Assessment of application against relevant Development Codes

APPLICATION DETAILS

APPLICATION		PREMISES	
FILE NO:	MCU/20/0003	**ADDRESS:**	112 Barnwell Road, Kuranda
APPLICANT:	Reever and Ocean Pty Ltd	**RPD:**	Lot 17 on SP296830 & Lot 22 on SP304952
LODGED BY:	wildPLAN Pty Ltd	**AREA:**	170.82 hectares
DATE LODGED:	25 February 2020	**OWNER:**	Reever and Ocean Pty Ltd
TYPE OF APPROVAL:	Development Permit		
PROPOSED DEVELOPMENT:	Material Change of Use - Nature-based tourism (natural environment, culture and heritage appreciation)		
PLANNING SCHEME:	Mareeba Shire Council Planning Scheme 2016		
ZONE:	Rural 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:

6.2.9 Rural zone code
8.2.2 Airport environs overlay code
8.2.3 Bushfire hazard overlay code
8.2.4 Environmental significance overlay code
8.2.8 Hill and slope overlay code
8.2.12 Transport infrastructure overlay code
9.4.3 Parking and access code
9.4.5 Works, services and infrastructure code

6.2.9 Rural zone code

6.2.9.1 Application

(1) This code applies to assessing development where:
  (a) located in the Rural zone; and
  (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

6.2.9.2 Purpose

(1) The purpose of the Rural zone code is to:
  (a) provide for rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;
  (b) provide opportunities for non-rural uses that are compatible with agriculture, the environmental features, and landscape character of the rural area where the uses do not compromise the long-term use of the land for rural purposes;
  (c) protect or manage significant natural resources and processes to maintain the capacity for primary production.

(2) Mareeba Shire Council's purpose of the Rural zone code is to recognise the importance of primary production to the economy of the region and to maintain and strengthen the range of primary industries which contribute to the rural economy.

The purpose of the Rural zone code is to:
  (a) recognise the diversity of rural uses that exists throughout the region;
  (b) protect the rural character of the region;
  (c) provide facilities for visitors and tourists that are accessible and offer a unique experience;
  (d) protect the infrastructure of the Mareeba-Dimbulah Irrigation Scheme Area from development which may compromise long term use for primary production;
  (e) maintain distinct boundaries between the rural areas and the villages, towns and urban areas of the region;
  (f) provide for a range of uses, compatible and associated with rural or ecological values including recreational pursuits and tourist activities;
  (g) prevent adverse impacts of development on ecological values;
  (h) preserve land in large holdings; and
  (i) facilitate the protection of strategic corridors across the landscape which link remnant areas of intact habitat and transport corridors.

(3) The purpose of the Rural zone code will be achieved through the following overall outcomes:
  (a) Areas for use for primary production are conserved and fragmentation below economically viable lot sizes is avoided;
  (b) The establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, forestry, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses;
  (c) The establishment of extractive industries, mining and associated activities and alternative forms of energy generation is appropriate where environmental impacts and land use conflicts are minimised;
  (d) Uses that require isolation from urban areas as a consequence of their impacts such as noise or odour may be appropriate where land use conflicts are minimised;

(e) Development is reflective of and responsive to the environmental constraints of the land;
(f) Residential and other development is appropriate only where directly associated with the rural nature of the zone;
(g) Low-impact tourism and recreation activities do not compromise the long-term use of the land for rural purposes;
(h) The viability of both existing and future rural uses and activities is protected from the intrusion of incompatible uses;
(i) Visual impacts of clearing, building, materials, access ways and other aspects of development are minimised or appropriately managed;
(j) Adverse impacts of development both on-site and from adjoining areas are avoided and any impacts are minimised through location, design, operation and management; and
(k) Natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and separated from adjacent development.

6.2.9.3 Criteria for assessment

Table 6.2.9.3—Rural zone code - For accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Height			
PO1 Building height takes into consideration and respects the following: (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.	**AO1.1** Development, other than buildings used for rural activities, has a maximum building height of: (a) 8.5 metres; and (b) 2 storeys above ground level.	n/a	No additional building work is proposed to facilitate this development.
	AO1.2 Buildings and structures associated with a rural activity including machinery, equipment, packing or storage buildings do not exceed 10 metres in height.	n/a	No additional building work is proposed to facilitate this development.
Siting, where not involving a Dwelling house Note—Where for Dwelling house, the setbacks of the Queensland Development Code apply.			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Development is sited in a manner that considers and respects: (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) air circulation and access to natural breezes; (e) appearance of building bulk; and (f) relationship with road corridors.	**AO2.1** Buildings and structures include a minimum setback of: (a) 40 metres from a frontage to a State-controlled road; and (b) 10 metres from a boundary to an adjoining lot.	n/a	No additional building work is proposed to facilitate this development.
	AO2.2 Buildings and structures, where for a Roadside stall, include a minimum setback of 0 metres from a frontage to a road that is not a State-controlled road.	n/a	Not applicable. The application is not for a roadside stall.
	AO2.3 Buildings and structures, expect where a Roadside stall, include a minimum setback of: (a) 10 metres from a frontage to a sealed road that is not a State-controlled road; and (b) 100 metres from a frontage to any other road that is not a State-controlled road;	n/a	No additional building work is proposed to facilitate this development.
Accommodation density			
PO3 The density of Accommodation activities:	**AO3.1** Residential density does not exceed one dwelling house per lot.	n/a	The application is not for a dwelling house.

Performance outcomes	Acceptable outcomes	Complies	Comments
(a) respects the nature and density of surrounding land use; (b) is complementary and subordinate to the rural and natural landscape values of the area; and (c) is commensurate to the scale and frontage of the site.	**AO3.2** Residential density does not exceed two dwellings per lot and development is for: (a) a secondary dwelling; or (b) Caretaker's accommodation and includes building work or minor building work with a maximum gross floor area of 100m^2; or (c) Rural worker's accommodation.	n/a	The application is not for a dwelling house.
For assessable development			
Site cover			
PO4 Buildings and structures occupy the site in a manner that: (a) makes efficient use of land; (b) is consistent with the bulk and scale of buildings in the surrounding area; and (c) appropriately balances built and natural features.	**AO4** No acceptable outcome is provided.	n/a	No additional building work is proposed to facilitate this development.
PO5 Development complements and integrates with the established built character of the Rural zone, having regard to: (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location.	**AO5** No acceptable outcome is provided.	n/a	No additional building work is proposed to facilitate this development.

Performance outcomes	Acceptable outcomes	Complies	Comments
Amenity			
PO6 Development must not detract from the amenity of the local area, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	**AO6** No acceptable outcome is provided.	✔	The proposed Nature-based tourism land use is proposed to use existing facilities and is intended to operate within the amenity expectations of the Rural Zone. The development can be conditioned to maintain the local amenity.
PO7 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	**AO7** No acceptable outcome is provided.	✔	The environmental impacts associated with existing operations are not expected to negatively impact upon the amenity of Nature-based tourism visitors. That is to say that existing operations (in terms of agricultural activities) will be consistent with visitor expectations.

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 benchmarks for assessable development and requirements for accepted development 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 accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements 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.
	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.
	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.
Lighting			

Performance outcomes	Acceptable outcomes	Complies	Comments
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 lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and (b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.	n/a	Not applicable.
Noise exposure			
PO3 Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.	**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)**.	n/a	Not applicable.
Public safety			
PO4 Development does not compromise public safety or risk to property.	**AO4** Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on **Airport environs overlay map (OM-002e)**.	n/a	Not applicable.
State significant aviation facilities associated with Mareeba Airport			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO5 Development does not impair the function of state significant aviation facilities by creating: (a) physical obstructions; or (b) electrical or electro-magnetic interference; or (c) deflection of signals.	**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.	n/a	Not applicable.
	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, unless associated with Hann Tableland Radar facility.	n/a	Not applicable.
	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.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.
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 airport or facility.	**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: (a) Mareeba Airport identified on **Airport environs overlay map (OM-002c)**; or (b) Cairns Airport identified on **Airport environs overlay map (OM-002c.1)**.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO6.2 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.
PO7 Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.	**AO7** 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.

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.	n/a	Not applicable.
	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.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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 overlay map (OM-002b.1)**.	n/a	Not applicable.

8.2.3 Bushfire hazard overlay code

8.2.3.1 Application

(1) This code applies to assessing development where:
  (a) land the subject of development is located within a Bushfire hazard area and Potential impact buffer (100 metres) identified on the **Bushfire hazard overlay maps (OM-003a-o)**; and
  (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Note—Natural hazards are appropriately reflected in Overlay Maps 3, 6 and 8 and are required to be mapped by State Government in response to Hazard and Safety State Interests.

8.2.3.2 Purpose

(1) The purpose of the Bushfire hazard overlay code is to minimise the threat of bushfire to people and property.

(2) The purpose of the code will be achieved through the following overall outcomes:
  (a) Development in a Bushfire hazard area is compatible with the nature of the hazard;
  (b) The number of people and properties subject to bushfire hazards are minimised through appropriate building design and location;
  (c) Development does not result in a material increase in the extent, duration or severity of bushfire hazard; and
  (d) Appropriate infrastructure is available to emergency services in the event of a bushfire.

8.2.3.3 Criteria for assessment

Table 8.2.3.3—Bushfire hazard overlay code — For accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Water supply for fire-fighting purposes			
PO1 Development where within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)** maintains the safety of people and property by providing an adequate, accessible and reliable water supply for fire-fighting purposes which is safely located and has sufficient flow and pressure characteristics. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	**Where within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o)** **AO1.1** Where in a reticulated water service area, the on-site water supply has flow and pressure characteristics of 10 litres a second at 200 kPa. OR	n/a	Not applicable. Whilst the subject land does include a small area of potential impact buffer, the proposed development is outside of this hazard area.
	AO1.2 Where access to the reticulated water network is not available, a minimum on site water storage of 5,000 litres is provided that must comprise:	n/a	Not applicable. See comment for A01.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
	(a) a separate tank; or (b) a reserve section in the bottom part of the main water supply tank; or (c) a dam; or (d) a swimming pool. Note—Where a water tank is provided for fire-fighting purposes it is fitted with standard rural fire brigade fittings and the tank is provided with a hardstand area for heavy vehicles.		
For assessable development			
Land use			
PO2 Development within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)** is appropriate to the bushfire hazard risk having regard to the: (a) the bushfire risk compatibility of development; (b) the vulnerability of and safety risk to persons associated with the use; and (c) consequences of bushfire in regard to impacts on essential infrastructure, buildings and structures. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	**AO2** All buildings, structures, infrastructure and facilities associated with the following uses are located outside any area of the site located within a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)**: (a) child care centre; or (b) community care centre; or (c) correctional facility; or (d) educational establishment; or (e) emergency services; or (f) hospital; or (g) residential care facility; or (h) retirement facility; or (i) rooming accommodation; or (j) shopping centre; or (k) tourist park; or (l) tourist attraction.	n/a	Not applicable. See comment for A01.1.
Lot design			
PO3 Reconfiguring a lot within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)** minimises the potential adverse impacts of bushfire on the safety of people,	**Where within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o)** **AO3.1** No new lots are created. OR	n/a	Not applicable. See comment for A01.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
property and the environment through lot design that: (a) is responsive to the nature and extent of bushfire risk; and (b) allows efficient emergency access to buildings for fire-fighting appliances. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	**AO3.2** All lots include a building envelope that achieves a radiant heat flux level of 29kW/m^2 at the permitter of the building envelope. Note—Where a radiant heat flux of 29kW/m^2 is achieved and this relies on cleared or maintained land external to the land the subject of the development application it must be demonstrated that land external to the site will be maintained to a standard that does not exceed the level of bushfire hazard identified in a Bushfire hazard management plan.		
Firebreaks and access			
PO4 In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)**, vehicular access is designed to mitigate against bushfire hazard by: (a) ensuring adequate access for fire-fighting and other emergency vehicles; (b) ensuring adequate access for the evacuation of residents and emergency personnel in an emergency situation, including alternative safe access routes should access in one direction be blocked in the event of a fire; and (c) providing for the separation of developed areas and adjacent bushland. Note—Where it is not practicable to provide firebreaks in accordance with A04.2 Fire Maintenance Trails are provided in accordance with the following: i. located as close as possible to the boundaries of the lot and the adjoining hazardous vegetation;	**AO4.1** In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)**, roads are designed and constructed: (a) with a maximum gradient of 12.5%; (b) to not use cul-de-sacs; and (c) a constructed road width and weather standard complying with Planning Scheme Policy 4 - FNQROC Regional Development Manual.	n/a	Not applicable. See comment for A01.1.
	AO4.2 In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)**, firebreaks are provided: (a) consisting of a perimeter road that separates lots from areas of bushfire hazard; (b) a minimum cleared width of 20 metre; (c) a maximum gradient of 12.5%; and (d) a constructed road width and weather standard complying with Planning Scheme Policy 4 -	n/a	Not applicable. See comment for A01.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
ii. the minimum cleared width not less than 6 metres; iii. the formed width is not less than 2.5 metres; iv. the formed gradient is not greater than 15%; v. vehicular access is provided at both ends; *vi.* passing bays and turning areas are provided for fire-fighting appliances located on public land. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	FNQROC Regional Development Manual.		
Hazardous materials			
PO5 Public safety and the environment are not adversely affected by the detrimental impacts of bushfire of hazardous materials manufactured or stored in bulk. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	**AO5** The processing or storage of dangerous goods or hazardous materials is not undertaken in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)**.	n/a	Not applicable. See comment for A01.1.
Landscaping			
PO6 Landscaping within a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)** does not result in a material increase in the extent, duration or severity of bushfire hazard having regard to: (a) fire ecology; (b) slope of site; and (c) height and mix of plant species. Note—Frost hollows and the associated grass kill facilitates a rapid curing of fuel and exacerbates bushfire hazard.	**AO6** No acceptable outcome is provided.	n/a	Not applicable. See comment for A01.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.			
Infrastructure			
PO7 Infrastructure services located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)** are protected from damage or destruction in the event of a bushfire. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	**AO7** The following infrastructure services are located below ground: (a) water supply; (b) sewer; (c) electricity; (d) gas; and (e) telecommunications	n/a	Not applicable. See comment for A01.1.
Private driveways			
PO8 All premises located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the **Bushfire hazard overlay maps (OM-003a-o)** are provided with vehicular access that enables safe evacuation for occupants and easy access by fire-fighting appliances. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	**AO8** Private driveways: (a) do not exceed a length of 60 metres from the street frontage; (b) do not exceed a gradient of 12.5%; (c) have a minimum width of 3.5 metres; (d) have a minimum vertical clearance of 4.8 metres; (e) accommodate turning areas for fire-fighting appliances in accordance with the Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and (f) serve no more than three dwellings or buildings.	n/a	Not applicable. See comment for A01.1.

8.2.4 Environmental significance overlay code

8.2.4.1 Application

(1) This code applies to assessing development where:
  (a) land the subject of development is affected by a constraint category identified on the **Environmental significance overlay maps (OM-004a-z)**; and
  (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Note—Biodiversity and Water quality are appropriately reflected in Overlay Map 4 and is required to be mapped by State Government in response to Environment and Heritage State Interests.

8.2.4.2 Purpose

(1) The purpose of the Environmental significance overlay code is to identify and protect matters of environmental significance, which include matters of state environmental significance (MSES) as defined under the state planning policy.

The Environmental significance overlay code ensures that:
  (a) waterways and high ecological significance wetlands are protected and enhanced to maintain ecosystem services and hydrological processes and provide aquatic habitat for flora and fauna; and
  (b) the environmental values of regulated vegetation, wildlife habitat, protected areas and legally secured offset areas are protected and managed.

(2) The purpose of the code will be achieved through the following overall outcomes:
  (a) the biodiversity values, ecosystem services and climate change resilience of areas of environmental significance are protected, managed, enhanced and rehabilitated;
  (b) the biodiversity values of protected areas and legally secured offset areas are protected from development unless overriding community need is demonstrated;
  (c) development is located, designed and managed to minimise the edge effects of development on areas of regulated vegetation and wildlife habitat;
  (d) areas of regulated vegetation and wildlife habitat are managed to minimise biodiversity losses;
  (e) development maintains, protects and enhances a regional network of vegetated corridors that assist in wildlife movement and contribute to the maintenance of habitat and biological diversity;
  (f) development is appropriately setback from waterways and high ecological significance wetlands to minimise direct and indirect impacts on water quality and biodiversity; and
  (g) riparian vegetation and vegetation associated with high ecological significance wetlands is protected and enhanced to improve water quality and natural ecosystem function.

8.2.4.3 Criteria for assessment

Table 8.2.4.3A - Environmental significance overlay code - For accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Regulated vegetation			
PO1 Vegetation clearing in areas mapped as 'Regulated vegetation' identified on the **Environmental Significance Overlay Maps (OM-004a-o)** is avoided unless: (a) it is demonstrated that the area does not support regulated vegetation as mapped; (b) the loss or reduction in regulated vegetation is for community infrastructure and associated access facilities that cannot be avoided; (c) wildlife interconnectivity is maintained or enhanced at a local and regional scale; and (d) the loss or reduction in regulated vegetation is minimised and any residual impacts are offset. Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.	**AO1.1** No clearing of native vegetation is undertaken within areas of 'Regulated vegetation' identified on the **Environmental Significance Overlay Maps (OM-004a-o)**.	✔	The proposed development will not involve the clearing of any regulated vegetation.
PO2 Development on sites adjacent to areas of 'Regulated vegetation' identified on the **Environmental Significance Overlay Maps (OM-004a-o)** protects the environmental significance of regulated vegetation and: (a) does not interrupt, interfere, alter or otherwise impact on underlying natural	**AO2** Development (excluding roads, earthworks, drainage infrastructure and underground infrastructure) is not located within 20 metres of 'Regulated vegetation' areas identified on the **Environmental Significance Overlay Maps (OM-004a-o)**.	n/a	The proposed development will use the site's established infrastructure.

Performance outcomes	Acceptable outcomes	Complies	Comments
ecosystem processes such as water quality, hydrology, geomorphology and biophysical processes; (b) does not negatively impact the movement of wildlife at a local or regional scale; and (c) avoids noise, light, vibration or other edge affects, including weed and pest incursion on identified environmental values. Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.			
Regulated vegetation intersecting a watercourse			
PO3 Vegetation clearing in areas mapped as 'Regulated vegetation intersecting a watercourse', identified as 'Waterway' and 'Waterway buffer' on the **Environmental Significance - Waterway Overlay Maps (OM-004p-z)** is avoided unless wildlife interconnectivity between habitats is maintained or enhanced at a local and regional scale, to the extent that migration or normal movement of significant species between habitats or normal gene flow between populations is not inhibited. Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.	**Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z)** **AO3.1** A minimum setback in accordance with **Table 8.2.4.3B** is provided between development and the top of the high bank of a 'Waterway' identified on the **Environmental Significance - Waterway Overlay Maps (OM-004p-z)**.	✔	No development is being proposed within a waterway buffer.
	Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z) **AO3.2** No clearing of native vegetation is undertaken within the minimum setback identified at **AO3.1**.	✔	No clearing of native vegetation is being proposed.
Waterways and wetlands			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO4 'High ecological significance wetlands' identified on the **Environmental Significance Overlay Maps (OM-004a-o)** and 'Waterways' on **Environmental Significance - Waterway Overlay Maps (OM-004p-z)** and are protected by: (a) maintaining adequate separation distances between waterways/wetlands and development; (b) maintaining and enhancing aquatic and terrestrial habitat including vegetated corridors to allow for native fauna (terrestrial and aquatic) movement; (c) maintaining waterway bank stability by minimising bank erosion and slumping; (d) maintaining water quality by providing buffers to allow filtering of sediments, nutrients and other pollutants; and (e) retaining and improving existing riparian vegetation and existing vegetation associated with a wetland. Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.	**Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z)** **AO4.1** A minimum setback in accordance with **Table 8.2.4.3B** is provided between development and the top of the high bank of a 'Waterway' identified on the **Environmental Significance - Waterway Overlay Maps (OM-004p-z)**.	✔	No development is proposed within the minimum setbacks.
	Where within a 'High ecological significance wetland buffer' on Environmental Significance Overlay Maps (OM-004a-o) **AO4.2** A minimum buffer of 200 metres is provided between development and the edge of a 'High ecological significance wetland' identified on the **Environmental Significance Overlay Maps (OM-004a-o)**.	✔	No development is proposed within 200 metres of a high ecological significance wetland.
	Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z) or 'High ecological significance wetland buffer' on Environmental Significance Overlay Maps (OM-004a-o) **AO4.3** No stormwater is discharged to a 'Waterway' on **Environmental Significance - Waterway Overlay Maps (OM-004p-z)** or 'High ecological significance wetland' identified on the **Environmental Significance Overlay Maps (OM-004a-o)**.	✔	The proposed development will use the site's established infrastructure. There will be no change to stormwater management arrangements.

Performance outcomes	Acceptable outcomes	Complies	Comments
	Note— An alternative outcome is required to demonstrate that the ecological impacts of stormwater discharge to a 'Waterway' or 'High ecological significance wetland' are mitigated in accordance with PO3 through appropriate stormwater management / treatment (where possible).		
	Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z) or 'High ecological significance wetland buffer' on Environmental Significance Overlay Maps (OM-004a-o) **AO4.4** No wastewater is discharged to a 'Waterway' on **Environmental Significance - Waterway Overlay Maps (OM-004p-z)** or 'High ecological significance wetland' identified on the **Environmental Significance Overlay Map (OM-004a-z)**. Note— A alternative outcome is required to demonstrate that the ecological impacts of wastewater discharge to a 'Waterway' or 'High ecological significance wetland' are mitigated in accordance with PO3 through appropriate wastewater management / treatment (where possible).	✔	The proposed development will use the site's established infrastructure. There will be no change to wastewater management arrangements.
For assessable development			
Wildlife Habitat			
PO5 Development within a 'Wildlife habitat' area identified on the **Environmental Significance Overlay Maps (OM-004a-o)**: (a) protects and enhances the habitat of Endangered, Vulnerable and Near Threatened (EVNT) species and local species of significance; (b) incorporates siting and design measures to	**AO5** No acceptable outcome is provided	n/a	No development is proposed within a wildlife habitat area.

Performance outcomes	Acceptable outcomes	Complies	Comments
protect and retain identified ecological values and underlying ecosystem processes within or adjacent to the development site; (c) maintains or enhances wildlife interconnectivity at a local and regional scale; and (d) mitigates the impact of other forms of potential disturbance (such as presence of vehicles, pedestrian use, increased exposure to domestic animals, noise and lighting impacts) to protect critical life stage ecological processes (such as feeding, breeding or roosting). Note—Development applications must identify any EVNT species or their habitats that may be affected by the proposal. In particular, applications are to identify and describe how the development avoids adverse impacts on ecological processes within or adjacent to the development area. Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.			
Legally secured offset areas			
PO6 Development within a 'Legally secured offset area' identified on the **Environmental Significance Overlay Maps (OM-004a-o)** or other known Legally Secured Offset Area is consistent with the binding requirements of the offset and does not prejudice, undermine, or negatively impact the inherent ecological values, including all naturally occurring native flora, fauna and their habitat	**AO6** No acceptable outcome is provided.	n/a	No development is proposed within a legally secured offset area.

Performance outcomes	Acceptable outcomes	Complies	Comments
within the Legally Secured Offset Area. Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.			
Protected areas			
PO7 Development within a 'Protected area' identified on the **Environmental Significance Overlay Maps (OM-004a-o)** is consistent with the values of the Protected Area and: (a) supports the inherent ecological and community values of the Protected Area asset; (b) maintains or enhances wildlife interconnectivity at a local and regional scale; and (c) does not prejudice, undermine, or negatively impact the inherent ecological values, including all naturally occurring native flora, fauna and their habitat within the Protected Area. Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.	**AO7** No acceptable outcome is provided	n/a	No development is proposed within a protected area.

Performance outcomes	Acceptable outcomes	Complies	Comments
Ecological corridors and Habitat linkages			
PO8 Development located: (a) in the Conservation zone, Emerging community zone, Recreation and open space zone, Rural zone or Rural residential zone; and (b) within an 'Ecological corridor' or a 'Habitat linkage' identified on the **Environmental Significance Overlay Maps (OM-004a-o)** does not compromise the provision of habitat connectivity of the corridor/linkage, having regard to: (a) the environmental values of the area of the site identified in the 'Ecological corridor' or 'Habitat linkage'; (b) the environmental values of adjoining and nearby land within the 'Ecological corridor' or 'Habitat linkage'; (c) the extent of any modification proposed to the natural environment including (but not limited to) vegetation and topography; (d) the location and design of proposed improvements that may impact on the functions of the 'Ecological corridor' or 'Habitat linkage' including (but not limited to) buildings, structures, fences, lighting, vehicle movement areas and infrastructure services; and (e) the ability for the 'Ecological corridor' or	**AO8** No acceptable outcome is provided	✔	The applicant has demonstrated compliance with PO8 as follows: The proposed development is located in the Rural Zone. The Nature-based tourism land use is proposed within an 'Ecological corridor', as identified on the Environmental Significance Overlay Maps (OM-004a-o); however, it does not involve any physical development and relies only on existing infrastructure on the premises. Development is not proposed within a 'Habitat linkage' identified on the Environmental Significance Overlay Maps (OM-004a-o). The planning scheme does not include a definition for 'Ecological corridor'. The Strategic Framework refers to 'Ecological corridors' as follows: *3.4.5 Element – Strategic rehabilitation and ecological corridors* *3.4.5.1 Specific outcomes* *Ecological corridors are major existing habitat corridors that link key biodiversity areas within Mareeba Shire and greater Far North Queensland region. Development does not compromise the habitat connectivity of ecological corridors.* The following definitions are also of relevance to 'ecological corridors', in the context

'Habitat linkage' to be enhanced to improve ecological connectivity. Note—A supporting Ecological Assessment Report prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports may be appropriate to demonstrate compliance with PO8.			of the assessment benchmarks of the Planning Scheme: • *The planning scheme defines 'connectivity' as: 'The extent to which a place or area is connected to other places and areas through a variety of transport means, or the ease with which connection with other places can be made.'* • *The planning scheme defines 'biodiversity' as: 'The natural diversity of fauna and flora, together with the environmental conditions necessary for their survival. The four levels of biodiversity are genetic, species, ecosystem and regional diversity.'* • *The planning scheme defines 'habitat' as: 'The place where an organism lives, a physical area, some specific part of the earth's surface, air, soil, water, or another organism. More than one animal may live in a particular habitat.'* In that no acceptable outcome is prescribed, the following is provided in direct response to the Performance Outcome: • The development does not impact on the environmental values of the site (within the identified in the 'Ecological corridor') in that no physical development, and no vegetation clearing is proposed. Therefore, the development complies with PO8(a).

			• The development does not impact on the environmental values of adjoining and nearby land within the 'Ecological corridor' in that no physical development, and no vegetation clearing is proposed. Moreover, vegetated parts of the Ecological corridor are not impacted by the land use, in so much as these vegetated parts of the site continue to contribute to fauna conveyance through the site. Therefore, the development complies with PO8(b). • The development does not modify the natural environment in that no physical development, and no vegetation clearing is proposed. Therefore, the development complies with PO8(c). • The development does not interfere with the functions of the Ecological corridor, which is approximately 6 kilometres wide at this location, and includes rural residential subdivisions and is bisected by the Kennedy Highway (to the east of the site). Therefore, the development complies with PO8(d). • The development as proposed does not preclude the ability for the 'Ecological Corridor' to enhance or improve ecological connectivity; and given the temporary nature of the land use and that no physical development is

Performance outcomes	Acceptable outcomes	Complies	Comments
			proposed, it is not considered relevant that any condition relating to the enhancement of the 'Ecological Corridor' attend any approval of the development.

Table 8.2.4.3B - Setback and buffer distances from waterways

Stream order	Setback and buffer from waterways
1	10 metres from top of high bank
2-4	25 metres from top of high bank
5 or more	50 metres from top of high bank

Note—The steam order of a 'waterway' is to be determined on a case by case basis.

8.2.8 Hill and slope overlay code

8.2.8.1 Application

(1) This code applies to assessing development where:
  (a) land the subject of development is located within a 'Hill and slope area' identified on the **Hill and slope overlay maps (OM-008a-o)**; and
  (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Note—Natural hazards are appropriately reflected in Overlay Maps 3, 6 and 8 and are required to be mapped by State Government in response to Hazard and Safety State Interests.

8.2.8.2 Purpose

(1) The purpose of the Hill and slope overlay code is to ensure the ongoing stability of land within a hill and slope area to prevent risk to people or property.

(2) The purpose of the code will be achieved through the following overall outcomes:
  (a) Development is located to avoid sloping land where practical; and
  (b) Development on sloping land maintains slope stability and does not increase the potential for erosion or landslide.

8.2.8.3 Criteria for assessment

Table 8.2.8.3 – Hill and slope overlay code - For assessable development

Performance outcomes	Acceptable outcomes	Complies	Comment
For assessable development			
Slope stability			

Performance outcomes	Acceptable outcomes	Complies	Comment
PO1 Where clearing of vegetation, building work or filling or excavation occurs on land within a 'Hill and slope area' identified on the **Hill and slope overlay maps (OM-008a-o)**, a geotechnical report is prepared in accordance with Planning Scheme Policy 5 - Preparation of Geotechnical Reports that demonstrates: (a) the long term stability of the development site; (b) development will not be adversely affected by landslide activity originating on sloping land above the development site; and (c) development will not adversely affect other property outside the development site through landslide activity or alterations to surface or groundwater.	**AO1** No acceptable outcome is provided.	n/a	The proposed development does not involve the clearing of vegetation, building work, or filling or excavation.
PO2 Development is designed and located to ensure that the use can appropriately function in the 'Hill and slope area' identified on the **Hill and slope overlay maps (OM-008a-o)** having regard to: (a) the nature and scale of the proposed use; (b) the gradient of the land; (c) the extent of land disturbance proposed;	**AO2.1** Development for a Child care centre or Educational establishment is not located on land in a 'Hill and slope area' identified on the **Hill and slope overlay maps (OM-008a-o).**	n/a	Not applicable.
	AO2.2 Development is not located on land with a gradient of greater than 25%.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comment
(d) stormwater discharge and its potential for erosion.	**AO2.3** No lot less than 2,000m^2 is created in a 'Hill and slope area' identified on the **Hill and slope overlay maps (OM-008a-o).** Note – Where a minimum lot size of less than 2,000m^2 applies under the Reconfiguring a lot code, the lot size requirements of the Hill and slope overlay code prevail.	n/a	Not applicable.
Community infrastructure and essential services			
PO3 Community infrastructure and essential services located within a 'Hill and slope area' identified on the **Hill and slope overlay maps (OM-008a-o)** are able to function effectively during and immediately after landslide events.	**AO3** No acceptable outcome is provided.	n/a	Not applicable. The proposed development is not for community infrastructure or essential services.

8.2.12 Transport infrastructure overlay code

8.2.12.1 Application

(1) This code applies to assessing development where:
  (a) land the subject of development adjoins a rail corridor identified on the **Transport infrastructure overlay maps (OM-012a-j)**; and
  (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Note—State transport infrastructure is appropriately reflected in Overlay Map 12 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-012i-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.

8.2.12.2 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:
  (a) Active 'Rail corridors' are protected from adjoining land uses which may prejudice their ongoing and expanded use;
  (b) Inactive 'Rail corridors' are preserved and protected for potential reuse for passenger or freight movements;
  (c) Non-residential development adjoining a 'Rail corridor' does not prevent the future use of the rail corridor by the site; and
  (d) Development compliments the use of 'Rail corridors' for tourist activities.

8.2.12.3 Criteria for assessment

Table 8.2.12.3 – Transport infrastructure overlay code - For accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Development does prejudice the: (a) ongoing operation of an active 'Rail corridor' identified on the **Transport infrastructure overlay maps (OM-012a-j)**; or (b) the potential future use of an inactive 'Rail corridor' identified on the **Transport infrastructure overlay maps (OM-012a-j)**.	**AO1** Buildings and structures are setback from a boundary with an active or inactive 'Rail corridor' identified on the **Transport infrastructure overlay maps (OM-012a-j)** a minimum of: (a) 40 metres where: (i) in the Rural zone; and (ii) on a site with an area of 2 hectares or greater; or (b) 5 metres otherwise.	n/a	Not applicable. The land does not adjoin a rail corridor.
For assessable development			
PO2 Non-residential development adjoining a rail corridor identified on the **Transport infrastructure overlay maps (OM-012a-j)** is designed to allow for the future use of the 'Rail corridor' by the land use.	**AO2** No acceptable outcome is provided	n/a	Not applicable. The land does not adjoin a rail corridor.
PO3 Development adjoining a 'Rail corridor' identified on the **Transport infrastructure overlay maps (OM-012a-j)** used for the transportation of tourists is designed to: (a) provide visual interest; (b) screen or enhance areas of limited visual interest; and (c) complement and enhance the character of the shire.	**AO3** No acceptable outcome is provided	n/a	Not applicable. The land does not adjoin a rail corridor.

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 benchmarks for assessable development and requirements for accepted development 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 accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Car parking spaces			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the: (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.	✔	Table 9.4.3.3B does not call for more than one (1) space. The subject land has adequate area to accommodate all on site car parking needs.
Vehicle crossovers			
PO2 Vehicle crossovers are provided to:: (a) ensure safe and efficient access between the road and premises; (b) minimize interference with the function and operation of roads; and (c) minimise pedestrian to vehicle conflict.	**AO2.1** Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.	✔	The development complies.
	AO2.2 Development on a site with two or more road frontages provides vehicular access from: (a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or (b) from the lowest order road in all other instances.	✔	The development will be accessed via the site's Barnwell Road frontage.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO2.3 Vehicular access for particular uses is provided in accordance with **Table 9.4.3.3E**.	n/a	Not applicable.
PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to: (a) the intensity of anticipated vehicle movements; (b) the nature of the use that they service; and (c) the character of the surrounding locality.	**AO3** Access, manoeuvring and car parking areas include pavements that are constructed in accordance with **Table 9.4.3.3C**.	✔	The development will be conditioned to comply.
For assessable development			
Parking area location and design			
PO4 Car parking areas are located and designed to: (a) ensure safety and efficiency in operation; and (b) be consistent with the character of the surrounding locality.	**AO4.1** Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.	✔	The existing on site access road and car parking areas comply.
	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.	✔	The existing on site access road and car parking areas comply.
	AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.	✔	The existing on site access road and car parking areas comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO4.4 Parking and any set down areas are: (a) wholly contained within the site; (b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone; (c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and (d) provided at the side or rear of a building in all other instances.	✔	Existing car parking and access arrangements will continue.
Site access and manoeuvring			
PO5 Access to, and manoeuvring within, the site is designed and located to: (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 : (a) AS28901 – Car Parking Facilities (Off Street Parking); and (b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities. Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.	✔	The existing on site access road and car parking areas comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTROADS.	n/a	Not applicable. Access is off the end of Barnwell Road.
	AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.	✔	The existing on site access road and car parking areas comply.
	AO5.4 Pedestrian and cyclist access to the site: (a) is clearly defined; (b) easily identifiable; and (c) provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).	n/a	Not applicable.
PO6 Development that involves an internal road network ensures that it's design: (a) ensure safety and efficiency in operation; (b) does not impact on the amenity of residential	**AO6.1** Internal roads for a Tourist park have a minimum width of: (a) 4 metres if one way; or (b) 6 metres if two way.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
uses on the site and on adjoining sites, having regard to matters of: (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.	**AO6.2** 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: (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.
	AO6.3 Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.	✔	The existing on site access road and car parking areas comply.
	AO6.4 Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.	n/a	Not applicable.
	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.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.
	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.	✔	The existing on site access road and car parking areas comply.
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; (b) do not impact on the safety or efficiency of internal car parking or maneuvering areas; (c) do not adversely impact on the safety or efficiency of the road network; (d) provide for all servicing functions associated with the use; and (e) are located and designed to minimise their impacts on adjoining sensitive land	**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 main building line; (c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.	✔	The development complies.
	AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.	✔	The development complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
uses and streetscape quality.	**AO7.3** Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in **Table 9.4.3.3B**.	✔	The development complies.
Maintenance			
PO8 Parking areas are used and maintained for their intended purpose.	**AO8.1** Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.	✔	The development complies.
	AO8.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.	✔	The development complies.
End of trip facilities			
PO9 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: (a) meet the anticipated demand generated from the use; (b) comprise secure and convenient bicycle parking and storage; and (c) provide end of trip facilities for all active transport users.	**AO9.1** The number of bicycle parking spaces provided for the use is in accordance with **Table 9.4.3.3D**.	n/a	Not applicable.
	AO9.2 End of trip facilities are provided in accordance with **Table 9.4.3.3D**.	n/a	Not applicable.
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
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.
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			
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.	**AO11** A traffic impact report is prepared by a suitably qualified person that identifies: (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.	n/a	Not applicable.

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	Inside the Centre zone: One space per 50m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 20m^2 or part thereof of GFA above 400m^2. Outside the Centre zone: One space per 25m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 10m^2 or part thereof of GFA above 400m^2.	One SRV space.
Agricultural supplies store	Inside the Centre zone: One space per 50m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 15m^2 or part thereof of GFA above 400m^2. Outside the Centre zone: One space per 30m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 10m^2 or part thereof of GFA above 400m^2. Queuing for 3 vehicles should be supplied where a GFA is greater than 600m^2.	One HRV space.
Air services	If accepted development subject to requirements development: One space per 90m^2 or part thereof of net lettable area; or If Assessable development: As determined by Council.	If accepted development subject to requirements: One space per 200m^2 or part thereof of net lettable area. If assessable development: As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Animal husbandry	If accepted development subject to requirements : One space. If assessable development: As determined by Council.	If accepted development subject to requirements: Nil. If assessable development: As determined by Council.
Animal keeping	Minimum of three spaces or one space per 200m^2 of use area, whichever is greater.	One SRV space.
Aquaculture	If accepted development subject to requirements: • In the rural or rural residential zones - two spaces; or • Enclosed within a building - one space per 90m^2 of net lettable area. If assessable development: As determined by Council.	If accepted development subject to requirements: Nil. If assessable development: As determined by Council.
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 accepted development subject to requirements:</u> Two spaces. <u>If assessable development:</u> As determined by Council.	<u>If accepted development subject to requirements:</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	For all establishments: 1 space per every10 students plus 1 space per employee, and Provision for 3 vehicles for loading and unloading of passengers in addition to the requirements above.	For accepted development subject to requirements: One HRV space; and One SRV space; and A minimum of 3 Bus / coach parking / set down areas. For assessable development: As determined by Council.
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	Accepted in an existing building within the Centre zone. Inside the Centre zone: One space per 50m^2 or part thereof of GFA up to 400m^2 GFA and one space per 15m^2 or part thereof of GFA above 400m^2. Outside the Centre zone: One space per 25m^2 or part thereof of GFA up to 400m^2 GFA and one space per 10m^2 or part thereof of GFA above 400m^2. Drive-through: Queuing spaces for 6 passenger vehicles within the site boundaries. One service vehicle space per use or one service vehicle space per 1,000m^2 GFA, whichever is greater.	One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Function facility	One space per 30m^2 or part thereof of GFA.	One SRV space.
Funeral parlour	Accepted in an existing building within the Centre zone. <u>Inside the Centre zone:</u> One space per 20m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 10m^2 or part thereof of GFA above 400m^2. <u>Outside the Centre zone:</u> One space per 25m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 15m^2 or part thereof of GFA above 400m^2.	One SRV space.
Garden centre	A minimum of 5 spaces for customer parking or one space per 150m^2 or part thereof of use area, whichever is greater. One service vehicle space per use or one service vehicle space per 800m^2 use area, whichever is greater.	One AV if the site has an area of greater than 2,000m^2, otherwise One HRV space.
Hardware and trade supplies	Accepted in an existing building within the Centre zone. <u>Inside the Centre zone:</u> One space per 50m^2 or part thereof of GFA up to 400m^2 GFA, and one space per or part thereof of GFA above 400m^2. <u>Outside the Centre zone:</u> One space per or part thereof of GFA up to 400m^2 GFA, and one space per 15m^2 or part thereof of GFA above 400m^2.	One AV if the site has an area of greater than 2,000m^2, otherwise One HRV space.
Health care services	Accepted in an existing building within the Centre zone. <u>Inside the Centre zone:</u> One space per 40m^2 or part thereof of net lettable area. <u>Outside the Centre zone:</u> One space per 20m^2 of or part thereof of net lettable area.	One SRV space per 500m^2 GFA.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
High 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.
Home based business	Bed and breakfasts: One space per guest room. Other home based business: 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.
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.
Indoor sport and recreation	If accepted development subject to requirements: One space per 25m^2 of net lettable area. If assessable development: As determined by Council.	An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite Internal dedicated taxi bays provided within 200 metres of the site entrance.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Intensive animal industries	If accepted development subject to requirements: Two spaces. If assessable development: As determined by Council.	One SRV space.
Intensive horticulture	If accepted development subject to requirements: Two spaces. If assessable development: As determined by Council.	If accepted development subject to requirements: Nil. If assessable development: As determined by Council.
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.
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.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Motor sport facility	As determined by Council.	As determined by Council.
Multiple dwelling	One covered space per dwelling. One dedicated vehicle wash-down bay for premises containing 5 or more dwellings. A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.	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.
Office	Accepted in an existing building within the Centre zone. <u>Inside the Centre zone:</u> One space per 20m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 10m^2 or part thereof of GFA above 400m^2. <u>Outside the Centre zone:</u> One space per 25m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 15m^2 or part thereof of GFA above 400m^2.	One SRV space.
Outdoor sales	A minimum of 5 spaces for customer parking or one space per 150m^2 of use area, whichever is greater. One service vehicle space per use or one service vehicle space per 800m^2, whichever is greater.	One AV if the site has an area of greater than 2,000m^2, otherwise One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Outdoor sport and recreation	Coursing, horse racing, pacing or trotting: • One space per five seated spectators; plus • One space per $5m^2$ of other spectator areas. Football: • 50 spaces per field. Lawn bowls: • 30 spaces per green. Swimming pool: • 15 spaces; plus • One space per $100m^2$ of useable site area. Tennis or other Court: • Four spaces per court. Golf Course: • Four spaces per tee on the course; plus • One space per $50m^2$ of net lettable area. <u>Any other use:</u> As determined by council.	An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite Internal dedicated taxi bays provided within 200 metres of the site entrance.
Park	As determined by Council.	As determined by Council.
Parking station	Not applicable	Nil.
Permanent plantation	<u>If accepted development subject to requirements:</u> Two spaces. <u>If assessable development:</u> As determined by Council.	<u>If accepted development subject to requirements:</u> Nil. <u>If assessable development:</u> As determined by Council.
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.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
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.
Rooming accommodation	Inside the Centre zone: One space per 15 beds. Outside the Centre zone: One space per 8 beds.	One SRV space. One space for a 20 seater bus.
Rural industry	One space per 90m^2 GFA or part thereof.	One AV space.
Rural workers' accommodation	If accepted development subject to requirements: Nil If Assessable development: As determined by Council.	If accepted development subject to requirements: Nil If Assessable development: As determined by Council.
Sales office	One space per 25m^2 GFA or part thereof.	Nil.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Service industry	Accepted where in an existing building within the Centre zone. Inside the Centre zone: One space per 50m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 10m^2 or part thereof of GFA above 400m^2. Outside the Centre zone: One space per 25m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 15m^2 or part thereof of GFA above 400m^2.	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	Accepted where in an existing building within the Centre zone. Inside the Centre zone: One space per 50m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 10m^2 or part thereof of GFA above 400m^2. Outside the Centre zone: One space per 25m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 15m^2 or part thereof of GFA above 400m^2.	One HRV space if the site is greater than 2,000m^2, otherwise One SRV space.
Shopping centre	Inside the Centre zone: One space per 50m^2 or part thereof of GFA up to 400m^2 GFA and one space per 25m^2 or part thereof of GFA above 400m^2. Outside the Centre zone: One space per 25m^2 or part thereof of GFA up to 400m^2 GFA and one space per 15m^2 or part thereof of GFA above 400m^2.	One AV space per 1,000m^2; and One SRV space per 500m^2; or One SRV space per every 2 specialty uses, whichever the greater.
Short-term accommodation	One space per unit.	One HRV space if involves the serving of food or beverage; otherwise One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Showroom	Accepted in an existing building within the Centre zone. Inside the Centre zone: One space per 25m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 10m^2 or part thereof of GFA above 400m^2. Outside the Centre zone: One space per 50m^2 or part thereof of GFA up to 400m^2 GFA, and one space per 15m^2 or part thereof of GFA above 400m^2.	One AV space and One SRV space if the site is greater than 2,000m^2; or One HRV space; and One SRV Space.
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	If assessable development: As determined by Council.	As determined by Council.
Telecommunications facility	If accepted development subject to requirements: Nil. If assessable development: As determined by Council.	If accepted development subject to requirements: Nil. If assessable development: As determined by Council.
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.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Tourist park	One space within each accommodation site plus 1 additional visitor space per 10 accommodation sites. 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.	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	<u>If accepted development subject to requirements:</u> Nil. <u>If assessable development:</u> As determined by Council.	<u>If accepted development subject to requirements:</u> Nil. <u>If assessable development:</u> As determined by Council.
Veterinary services	Accepted in an existing building within the Centre zone. <u>Inside Centre zone:</u> One space per 40m^2 or part thereof of net lettable area. <u>Outside Centre zone:</u> One space per 20m^2 or part thereof of net lettable area.	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: • 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: • 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	New or redeveloped commercial activities buildings (other than a shopping centre), provide: • For employees - secure bicycle storage for 8% of building staff (based on one person per 60m^2 Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • visitor facilities: - one bicycle rack space per 750m^2 NLA or part thereof; and - bicycle parking, signposted; and adjacent to a major public entrance to the building.	New or redeveloped commercial activities buildings (other than a shopping centre), provide the following employee facilities, which are continually accessible to employees: • 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 60m^2 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	New or redeveloped education facilities, provide: • For employees - secure bicycle storage for 8% of building staff (based on one person per 75m^2 GLA). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • For students: - 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.	New or redeveloped education facilities, provide the following employee facilities, which are continually accessible to employees: • 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 75m^2 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	New or redeveloped healthcare facilities, provide the following facilities: • For employees - secure bicycle storage for 5% of building staff (based on one person per 75m^2 GLA). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • For visitors: - 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.	New or redeveloped healthcare facilities, provide the following employee facilities, which are continually accessible to employees: • 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 75m^2 GLA) to cater for cyclists, walkers and other active users.
Hospital	As determined by Council.	As determined by Council.
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.
Rooming accommodation	One space per 4 letting rooms.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Short term accommodation	One space per 4 letting rooms.	As determined by Council.
Shop or Shopping centre	New or redeveloped shopping centres, provide: • For employees - secure bicycle storage for 8% of building staff (based on one person per 60m^2 Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • visitor facilities: - one space per 500m^2 GLA or part thereof for centres under 30,000m^2; or - one space per 750m^2 GLA or part thereof for centres between 30,000m^2 and 50,000m^2; and - bicycle parking is signposted and within 10m of a major public entrance to the building.	New or redeveloped shopping centres, provide the following employee facilities, which are continually accessible to employees: • 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 60m^2 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 Service station	Site access involves: (a) a maximum width of 9 metres of any vehicle crossover across a footpath; (b) a minimum separation of 12 metres between any vehicle crossover and a road intersection; (c) a separate entrance and exit; and (d) a minimum separation between vehicle crossovers of 14 metres.

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	(a) a single vehicular access point is provided to the site; and (b) no accommodation site has individual vehicular access.

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 benchmarks for assessable development and requirements for accepted development 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 accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
Water supply			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Each lot has an adequate volume and supply of water that: (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment.	**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 than where located: (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated water supply service area.	n/a	Not applicable.
	AO1.2 Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with: (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 (b) on-site water storage tank/s: (i) with a minimum capacity of 90,000L; (ii) fitted with a 50mm ball valve with a camlock fitting; and (iii) which are installed and connected prior to the occupation or use of the development.	✔	An on site bore water supply is already provided.
Wastewater disposal			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Each lot provides for the treatment and disposal of effluent and other waste water that: (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment.	**AO2.1** 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: (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area.	n/a	Not applicable.
	AO2.2 An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located: (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area.	✔	On site effluent disposal is already provided.
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.	✔	No works are required for the proposed development. Existing stormwater management will continue.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO3.2 On-site drainage systems are constructed: (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.	✔	No works are required for the proposed development. Existing stormwater management will continue.
Electricity supply			
PO4 Each lot is provided with an adequate supply of electricity	**AO4** The premises: (a) is connected to the electricity supply network; or (b) has arranged a connection to the transmission grid; or (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: (i) it is approved by the relevant regulatory authority; and (ii) it can be demonstrated that no air or noise emissions; and (iii) it can be demonstrated that no adverse impact on visual amenity will occur.	✔	Electricity is connected to the site.
Telecommunications infrastructure			

Performance outcomes	Acceptable outcomes	Complies	Comments
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 land is within the NBN wireless area.
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 Regional Development Manual.	✔	The development will be conditioned to comply.
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.	**AO7.1** Excavation or filling does not occur within 1.5 metres of any site boundary.	n/a	No excavation or filling is proposed.
	AO7.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	n/a	No excavation or filling is proposed.
	AO7.3 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.	n/a	No excavation or filling is proposed.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO7.4 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.	n/a	No excavation or filling is proposed.
	AO7.5 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.	n/a	No excavation or filling is proposed.
	AO7.6 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.	n/a	No excavation or filling is proposed.
	AO7.7 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.	n/a	No excavation or filling is proposed.
For assessable development			
Transport network			

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	**AO8.1** 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.	✔	No works are required for the proposed development. Existing stormwater management will continue.
	AO8.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	n/a	No excavation or filling is proposed.
Public infrastructure			
PO9 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.	**AO9** Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✔	The development will be conditioned to comply.
Stormwater quality			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO10 Development has a non-worsening effect on the site and surrounding land and is designed to: (a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters; (b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies; (c) achieve specified water quality objectives; (d) minimise flooding; (e) maximise the use of natural channel design principles; (f) maximise community benefit; and (g) minimise risk to public safety.	**AO10.1** The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals: (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 (b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including: (i) drainage control; (ii) erosion control; (iii) sediment control; and (iv) water quality outcomes.	✔	No works are required for the proposed development. Existing stormwater management will continue.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO10.2 For development on land greater than 2,500m^2 or that 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: (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.	✔	No works are required for the proposed development. Existing stormwater management will continue.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO11 Storage areas for stormwater detention and retention: (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community benefit; and (e) minimise risk to public safety.	**AO11** No acceptable outcome is provided.	✔	No works are required for the proposed development. Existing stormwater management will continue.
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.	n/a	No excavation or filling is proposed.
	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.	n/a	No excavation or filling is proposed.

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	n/a	No excavation or filling is proposed.
	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	n/a	No excavation or filling is proposed.
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	n/a	No excavation or filling is proposed.
PO14 Access to the premises (including driveways and paths) does not have an adverse impact on: (a) safety; (b) drainage; (c) visual amenity; and (d) privacy of adjoining premises.	**AO14** Access to the premises (including all works associated with the access): (a) must follow as close as possible to the existing contours; (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.	✔	Access is established.
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.	✔	No works are necessary to facilitate this development.
Contaminated land			

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	✔	No works are necessary to facilitate this development.
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.
	AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.	n/a	Not applicable.