwellings for a Dual occupancy.
Development involving (a) Tourist park in the Rural zone (b) Service station (c) Car wash; or (d) Utility installation	2 metres	Not applicable	Along all side and rear boundaries
For: (a) waste storage; (b) equipment; (c) servicing areas; and (d) private open space and site facilities associated with Caretaker's accommodation.	Not applicable	1.8 metres	To prevent visibility

Note—Where more than one landscape treatment is applicable to a development in the above table, the development is to provide a landscape treatment that satisfies all applicable minimum specifications.

9.4.3 Parking and access code

9.4.3.1 Application

This code applies to assessing development where it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

9.4.3.2 Purpose

- (1) The purpose of the Parking and access code is to ensure:
 - (a) parking areas are appropriately designed, constructed and maintained;
 - (b) the efficient functioning of the development and the local road network; and
 - (c) all development provides sufficient parking, loading/service and manoeuvring areas to meet the demand generated by the use.

- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land uses have a sufficient number of parking and bicycle spaces designed in a manner to meet the requirements of the user;
 - (b) Parking spaces and associated manoeuvring areas are safe, functional and provide equitable access;
 - (c) Suitable access for all types of vehicles likely to utilise a parking area is provided in a way that does not compromise the safety and efficiency of the surrounding road network;
 - (d) Premises are adequately serviced to meet the reasonable requirements of the development; and
 - (e) End of trip facilities are provided by new major developments to facilitate alternative travel modes.

9.4.3.3 Criteria for assessment

Table 9.4.3.3A—Parking and access code – For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Car parking spaces			
PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the: <ol style="list-style-type: none"> (a) nature of the use; (b) location of the site; (c) proximity of the use to public transport services; (d) availability of active transport infrastructure; and (e) accessibility of the use to all members of the community. 	AO1 The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B . Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.	✓ Car parking numbers satisfy AO1 Service Vehicle spaces complies with PO1	Table 9.4.3.3B specifies parking for shopping centre development at the following rate: <ul style="list-style-type: none"> • One space per 50m² or part thereof up to 400m² GFA and one space per 25m² or part thereof of GFA above 400m² • One AV space per 1,000m²; and One SRV space per 500m²; or one SRV space per every 2 specialty uses, whichever the greater The proposed

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>shopping centre has a GFA of 3,666m².</p> <p>Applying the planning schemes car parking rate to the propose development generates:</p> <p>First 400m² GFA - 8 spaces Remaining 3,266m² GFA - 131 spaces</p> <p>Total requirement of 139 car parking spaces.</p> <p>The proposed development will provide for 166 on site car parking spaces.</p> <p>The proposed development does not meet the acceptable outcome for service vehicles. The applicant has undertaken an assessment of the development against PO1.</p> <p><i>“Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the”</i></p> <p><i>(a) Nature of the use</i></p> <p>The proposed development has provided two (2) articulated vehicle (AV) spaces and one (1) heavy ridged vehicle (HRV) space. The AV spaces are provided in the rear loading dock and intended to be utilised for deliveries to the supermarket, while</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>the HRV space has been provided behind the 200m² retail space and is intended to be used for deliveries for the specialty stores as well as for refuse collection (refuse collection will also occur from the rear loading dock).</p> <p>Based on the operation of equivalent established shopping centres in Mareeba, the service vehicle arrangements/numbers are considered adequate for the nature of the use.</p> <p><i>(b) Location of the site</i></p> <p>Not relevant for service vehicles.</p> <p><i>(c) Proximity of the use to public transport services</i></p> <p>Not relevant for service vehicles.</p> <p><i>(d) Availability of active transport infrastructure</i></p> <p>Not relevant for service vehicles.</p> <p><i>(e) Accessibility of the use to all members of the community</i></p> <p>Not relevant for service vehicles.</p>
Vehicle crossovers			
PO2 Vehicle crossovers are	AO2.1 Vehicular access	✓	The proposed development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>provided to:</p> <p>(a) ensure safe and efficient access between the road and premises;</p> <p>(b) minimize interference with the function and operation of roads; and</p> <p>(c) minimise pedestrian to vehicle conflict.</p>	<p>to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p>		
	<p>AO2.2 Development on a site with two or more road frontages provides vehicular access from:</p> <p>(a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</p> <p>(b) from the lowest order road in all other instances.</p>	✓	Access from Byrnes Street (State controlled road) has been given conditional approval by the Department of Infrastructure Local Government and Planning.
	<p>AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E.</p>	n/a	Not applicable.
<p>PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to:</p> <p>(a) the intensity of anticipated vehicle movements;</p> <p>(b) the nature of the use that they service; and</p> <p>(c) the character of the surrounding locality.</p>	<p>AO3 Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C.</p>	✓	The proposed development will be conditioned to comply.
For assessable development			
Parking area location and design			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO4 Car parking areas are located and designed to:</p> <p>(a) ensure safety and efficiency in operation; and</p> <p>(b) be consistent with the character of the surrounding locality.</p>	<p>AO4.1 Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.</p>	✓	The development complies.
	<p>AO4.2 Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.</p>	✓	The development complies.
	<p>AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.</p>	✓	The development complies.
	<p>AO4.4 Parking and any set down areas are:</p> <p>(a) wholly contained within the site;</p> <p>(b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone;</p> <p>(c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement</p>	✓	The development complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
	(d) facility; and provided at the side or rear of a building in all other instances.		
Site access and manoeuvring			
PO5 Access to, and manoeuvring within, the site is designed and located to: <ul style="list-style-type: none"> (a) ensure the safety and efficiency of the external road network; (b) ensure the safety of pedestrians; (c) provide a functional and convenient layout; and (d) accommodate all vehicles intended to use the site. 	AO5.1 Access and manoeuvrability is in accordance with : <ul style="list-style-type: none"> (a) AS28901 – Car Parking Facilities (Off Street Parking); and (b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities. <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	✓	The proposed development will be conditioned to comply.
	AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTROADS.	✓	The proposed development will be conditioned to comply.
	AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.	✓	The development complies.
	AO5.4 Pedestrian and cyclist access to the site: <ul style="list-style-type: none"> (a) is clearly defined; (b) easily identifiable; and (c) provides a connection between the site frontage and the 	✓	The development complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
	entrance to buildings and end of trip facilities (where provided).		
PO6 Development that involves an internal road network ensures that it's design: <ul style="list-style-type: none"> (a) ensure safety and efficiency in operation; (b) does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of: <ul style="list-style-type: none"> (i) hours of operation; (ii) noise (iii) light; and (iv) odour; (c) accommodates the nature and volume of vehicle movements anticipated to be generated by the use; (d) allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and (e) in the Rural zone, avoids environmental degradation. 	AO6.1 Internal roads for a Tourist park have a minimum width of: <ul style="list-style-type: none"> (a) 4 metres if one way; or (b) 6 metres if two way. 	n/a	Not applicable. The proposed development is not a tourist park.
	AO6.2 For a Tourist park, internal road design avoids the use of cul-de-sacs in favour of circulating roads, where unavoidable, cul-de-sacs provide a full turning circle for vehicles towing caravans having: <ul style="list-style-type: none"> (a) a minimum approach and departure curve radius of 12 metres; and (b) a minimum turning circle radius of 8 metres. 	n/a	Not applicable. The proposed development is not a tourist park.
	AO6.3 Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.	✓	The proposed development will be conditioned to comply.
	AO6.4 Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or	✓	The proposed development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	Rural activity, in accordance with Complete Streets.		
	AO6.5 Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.	✓	The proposed development will be conditioned to comply.
	AO6.6 Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.	n/a	Not applicable. The application does not involve an accommodation activity.
	AO6.7 For an Energy and infrastructure activity or Rural activity, internal road gradients: (a) are no steeper than 1:5; or (b) are steeper than 1:5 and are sealed.	n/a	Not applicable.
Servicing			
PO7 Development provides access, maneuvering and servicing areas on site that: (a) accommodate a service vehicle commensurate with the likely demand generated by the use;	AO7.1 All unloading, loading, service and waste disposal areas are located: (a) on the site; (b) to the side or rear of the building, behind	✓	The development complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(b) do not impact on the safety or efficiency of internal car parking or maneuvering areas;</p> <p>(c) do not adversely impact on the safety or efficiency of the road network;</p> <p>(d) provide for all servicing functions associated with the use; and</p> <p>(e) are located and designed to minimise their impacts on adjoining sensitive land uses and streetscape quality.</p>	<p>the main building line;</p> <p>(c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.</p>		
	<p>A07.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p>	✓	The development complies.
	<p>A07.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B.</p>	✓	The development complies.
Maintenance			
<p>PO8 Parking areas are used and maintained for their intended purpose.</p>	<p>A08.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.</p>	✓	The proposed development will be conditioned to comply.
	<p>A08.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.</p>	✓	The proposed development will be conditioned to comply.
End of trip facilities			
<p>PO9 Development within the Centre zone; Industry zone</p>	<p>A09.1 The number of bicycle parking spaces</p>	✓	<p>Table 9.4.3.3D requires 12 spaces.</p> <p>The proposed</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
or Emerging community zone provides facilities for active transport users that:	provided for the use is in accordance with Table 9.4.3.3D .		development provides 15 spaces.
(a) meet the anticipated demand generated from the use;	AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3D .	✓ Complies with PO9	Table 9.4.3.3D calls for (1) accessible shower per 10 bicycle spaces and secure lockers for 20% of building staff.
(b) comprise secure and convenient bicycle parking and storage; and			Building staff is calculated at 1 staff member per 60m ² of net lettable area or 59.9 staff members.
(c) provide end of trip facilities for all active transport users.			The proposed development provides for 1 shower and 10 lockers, a shortfall of 2 lockers. The proposed development complies with PO9 despite the small shortfall in locker numbers.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			
PO10 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.	AO10 A traffic impact report is prepared by a suitably qualified person that identifies: (a) the expected traffic movements to be generated by the facility; (b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts.	n/a	Not applicable. The proposed development does not include any of the nominated uses.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO11 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p>AO11 A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> (d) the expected traffic movements to be generated by the facility; (e) any associated impacts on the road network; and (f) any works that will be required to address the identified impacts. 	<p>n/a</p>	<p>Not applicable.</p> <p>The proposed development does not include any of the nominated uses.</p>

Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Adult store	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 20m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p>	One SRV space.
Agricultural supplies store	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 30m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p>Queuing for 3 vehicles should be supplied where a GFA is greater than 600m².</p>	One HRV space.
Air services	<p><u>If Self-assessable development:</u> One space per 90m² or part thereof of net lettable area; or</p> <p><u>If Assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> One space per 200m² or part thereof of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Animal husbandry	<p><u>If self-assessable development:</u> One space.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Animal keeping	Minimum of three spaces or one space per 200m ² of use area, whichever is greater.	One SRV space.
Aquaculture	<p><u>If self-assessable development:</u></p> <ul style="list-style-type: none"> • In the rural or rural residential zones - two spaces; or • Enclosed within a building - one space per 90m² of net lettable area. <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Brothel	As determined by Council.	As determined by Council.
Bulk landscape supplies	Minimum of five spaces or one space per 250m ² of use area, whichever is greater.	One AV if the site has an area of greater than 2,000m ² ; or One HRV space.
Car wash	Minimum of two parking spaces plus 1 car queuing space for each car wash or service bay and parking at rates applicable to ancillary use/s.	One AV space.
Caretaker's accommodation	One space per dwelling unit.	Nil.
Cemetery	As determined by Council.	As determined by Council.
Child care centre	A minimum of 3 spaces will be required to be used for setting down and picking up of children, plus one space per 10 children for staff parking.	One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Club	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	One SRV space; and One HRV space if greater than 500m ² .
Community care centre	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	One SRV space.
Community residence	Three spaces.	Nil.
Community use	Minimum of 5 spaces per use or one space per 50m ² or part thereof of GFA, whichever is greater.	One SRV space if greater than 500m ² GFA.
Crematorium	One space per 30m ² GFA or part thereof.	As determined by Council.
Cropping	<u>If self-assessable development:</u> Two spaces. <u>If assessable development:</u> As determined by Council.	<u>If self-assessable development:</u> Nil. <u>If assessable development:</u> As determined by Council.
Detention facility	As determined by Council.	As determined by Council.
Dual occupancy	One covered space per dwelling; and One visitor space.	Nil.
Dwelling house	One covered space per dwelling house. One space per secondary dwelling.	Nil.
Dwelling unit	One covered space per dwelling unit. A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.	Nil

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Educational establishment	<p>For all establishments: 1 space per every 10 students plus 1 space per employee, and</p> <p>Provision for 3 vehicles for loading and unloading of passengers in addition to the requirements above.</p>	<p>For self-assessable development: One HRV space; and One SRV space; and A minimum of 3 Bus / coach parking / set down areas.</p> <p>For assessable development: As determined by Council.</p>
Emergency services	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	As determined by Council.
Environment facility	As determined by Council.	As determined by Council.
Extractive industry	As determined by Council.	As determined by Council.
Food and drink outlet	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Drive-through:</u> Queuing spaces for 6 passenger vehicles within the site boundaries.</p> <p>One service vehicle space per use or one service vehicle space per 1,000m² GFA, whichever is greater.</p>	One HRV space.
Function facility	One space per 30m ² or part thereof of GFA.	One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Funeral parlour	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One SRV space.
Garden centre	<p>A minimum of 5 spaces for customer parking or one space per 150m² or part thereof of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m² use area, whichever is greater.</p>	One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space.
Hardware and trade supplies	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space.
Health care services	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside the Centre zone:</u> One space per 20m² of or part thereof of net lettable area.</p>	One SRV space per 500m ² GFA.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
High industry impact	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Home business based	<u>Bed and breakfasts:</u> One space per guest room. <u>Other home based business:</u> One space for home based business and one covered space for the dwelling.	Nil.
Hospital	One space per 6 residential care beds. One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.	One HRV space. One SRV for every 800m ² of GFA and part thereof; and One space for an emergency vehicle.
Hostel	<u>Inside the Centre zone:</u> One space per 15 beds. <u>Outside the Centre zone:</u> One space per 8 beds.	One SRV space. One space for a 20 seater bus.
Hotel	One space per 10m ² or part thereof of GFA per bar, beer garden and other public area. One space per 50m ² or part thereof of GFA per bulk liquor sales area. One space per guest room.	One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Indoor sport and recreation	<p><u>If self-assessable development:</u> One space per 25m² of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p>An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite</p> <p>Internal dedicated taxi bays provided within 200 metres of the site entrance.</p>
Intensive animal industries	<p><u>If self-assessable development:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	One SRV space.
Intensive horticulture	<p><u>If self-assessable development:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Landing	As determined by Council.	As determined by Council.
Low impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Major electricity infrastructure	As determined by Council.	As determined by Council.
Major sport, recreation and entertainment facility	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Marine industry	One space per 90m ² GFA or part thereof.	One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space.
Market	As determined by Council.	As determined by Council.
Medium impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Motor sport facility	As determined by Council.	As determined by Council.
Multiple dwelling	<p>One covered space per dwelling.</p> <p>One dedicated vehicle wash-down bay for premises containing 5 or more dwellings.</p> <p>A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.</p>	Nil.
Nature-based tourism	One space per dwelling; or 0.75 spaces per guest room if in dormitory or shared facilities.	As determined by Council.
Nightclub entertainment facility	One space per 60m ² GFA or part thereof.	Nil.
Non-resident workforce accommodation	One space per dwelling unit.	Nil.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Office	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One SRV space.
Outdoor sales	<p>A minimum of 5 spaces for customer parking or one space per 150m² of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m², whichever is greater.</p>	One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space.
Outdoor sport and recreation	<p>Coursing, horse racing, pacing or trotting:</p> <ul style="list-style-type: none"> • One space per five seated spectators; plus • One space per 5m² of other spectator areas. <p>Football:</p> <ul style="list-style-type: none"> • 50 spaces per field. <p>Lawn bowls:</p> <ul style="list-style-type: none"> • 30 spaces per green. <p>Swimming pool:</p> <ul style="list-style-type: none"> • 15 spaces; plus • One space per 100m² of useable site area. <p>Tennis or other Court:</p> <ul style="list-style-type: none"> • Four spaces per court. <p>Golf Course:</p> <ul style="list-style-type: none"> • Four spaces per tee on the course; plus • One space per 50m² of net lettable area. <p><u>Any other use:</u> As determined by council.</p>	<p>An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite</p> <p>Internal dedicated taxi bays provided within 200 metres of the site entrance.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Park	As determined by Council.	As determined by Council.
Parking station	Not applicable	Nil.
Permanent plantation	<p><u>If self-assessable development:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Place of worship	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	One SRV space.
Port services	As determined by Council.	As determined by Council.
Relocatable home park	One space for each home site plus 1 space for each 5 home sites or part thereof for visitors.	One HRV space.
Renewable energy facility	As determined by Council.	As determined by Council.
Research and technology industry	One space per 90m ² GFA or part thereof.	One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space.
Residential care facility	One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.	One SRV space; and One space for an emergency vehicle.
Resort complex	As determined by Council.	As determined by Council.
Retirement facility	One covered space per unit and 0.5 spaces for visitors parking.	One SRV space; and One space for an emergency vehicle.
Roadside stall	One space per stall.	Nil.
Rural industry	One space per 90m ² GFA or part thereof.	One AV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Rural workers' accommodation	<p><u>If Self-assessable development:</u> Nil</p> <p><u>If Assessable development:</u> As determined by Council.</p>	<p><u>If Self-assessable development:</u> Nil</p> <p><u>If Assessable development:</u> As determined by Council.</p>
Sales office	One space per 25m ² GFA or part thereof.	Nil.
Service industry	<p>Exempt where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One HRV space if the site is greater than 2,000m ² , otherwise One SRV space.
Service station	Minimum of four spaces plus car parking at rates applicable to ancillary use/s.	One AV space.
Shop	<p>Exempt where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One HRV space if the site is greater than 2,000m ² , otherwise One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Shopping centre	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 25m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p>	<p>One AV space per 1,000m²; and One SRV space per 500m²; or One SRV space per every 2 specialty uses, whichever the greater.</p>
Short-term accommodation	One space per unit.	<p>One HRV space if involves the serving of food or beverage; otherwise One SRV space.</p>
Showroom	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	<p>One AV space and One SRV space if the site is greater than 2,000m²; or One HRV space; and One SRV Space.</p>
Special industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Substation	<p><u>If assessable development:</u> As determined by Council.</p>	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Telecommunications facility	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Theatre	One space per 15m ² or part thereof of net lettable area, or one space per 5 seated spectators whichever is the greater.	One SRV space.
Tourist attraction	As determined by Council.	As determined by Council.
Tourist park	<p>One space within each accommodation site plus 1 additional visitor space per 10 accommodation sites.</p> <p>Queuing for 2 vehicles towing caravans and 1 holding bay for a vehicle towing a caravan plus additional queuing for 1 vehicle towing a caravan per 40 accommodation sites.</p>	One HRV space.
Transport depot	One space per 125m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Utility installation	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Veterinary services	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside Centre zone:</u> One space per 20m² or part thereof of net lettable area.</p>	One HRV space if greater than 500m ² GFA; and One SRV space per 500m ² GFA.
Warehouse	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Wholesale nursery	As determined by Council.	As determined by Council.
Winery	As determined by Council.	As determined by Council.

Note—Any use not herein defined - as determined by Council.

Table 9.4.3.3C—Pavement Standards for Access, Manoeuvring and Car Parking areas

Zone	Compacted Gravel Base (minimum thickness)	Surfacing Options
All development other than dwelling house		
All zones other than the Conservation zone or the Rural zone	75mm	Reinforced concrete with a minimum thickness of: <ul style="list-style-type: none"> • 100mm for parking areas; and • 150mm for access ways.
	150mm	Asphalt with a minimum thickness of 25mm
	150mm	Two coat sprayed bitumen seal
	150mm	Concrete pavers
Conservation zone or Rural zone	Not applicable	Minimum 150mm thickness compacted gravel suitable for all weather and dust free
Dwelling house		
All zones	75mm	Reinforced concrete with a minimum thickness of: <ul style="list-style-type: none"> • 100mm for parking areas; and • 150mm for access ways.
	150mm	Asphalt with a minimum thickness of 25mm
	150mm	Two coat sprayed bitumen seal
	150mm	Concrete pavers
	Not applicable	Minimum 150mm thickness compacted gravel suitable for all weather and dust free

Note—Where more than one surfacing option is listed, any one of the treatments listed may be provided.

Table 9.4.3.3D—Bicycle Parking and End of Trip Facility Requirements

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Commercial activities	<p>New or redeveloped commercial activities buildings (other than a shopping centre), provide:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 8% of building staff (based on one person per 60m² Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • visitor facilities: <ul style="list-style-type: none"> - one bicycle rack space per 750m² NLA or part thereof; and - bicycle parking, signposted; and adjacent to a major public entrance to the building. 	<p>New or redeveloped commercial activities buildings (other than a shopping centre), provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one shower per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in the changing facilities for 20% of building staff (based on one person per 60m² GLA to cater for walkers, cyclists and other active users.
Community use	Four spaces per 1,500m ² GFA.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Educational establishment	<p>New or redeveloped education facilities, provide:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 8% of building staff (based on one person per 75m² GLA). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • For students: <ul style="list-style-type: none"> - minimum of 8% of the peak number of students using the building at any one time (with 75% occupancy); and - bicycle storage within 100m of the building front entrance(s); or added to the campus central bicycle storage area. 	<p>New or redeveloped education facilities, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in changing facilities for 20% of building staff (based on one person per 75m² GLA) to cater for cyclists, walkers and other active users.
Food & drink outlet	One space per 100m ² GFA.	As determined by Council.
Function facility	One space per 300m ² GFA.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Health care services	<p>New or redeveloped healthcare facilities, provide the following facilities:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 5% of building staff (based on one person per 75m² GLA). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • For visitors: <ul style="list-style-type: none"> - facilities with in-patient accommodation provide one space per each 30 beds; - facilities without in-patient accommodation provide one space per each 4 practitioners; - aged care facilities provide one space per each 60 beds; - In every instance above, provide a minimum of 5 bicycle parking spaces; and - bicycle parking provided: in an accessible location, signposted and within 10m a major public entrance to the building. 	<p>New or redeveloped healthcare facilities, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in changing facilities for 20% of building staff (based on one person per 75m² GLA) to cater for cyclists, walkers and other active users.
Hospital	As determined by Council.	As determined by Council.
Hostel	One space per 4 letting rooms.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Indoor sport and recreation	One space per employee plus 1 space per 200m ² GFA	As determined by Council.
Park	As determined by Council.	As determined by Council.
Short term accommodation	One space per 4 letting rooms.	As determined by Council.
Shop or Shopping centre	<p>New or redeveloped shopping centres, provide:</p> <ul style="list-style-type: none"> For employees - secure bicycle storage for 8% of building staff (based on one person per 60m² Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and visitor facilities: <ul style="list-style-type: none"> - one space per 500m² GLA or part thereof for centres under 30,000m²; or - one space per 750m² GLA or part thereof for centres between 30,000m² and 50,000m²; and - bicycle parking is signposted and within 10m of a major public entrance to the building. 	<p>New or redeveloped shopping centres, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> accessible showers at the rate of one shower per 10 bicycle spaces provided or part thereof; changing facilities adjacent to showers; and secure lockers in the changing facilities for 20% of building staff (based on one person per 60m² GLA to cater for walkers, cyclists and other active users.
Theatre	One space per 100m ² GFA.	As determined by Council.

Table 9.4.3.3E—Vehicular Access for Specific Uses

Use	Design
Dwelling house	A secondary dwelling shares a vehicle crossover with the Dwelling house.
Car wash	<p>Site access involves:</p> <p>(a) a maximum width of 9 metres of any vehicle crossover across a</p>

Service station	<p>footpath;</p> <p>(b) a minimum separation of 12 metres between any vehicle crossover and a road intersection;</p> <p>(c) a separate entrance and exit; and</p> <p>(d) a minimum separation between vehicle crossovers of 14 metres.</p>
Industrial activities	Each lot is provided with no more than one access point every 15 metres.
Roadside stall	A single vehicular access point is provided to the site.
Tourist park	<p>(a) a single vehicular access point is provided to the site; and</p> <p>(b) no accommodation site has individual vehicular access.</p>

9.4.5 Works, services and infrastructure code

9.4.5.1 Application

- (1) This code applies to assessing development where it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

9.4.5.2 Purpose

- (1) The purpose of the Works, services and infrastructure code is to ensure that all development is appropriately serviced by physical infrastructure, public utilities and services and that work associated with development is carried out in a manner that does not adversely impact on the surrounding area.
- (2) The purpose of the code will be achieved through the following overall outcomes:
- (a) Development provides an adequate, safe and reliable supply of potable, fire-fighting and general use water in accordance with relevant standards;
 - (b) Development provides for the treatment and disposal of wastewater and ensures there are no adverse impacts on water quality, public health, local amenity or ecological processes;
 - (c) Development provides for the disposal of stormwater and ensures that there are no adverse impacts on water quality or ecological processes;
 - (d) Development connects to the road network and any adjoining public transport, pedestrian and cycle networks while ensuring no adverse impacts on the safe, convenient and efficient operation of these networks;
 - (e) Development provides electricity and telecommunications services that meet its desired requirements;
 - (f) Development is connected to a nearby electricity network with adequate capacity without significant environment, social or amenity impact;
 - (g) Development does not affect the efficient functioning of public utility mains, services or installations;
 - (h) Infrastructure dedicated to Council is cost effective over its life cycle;
 - (i) Work associated with development does not cause adverse impacts on the surrounding area; and
 - (j) Development prevents the spread of weeds, seeds or other pests.

9.4.5.3 Criteria for assessment

Table 9.4.5.3 - Works, services and infrastructure code – For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Water supply			
PO1 Each lot has an adequate volume and supply of water that: <ul style="list-style-type: none"> (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, 	AO1.1 Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other	✓	The proposed development will be connected to the Mareeba reticulated water supply system in accordance with the FNQROC Regional Development

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>safety and convenience of the community; and</p> <p>(d) minimises adverse impacts on the receiving environment.</p>	<p>than where located:</p> <p>(a) in the Conservation zone, Rural zone or Rural residential zone; and</p> <p>(b) outside a reticulated water supply service area.</p>		Manual.
	<p>AO1.2</p> <p>Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with:</p> <p>(a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or</p> <p>(b) on-site water storage tank/s:</p> <p>(i) with a minimum capacity of 90,000L;</p> <p>(ii) fitted with a 50mm ball valve with a camlock fitting; and</p> <p>(iii) which are installed and connected prior to the occupation or use of the development.</p>	n/a	Not applicable.
Wastewater disposal			
<p>PO2</p> <p>Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <p>(a) meets the needs of users;</p> <p>(b) is adequate for fire-fighting purposes;</p> <p>(c) ensures the health, safety and convenience of the</p>	<p>AO2.1</p> <p>Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <p>(a) in the Conservation zone, Rural zone or Rural</p>	✓	The proposed development will be connected to the Mareeba reticulated sewerage system in accordance with the FNQROC Regional Development Manual.

Performance outcomes	Acceptable outcomes	Complies	Comments
(d) community; and minimises adverse impacts on the receiving environment.	(b) residential zone; and outside a reticulated sewerage service area.		
	AO2.2 An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located: <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. 	n/a	Not applicable.
Stormwater infrastructure			
PO3 Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.	AO3.1 Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	The proposed development will connect to the stormwater infrastructure. The proposed development will be conditioned to comply.
	AO3.2 On-site drainage systems are constructed: <ul style="list-style-type: none"> (a) to convey stormwater from the premises to a lawful point of discharge; and (b) in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual. 	✓	The proposed development will be conditioned to comply.
Electricity supply			
PO4 Each lot is provided with an adequate supply of	AO4 The premises: <ul style="list-style-type: none"> (a) is connected to the 	✓	The subject land, and proposed development will be

Performance outcomes	Acceptable outcomes	Complies	Comments
electricity	<p>electricity supply network; or</p> <p>(b) has arranged a connection to the transmission grid; or</p> <p>(c) where not connected to the network, an independent energy system with sufficient capacity to service the development (at near average energy demands associated with the use) may be provided as an alternative to reticulated electricity where:</p> <p>(i) it is approved by the relevant regulatory authority; and</p> <p>(ii) it can be demonstrated that no air or noise emissions; and</p> <p>(iii) it can be demonstrated that no adverse impact on visual amenity will occur.</p>		connected to the electricity supply network.
Telecommunications infrastructure			
PO5 Each lot is provided with an adequate supply of telecommunication infrastructure	AO5 Development is provided with a connection to the national broadband network or telecommunication services.	✓	The subject land has access to telecommunications infrastructure.
Existing public utility services			
PO6 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.	AO6 Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC	✓	The proposed development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	Regional Development Manual.		
Excavation or filling			
PO7 Excavation or filling must not have an adverse impact on the: (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or (f) privacy of adjoining premises.	A07.1 Excavation or filling does not occur within 1.5 metres of any site boundary.	✓	The subject land does not require excavation or filling.
	A07.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	✓	The subject land does not require excavation or filling.
	A07.3 Earthworks batters: (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and (e) are retained.	✓	The subject land does not require excavation or filling.
	A07.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from: (a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.	✓	The subject land does not require excavation or filling.
	A07.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	The subject land does not require excavation or filling.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>A07.6 Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	✓	The subject land does not require excavation or filling.
	<p>A07.7 Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	✓	The subject land does not require excavation or filling.
For assessable development			
Transport network			
<p>PO8 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.</p>	<p>A08.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	✓	The proposed development will be conditioned to comply.
	<p>A08.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.</p>	✓	The proposed development will be conditioned to comply.
Public infrastructure			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO9</p> <p>The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.</p>	<p>AO9</p> <p>Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	The proposed development will be conditioned to comply.
Stormwater quality			
<p>PO10</p> <p>Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <p>(a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters;</p> <p>(b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies;</p> <p>(c) achieve specified water quality objectives;</p> <p>(d) minimise flooding;</p> <p>(e) maximise the use of natural channel design principles;</p> <p>(f) maximise community benefit; and</p> <p>(g) minimise risk to public safety.</p>	<p>AO10.1</p> <p>The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <p>(a) a Stormwater Management Plan and Report that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; and</p> <p>(b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including:</p> <p>(i) drainage control;</p> <p>(ii) erosion control;</p> <p>(iii) sediment control; and</p> <p>(iv) water quality outcomes.</p>	✓	The proposed development will be conditioned to comply.
	<p>AO10.2</p> <p>For development on land greater than 2,500m² or that</p>	✓	The proposed development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <ul style="list-style-type: none"> (a) meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline; (b) is consistent with any local area stormwater water management planning; (c) accounts for development type, construction phase, local climatic conditions and design objectives; and (d) provides for stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity. 		
<p>PO11 Storage areas for stormwater detention and retention:</p> <ul style="list-style-type: none"> (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality 	<p>AO11 No acceptable outcome is provided.</p>	✓	<p>The proposed development will be conditioned to comply.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
objectives; (c) where possible, provide for recreational use; (d) maximise community benefit; and (e) minimise risk to public safety.			
Excavation or filling			
PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.	AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.	✓	The subject land does not require excavation or filling.
	AO12.2 Transportation of fill to or from the site does not occur: (a) within peak traffic times; and (b) before 7am or after 6pm Monday to Friday; (c) before 7am or after 1pm Saturdays; and (d) on Sundays or Public Holidays.	✓	The subject land does not require excavation or filling.
PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	AO13.1 Dust emissions do not extend beyond the boundary of the site.	✓	The subject land does not require excavation or filling.
	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	✓	The subject land does not require excavation or filling.
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	✓	The subject land does not require excavation or filling.
PO14 Access to the premises (including driveways and paths) does not have an adverse impact on: (a) safety; (b) drainage;	AO14 Access to the premises (including all works associated with the access): (a) must follow as close as possible to the existing contours;	✓	The subject land does not require excavation or filling.

Performance outcomes	Acceptable outcomes	Complies	Comments
(c) visual amenity; and (d) privacy of adjoining premises.	(b) be contained within the premises and not the road reserve, and (c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.		
Weed and pest management			
PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	AO15 No acceptable outcome is provided.	✓	The proposed development will be conditioned to comply.
Contaminated land			
PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants	AO16 Development is located where: (a) soils are not contaminated by pollutants which represent a health or safety risk to users; or (b) contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.	✓	A site management plan has been approved for the subject land.
Fire services in developments accessed by common private title			
PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of: (a) 120 metres for residential development; and (b) 90 metres for any other development.	n/a	Not applicable. The proposed development is not accessed by common property.
	AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.	n/a	Not applicable. The proposed development is not accessed by common property.

