Assessment of application against relevant Development Codes

APPLICATION DETAILS

APPLICATION		PREMISES	
FILE NO:	RAL/17/0006	**ADDRESS:**	215 Malone Road, Mareeba
APPLICANT:	N & N Morris	**RPD:**	Lot 3 on RP733075
LODGED BY:	N & N Morris	**AREA:**	3.893 hectares
DATE LODGED:	24 October 2017	**OWNER :**	N & N Morris
TYPE OF APPROVAL:	Development Permit		
PROPOSED DEVELOPMENT:	Reconfiguring a Lot - Subdivision (1 into 2 lots)		
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
8.2.1 Agricultural land overlay code
8.2.2 Airport environs overlay code
8.2.4 Environmental significance overlay code
8.2.11 Transport infrastructure overlay code
9.4.2 Landscaping code
9.4.3 Parking and access code
9.4.4 Reconfiguring a lot 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 criteria 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 self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable 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	The application is for reconfiguring a lot only. No new buildings are proposed under this application. Any future buildings on either allotment would need to comply.
	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	The application is for reconfiguring a lot only. No new buildings are proposed under this application. Any future buildings on either allotment would need to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
Siting, where not involving a Dwelling house Note—Where for Dwelling house, the setbacks of the Queensland Development Code apply.			
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	The application is for reconfiguring a lot only. No new buildings are proposed under this application. Any future buildings on either allotment would need to comply.
	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	The application does not propose the establishment of 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	The application is for reconfiguring a lot only. No new buildings are proposed under this application. Any future buildings on either allotment would need to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
Accommodation density			
PO3 The density of Accommodation activities: (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.	**AO3.1** Residential density does not exceed one dwelling house per lot.	n/a	The application is for reconfiguring a lot only. A new dwelling house is not proposed.
	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 for reconfiguring a lot only. A new dwelling house is not proposed.
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	The application is for reconfiguring a lot only. No new buildings are proposed under this application. Any future assessable development on either allotment will need to comply.
PO5 Development complements and integrates with the established built character of the Rural zone, having regard to: (a) roof form and pitch;	**AO5** No acceptable outcome is provided.	n/a	The application is for reconfiguring a lot only. No new buildings are proposed under this application.

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location.			Any future assessable development on either allotment will need to comply.
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.	n/a	The proposed reconfiguration is not likely to detract from the amenity of the local area.
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.	n/a	The subject land is currently used for rural purposes and there are no known negative environmental impacts to ameliorate.

8.2.1 Agricultural land overlay code

8.2.1.1 Application

(1) This code applies to assessing development where:
  (a) land the subject of development is located within the agricultural land areas identified on the **Agricultural land overlay maps (OM-001a-n)**; and
  (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

Note—Agriculture is appropriately reflected in Overlay Map 1 and is required to be mapped by State Government in response to Economic Growth State Interests.

8.2.1.2 Purpose

(1) The purpose of the Agricultural land overlay code is to protect or manage important agricultural areas, resources, and processes which contribute to the shire's capacity for primary production.

(2) The purpose of the code will be achieved through the following overall outcomes:
  (a) The alienation, fragmentation or reduction in primary production potential of land within the 'Class A' area or 'Class B' area is avoided, except where:
    (i) an overriding need exists for the development in terms of public benefit,
    (ii) no suitable alternative site exists; and
    (iii) the fragmentation or reduced production potential of agricultural land is minimised;
  (b) 'Class A' areas and 'Class B' areas continue to be used primarily for more intensive agricultural activities which utilise the land quality provided in these areas;
  (c) Grazing on very large land holdings is maintained as the dominant rural activity in the 'Broadhectare rural' area; and
  (d) Land with the 'Broadhectare rural' area is maintained in its current configuration.

8.2.1.3 Criteria for assessment

Table 8.2.1.3 – Agricultural land overlay code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
PO1 The fragmentation or loss of productive capacity of land within the 'Class A' area or 'Class B' area identified on the **Agricultural land overlay maps (OM-001a-n)** is avoided unless: (a) an overriding need exists for the development in terms of public benefit; (b) no suitable alternative site exists; and	**AO1** Buildings and structures are not located on land within the 'Class A' area or 'Class B' area identified on the **Agricultural land overlay maps (OM-001a-n)** unless they are associated with: (a) animal husbandry; or (b) animal keeping; or (c) cropping; or (d) dwelling house; or (e) home based business; or (f) intensive animal industry (only where	×	The majority of the subject land is mapped as Class A area. Proposed Lot 8 will contain the established dwelling house and sheds. Proposed Lot 9 will be vacant at the time of its

Performance outcomes	Acceptable outcomes	Complies	Comments
(c) loss or fragmentation is minimised to the extent possible.	for feedlotting); or (g) intensive horticulture; or (h) landing; or (i) roadside stalls; or (j) winery.		creation, and a future dwelling house would be accepted development. Any future dwelling house on proposed Lot 9 would be within the Class A area and would lead to a loss of agricultural land. Furthermore, the fact that the subject land is already smaller than the desired minimum resultant lot size of 60 hectares does not justify further fragmentation into even smaller less viable rural allotments. There is not an overriding need for this proposed reconfiguration, and there are numerous alternative sites to meet Mareeba's future urban growth demand.
For assessable development			
PO2 Sensitive land uses in the 'Class A' area, 'Class B' area or the 'Broadhectare rural' area identified on the **Agricultural land overlay maps (OM-001a-**	**AO2** No acceptable outcome is provided.	×	While the current application is for reconfiguring a lot only, it is expected that a dwelling house would be

Performance outcomes	Acceptable outcomes	Complies	Comments
n) are designed and located to: (a) avoid land use conflict; (b) manage impacts from agricultural activities, including chemical spray drift, odour, noise, dust, smoke and ash; (c) avoid reducing primary production potential; and (d) not adversely affect public health, safety and amenity.			established on proposed Lot 9 as a consequence of the reconfiguration. The subject land is adjoined to the north-west by an established orchard with the 8 metre wide access handle of proposed Lot 8 being the only separation between this orchard and proposed Lot 9. Siting an additional rural living allotment, with resultant additional dwelling house, adjacent to Class A area is likely to increase the potential for land use conflict. Having an additional sensitive land use (dwelling house) in this area will make it harder to manage impacts from lawful farming activities and can only negatively impact on future farming opportunities.
PO3 Development in the 'Class A'	**AO3** No acceptable outcome is	×	The majority of

Performance outcomes	Acceptable outcomes	Complies	Comments
area or 'Class B' area identified on the **Agricultural land overlay maps (OM-001a-n)**: (a) ensures that agricultural land is not permanently alienated; (b) ensures that agricultural land is preserved for agricultural purposes; and (c) does not constrain the viability or use of agricultural land.	provided.		the subject land is mapped as Class A area. The excision of proposed Lot 8 will result in an additional rural living allotment. A dwelling house will be built on this allotment and this land will be alienated from agricultural production/rural use. Furthermore, the fact that the subject land is already smaller than the desired minimum resultant lot size of 60 hectares does not justify further fragmentation into even smaller less viable rural allotments. The subject land is adjoined to the north-west by an established orchard with the 8 metre wide access handle of proposed Lot 8 being the only separation between this orchard and proposed Lot 9. Siting an additional rural

Performance outcomes	Acceptable outcomes	Complies	Comments
			living allotment, with resultant additional dwelling house, adjacent to Class A area is likely to increase the potential for land use conflict. The proposed development is in conflict with P03.
If for Reconfiguring a lot			
PO4 The 'Broadhectare rural area' identified on the **Agricultural land overlay maps (OM-001a-n)** is retained in very large rural holdings viable for broad scale grazing and associated activities.	**AO4** Development does not involve the creation of a new lot within the 'Broadhectare rural' area identified on the **Agricultural land overlay maps (OM-001a-n)**.	n/a	Not applicable. The subject land is not within the Broadhectare rural area.
PO5 Reconfiguring a lot in the 'Class A' area, 'Class B' area or the 'Broadhectare rural' area identified on the **Agricultural land overlay maps (OM-001a-n)** that is severed by a gazetted road occurs only where it does not fragment land used for agricultural purposes.	**AO5** No acceptable outcome is provided.	n/a	Not applicable. The subject land is not severed by a road.
PO6 Any Reconfiguring a lot in the 'Class A' area, 'Class B' area or the 'Broadhectare rural' area identified on the **Agricultural land overlay maps (OM-001a-n)**, including boundary realignments, only occurs where it: (a) improves agricultural efficiency; (b) facilitates	**AO6** No acceptable outcome is provided.	×	The proposed development is in conflict with PO6. The reconfiguration does not improve agricultural efficiency; does not facilitate agricultural activity; does not facilitate a conservation

Performance outcomes	Acceptable outcomes	Complies	Comments
agricultural activity; or (c) facilitates conservation outcomes; or (d) resolves boundary issues where a structure is built over the boundary line of two lots.			outcome; and does not resolve a boundary issue.

8.2.2 Airport environs overlay code

8.2.2.1 Application

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

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

8.2.2.2 Purpose

(1) The purpose of the Airport environs overlay code is to protect the current and ongoing operations of established airports, aerodromes and aviation infrastructure in Mareeba Shire.

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

8.2.2.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.		
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. The subject land is outside the Airport environs: 20-25 ANEF' area.
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. The subject land is outside the Airport environs: Mareeba Airport public safety area.
State significant aviation facilities associated with Mareeba Airport			
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	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	height of 950 metres AHD, unless associated with Hann Tableland Radar facility.		
	AO5.3 Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on **Airport environs overlay map (OM-002a)** unless associated with the Biboohra CVOR facility.	n/a	Not applicable.
	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	**AO6.1** Development involving sporting and recreational aviation activities such as parachuting, hot air ballooning or hang gliding, does not occur within the	n/a	Not applicable. The application does not propose any of the identified

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) safe operation of the airport or facility.	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)**.		activities.
	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. The application does not propose any temporary or permanent aviation activities.
PO7 Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.	**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.
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	**AO8.1** Development within the 'Airport environs: Distance from airport - 8 kilometres' Bird and bat strike zone of Mareeba Airport identified on	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
(bird or bat) strike.	**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.		
	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.
	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.

8.2.4 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 criteria 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 and enhanced;
  (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 self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable 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. Note—Refer to Ecological corridors identified on SFM001-009 in consideration of wildlife connectivity at a regional scale.	**AO1.1** No clearing of native vegetation is undertaken within areas of 'Regulated vegetation' identified on the **Environmental Significance Overlay Maps (OM-004a-o)**.	✔	A band of regulated vegetation is mapped along the banks of Levison Creek (north-east boundary of subject land). This entire area will be contained within proposed Lot 8, which will also contain the established dwelling house, sheds and access. Proposed Lot 9 is clear of any mapped areas of environmental significance. The development complies.
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:	**AO2** Development (excluding roads, earthworks, drainage infrastructure and underground infrastructure) is not located within 20 metres of 'Regulated vegetation' areas identified on the **Environmental**	✔	A band of regulated vegetation is mapped along the banks of Levison Creek (north-east boundary of subject land).

Performance outcomes	Acceptable outcomes	Complies	Comments
(a) does not interrupt, interfere, alter or otherwise impact on underlying natural 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. Note—Refer to Ecological corridors identified on SFM001-009 in consideration of wildlife connectivity at a regional scale.	**Significance Overlay Maps (OM-004a-o)**.		This entire area will be contained within proposed Lot 8, which will also contain the established dwelling house, sheds and access. Proposed Lot 9 is clear of any mapped areas of environmental significance. The development complies.
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)**.	✔	See comments for AO1.1.
	Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z) **AO3.2** No clearing of native	✔	See comments for AO1.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
Note—Refer to Ecological corridors identified on SFM001-009 in consideration of wildlife connectivity at a regional scale.	vegetation is undertaken within the minimum setback identified at **AO3.1**.		
Waterways and wetlands			
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	**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)**.	✔	See comments for AO1.1.
	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)**.	✔	See comments for AO1.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
(e) filtering of sediments, nutrients and other pollutants; and 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) 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)**. 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).	✔	See comments for AO1.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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).	✔	See comments for AO1.1.
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 protect and retain identified ecological values and underlying ecosystem processes within or adjacent to the development site; (c) maintains or enhances wildlife interconnectivity	**AO5** No acceptable outcome is provided	✔	See comments for AO1.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
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. Note—Refer to Ecological corridors identified on SFM001-009 in consideration of wildlife connectivity at a regional scale.			
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 within the Legally Secured Offset Area. Note—A supporting Ecological Assessment Report is prepared in	**AO6** No acceptable outcome is provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
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	Not applicable.

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.

8.2.11 Transport infrastructure overlay code

8.2.11.1 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-011a-j)**; and
  (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

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

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

8.2.11.2 Purpose

(1) The purpose of the Transport infrastructure overlay code is to promote the ongoing and expanded use of rail corridors within the shire for the transportation of passengers and freight.

(2) The purpose of the code will be achieved through the following overall outcomes:
  (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.

8.2.11.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
PO1 Development does prejudice the: (a) ongoing operation of an active 'Rail corridor' identified on the **Transport infrastructure overlay maps (OM-011a-j)**; or (b) the potential future use of an inactive 'Rail corridor' identified on the **Transport infrastructure**	**AO1** Buildings and structures are setback from a boundary with an active or inactive 'Rail corridor' identified on the **Transport infrastructure overlay maps (OM-011a-j)** a minimum of: (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. There is no active or inactive rail corridor in the vicinity of the subject land.

Performance outcomes	Acceptable outcomes	Complies	Comments
overlay maps (OM-011a-j).			
For assessable development			
PO2 Non-residential development adjoining a rail corridor identified on the **Transport infrastructure overlay maps (OM-011a-j)** is designed to allow for the future use of the 'Rail corridor' by the land use.	**AO2** No acceptable outcome is provided	n/a	Not applicable. There is no active or inactive rail corridor in the vicinity of the subject land.
PO3 Development adjoining a 'Rail corridor' identified on the **Transport infrastructure overlay maps (OM-011a-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. There is no active or inactive rail corridor in the vicinity of the subject land.

9.4.2 Landscaping code

9.4.2.1 Application

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

9.4.2.2 Purpose

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

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

9.4.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
PO1 Development, other than in the Rural zone, includes landscaping that: (a) contributes to the landscape character of the Shire; (b) compliments the character of the immediate surrounds; (c) provides an appropriate balance between built and natural elements; and (d) provides a source of visual interest.	**AO1** Development, other than in the Rural zone, provides: (a) a minimum of 10% of the site as landscaping; (b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species; (c) for the integration of retained significant vegetation into landscaping areas; (d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual. Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.	n/a	Not applicable. The subject land is within the Rural zone.
PO2 Development, other than in the Rural zone, includes landscaping along site frontages that: (a) creates an attractive streetscape; (b) compliments the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing;	**AO2** Development, other than in the Rural zone, includes a landscape strip along any site frontage: (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	Not applicable. The subject land is within the Rural zone.

Performance outcomes	Acceptable outcomes	Complies	Comments
(e) provide shade for pedestrians; and (f) includes a range and variety of planting.	Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip		
PO3 Development includes landscaping and fencing along side and rear boundaries that: (a) screens and buffer land uses; (b) assists to break up and soften elements of built form; (c) screens areas of limited visual interest; (d) preserves the amenity of sensitive land uses; and (e) includes a range and variety of planting.	**AO3.1** Development provides landscape treatments along side and rear boundaries in accordance with **Table 9.4.2.3B**.	✔	The application is for reconfiguring a lot only. Landscaping treatments will be required if and when future development occurs on the proposed allotments.
	AO3.2 Shrubs and trees provided in landscape strips along side and rear boundaries: (a) are planted at a maximum spacing of 1 metre; (b) will grow to a height of at least 2 metres; (c) will grow to form a screen of no less than 2 metres in height; and (d) are mulched to a minimum depth of 0.1 metres with organic mulch.	✔	The application is for reconfiguring a lot only. Landscaping treatments will be required if and when future development occurs on the proposed allotments.
	AO3.3 Any landscape strip provided along a side or rear boundary is designed in accordance	n/a	The application is for reconfiguring a lot only.

Performance outcomes	Acceptable outcomes	Complies	Comments
	with Planning Scheme Policy 6 - Landscaping and preferred plant species.		Landscaping treatments will be required if and when future development occurs on the proposed allotments.
PO4 Car parking areas are improved with a variety of landscaping that: (a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility.	**AO4.1** Landscaping is provided in car parking areas which provides: (a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces; (b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and (c) where involving a car parking area in excess of 500m^2: (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping. Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.	n/a	Not applicable.
	AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	Not applicable.
PO5 Landscaping areas include	**AO5.1** Plant species are selected	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
a range and variety of planting that: (a) is suitable for the intended purpose and local conditions; (b) contributes to the natural character of the Shire; (c) includes native species; (d) includes locally endemic species, where practical; and (e) does not include invasive plants or weeds.	from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.		
	AO5.2 A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.	n/a	Not applicable.
PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.	**AO6.1** Tree planting is a minimum of (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber.	n/a	Not applicable.
	AO6.2 Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.	n/a	Not applicable.
	AO6.3 Vegetation adjoining an electricity substation boundary, at maturity, will have: (a) a height of less than 4 metres; and (b) no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.	n/a	Not applicable.
For assessable development			
PO7 Landscaping areas are	**AO7** No acceptable outcome is	n/a	Not applicable.

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

Table 9.4.2.3B—Side and rear boundary landscape treatments

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

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

9.4.3 Parking and access code

9.4.3.1 Application

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

9.4.3.2 Purpose

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

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

9.4.3.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Car parking spaces			
PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the: (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.	✔	Each proposed allotment would contain sufficient area to meet the typical on site car parking demands.

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	✔	Access to both proposed allotments will be conditioned for upgrade in accordance with the FNQROC Regional Development Manual.
	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.	✔	Access to both proposed lots would be provided off Wright Road.
	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 subject land is within the Rural zone and internal tracks will be formed to a minimum gravel standard.

Performance outcomes	Acceptable outcomes	Complies	Comments
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.	n/a	Not applicable.
	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.	n/a	Not applicable.
	AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.	n/a	Not applicable.
	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	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	(d) provided at the side or rear of a building in all other instances.		
Site access and manoeuvring			
PO5 Access to, and manoeuvring within, the site is designed and located to: (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.	n/a	Not applicable.
	AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTROADS.	n/a	The existing access location complies.
	AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.	n/a	The development will 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.

Performance outcomes	Acceptable outcomes	Complies	Comments
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 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.	**AO6.1** 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.
	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.	n/a	Not applicable.
	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	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.		
	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.	n/a	Not applicable.
Servicing			
PO7 Development provides access, maneuvering and servicing areas on site that: (a) accommodate a service vehicle commensurate with the likely demand generated by the use; (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	**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.	n/a	Not applicable.
	AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
adjoining sensitive land 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**.	n/a	Not applicable.
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.	n/a	Not applicable.
	AO8.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.	n/a	Not applicable.
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			
PO10 The level of traffic generated	**AO10** A traffic impact report is prepared by a suitably	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.	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.		
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 Self-assessable development: One space per 90m^2 or part thereof of net lettable area; or If Assessable development: As determined by Council.	If self-assessable development: 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 self-assessable development: One space. If assessable development: As determined by Council.	If self-assessable development: 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 self-assessable development: • 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 self-assessable development: 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 self-assessable development:</u> Two spaces. <u>If assessable development:</u> As determined by Council.	<u>If self-assessable development:</u> Nil. <u>If assessable development:</u> As determined by Council.
Detention facility	As determined by Council.	As determined by Council.
Dual occupancy	One covered space per dwelling; and One visitor space.	Nil.
Dwelling house	One covered space per dwelling house. One space per secondary dwelling.	Nil.
Dwelling unit	One covered space per dwelling unit. A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.	Nil

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Educational establishment	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 self-assessable development: 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	Exempt 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.
Function facility	One space per 30m^2 or part thereof of GFA.	One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Funeral parlour	Exempt 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	Exempt 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	Exempt 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.
Hostel	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.
Hotel	One space per 10m^2 or part thereof of GFA per bar, beer garden and other public area. One space per 50m^2 or part thereof of GFA per bulk liquor sales area. One space per guest room.	One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Indoor sport and recreation	If self-assessable development: 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.
Intensive animal industries	If self-assessable development: Two spaces. If assessable development: As determined by Council.	One SRV space.
Intensive horticulture	If self-assessable development: Two spaces. If assessable development: As determined by Council.	If self-assessable development: 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.

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Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Marine industry	One space per 90m^2 GFA or part thereof.	One HRV space if the site has an area greater than 1,000m^2, otherwise One SRV space.
Market	As determined by Council.	As determined by Council.
Medium impact industry	One space per 90m^2 GFA or part thereof.	One AV space if the site has an area greater than 2,000m^2, otherwise One HRV.
Motor sport facility	As determined by Council.	As determined by Council.
Multiple dwelling	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.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Office	Exempt 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.
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.

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Rural workers' accommodation	If Self-assessable development: Nil If Assessable development: As determined by Council.	If Self-assessable development: Nil If Assessable development: As determined by Council.
Sales office	One space per 25m^2 GFA or part thereof.	Nil.
Service industry	Exempt 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	Exempt 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.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
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.
Showroom	Exempt 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.

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Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Telecommunications facility	If self-assessable development: Nil. If assessable development: As determined by Council.	If-self-assessable development: 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.
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	If self-assessable development: Nil. If assessable development: As determined by Council.	If self-assessable development: Nil. If assessable development: As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Veterinary services	Exempt in an existing building within the Centre zone. Inside Centre zone: One space per 40m^2 or part thereof of net lettable area. Outside Centre zone: 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.
Hostel	One space per 4 letting rooms.	As determined by Council.

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Indoor sport and recreation	One space per employee plus 1 space per 200m^2 GFA	As determined by Council.
Park	As determined by Council.	As determined by Council.
Short term accommodation	One space per 4 letting rooms.	As determined by Council.
Shop or Shopping centre	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	Site access involves: (a) a maximum width of 9 metres of any vehicle crossover across a

Service station	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.

9.4.4 Reconfiguring a lot code

9.4.4.1 Application

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

9.4.4.2 Purpose

(1) The purpose of the Reconfiguring a lot code is to ensure that land is:
  (a) arranged in a manner which is consistent with the intended scale and intensity of development within the area;
  (b) provided with access to appropriate movement and open space networks; and
  (c) contributes to housing diversity and accommodates a range of land uses.

(2) The purpose of the code will be achieved through the following overall outcomes:
  (a) Subdivision of land achieves the efficient use of land and the efficient provision of infrastructure and transport services;
  (b) Lots are of a suitable size and shape for the intended or potential use having regard to the purpose and overall outcomes of the relevant zone or precinct.
  (c) Subdivision of land creates lots with sufficient area and dimensions to accommodate the ultimate use, meet user requirements, protect environmental features and account for site constraints;
  (d) A range and mix of lot sizes is provided to facilitate a variety of industry and housing types;
  (e) Subdivision design incorporates a road network that provides connectivity and circulation for vehicles and provide safe and efficient access for pedestrians, cyclists and public transport;
  (f) Subdivision design provides opportunities for walking and cycling for recreation and as alternative methods of travel;
  (g) Subdivision of land provides and integrates a range of functional parkland, including local and district parks and open space links for the use and enjoyment of the residents of the locality and the shire;
  (h) Subdivision of land contributes to an open space network that achieves connectivity along riparian corridors and between areas with conservation values;
  (i) Subdivision within the Rural zone maintains rural landholdings in viable parcels; and
  (j) Land in historical townships is not reconfigured to be used for urban purposes.

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9.4.4.3 Criteria for assessment

Table 9.4.4.3A—Reconfiguring a lot code – For assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
Area and frontage of lots			
PO1 Lots include an area and frontage that: (a) is consistent with the design of lots in the surrounding area; (b) allows the desired amenity of the zone to be achieved; (c) is able to accommodate all buildings, structures and works associated with the intended land use; (d) allow the site to be provided with sufficient access; (e) considers the proximity of the land to: (i) centres; (ii) public transport services; and (iii) open space; and (f) allows for the protection of environmental features; and (g) accommodates site constraints.	**AO1.1** Lots provide a minimum area and frontage in accordance with **Table 9.4.4.3B**.	×	Existing Lot 3 on RP733075 has an area of 3.893 hectares which is already well below the 60 hectares minimum area nominated in Table 9.4.4.3B. Proposed Lots 8 and 9 would have areas of 2 hectares and 1.893 hectares respectively. The areas of proposed Lots 8 and 9 are not consistent with the intent of maintaining larger allotment areas within the Rural zone. The fact that the subject land is already smaller than the desired minimum resultant lot size of 60 hectares does not justify further fragmentation into even smaller less viable rural allotments.

Performance outcomes	Acceptable outcomes	Complies	Comments
			It is acknowledged that multiple small rural allotments already exist in the immediate locality, however the majority of the small allotments were created prior to the 2004 planning scheme. The proposed reconfiguration conflicts with PO1.
Existing buildings and easements			
PO2 Reconfiguring a lot which contains existing land uses or existing buildings and structures ensures: (a) new lots are of sufficient area and dimensions to accommodate existing land uses, buildings and structures; and (b) any continuing use is not compromised by the reconfiguration.	**AO2.1** Each land use and associated infrastructure is contained within its individual lot.	✔	Complies. All existing buildings will be contained within proposed Lot 8.
	AO2.2 All lots containing existing buildings and structures achieve the setback requirements of the relevant zone.	✔	Complies.
PO3 Reconfiguring a lot which contains an existing easement ensures: (a) future buildings, structures and accessways are able to be sited to avoid the easement; and (b) the reconfiguration does not compromise the purpose of the easement or the continued operation of any	**AO3** No acceptable outcome is provided.	✔	The development can be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
infrastructure contained within the easement.			
Boundary realignment			
PO4 The boundary realignment retains all attendant and existing infrastructure connections and potential connections.	**AO4** No acceptable outcome is provided.	n/a	Not applicable. The application is not for a boundary realignment.
Access and road network			
PO5 Access to a reconfigured lot (including driveways and paths) must not have an adverse impact on: (a) safety; (b) drainage; (c) visual amenity; (d) privacy of adjoining premises; and (e) service provision.	**AO5** No acceptable outcome is provided.	✔	The development can be conditioned to comply.
PO6 Reconfiguring a lot ensures that access to a lot can be provided that: (a) is consistent with that provided in the surrounding area; (b) maximises efficiency and safety; and (c) is consistent with the nature of the intended use of the lot. Note—The Parking and access code should be considered in demonstrating compliance with PO6.	**AO6** Vehicle crossover and access is provided in accordance with the design guidelines and specifications set out in Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✔	The development can be conditioned to comply.
PO7 Roads in the Industry zone are designed having regard to:	**AO7** No acceptable outcome is provided.	n/a	Not applicable. The subject

Performance outcomes	Acceptable outcomes	Complies	Comments
(a) the intended use of the lots; (b) the existing use of surrounding land; (c) the vehicular servicing requirements of the intended use; (d) the movement and turning requirements of B-Double vehicles. Note—The Parking and access code should be considered in demonstrating compliance with PO7.			land is not located within the Industry zone.
Rear lots			
PO8 Rear lots are designed to: (a) provide a high standard of amenity for residents and other users of the site; (b) provide a high standard of amenity for adjoining properties; and (c) not adversely affect the safety and efficiency of the road from which access is gained.	**AO8.1** Rear lots are designed to facilitate development that adjoins or overlooks a park or open space.	n/a	The application does not propose a rear lot.
	AO8.2 No more than two rear lots are created behind any lot with a road frontage.	n/a	The application does not propose a rear lot.
	AO8.3 Access to lots is via an access strip with a minimum width of: (a) 4 metres where in the Low density residential zone or Medium density residential zone; or (b) 8 metres otherwise.	n/a	The application does not propose a rear lot.
	AO8.4 A single access strip is provided to a rear lot along one side of the lot with direct frontage to the street. Note—Figure A provides further guidance in relation to the desired outcome.	n/a	The application does not propose a rear lot.
	AO8.5	n/a	The application

Performance outcomes	Acceptable outcomes	Complies	Comments
	No more than 1 in 10 lots created in a new subdivision are rear lots.		does not propose a rear lot.
	AO8.6 Rear lots are not created in the Centre zone or the Industry zone.	n/a	The application does not propose a rear lot.
Crime prevention and community safety			
PO9 Development includes design features which enhance public safety and seek to prevent opportunities for crime, having regard to: (a) sightlines; (b) the existing and intended pedestrian movement network; (c) the existing and intended land use pattern; and (d) potential entrapment locations.	**AO9** No acceptable outcome is provided.	✔	The development can be conditioned to comply.
Pedestrian and cycle movement network			
PO10 Reconfiguring a lot must assist in the implementation of a Pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.	**AO10** No acceptable outcome is provided.	n/a	Not applicable.
Public transport network			
PO11 Where a site includes or adjoins a future public transport corridor or future public transport site identified through a structure planning process, development: (a) does not prejudice the future provision of the identified infrastructure; (b) appropriately treats the common boundary with the future corridor; and	**AO11** No acceptable outcome is provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
(c) provides opportunities to integrate with the adjoining corridor where a it will include an element which will attract pedestrian movement.			
Residential subdivision			
PO12 Residential lots are: (a) provided in a variety of sizes to accommodate housing choice and diversity; and (b) located to increase variety and avoid large areas of similar lot sizes.	**AO12** No acceptable outcome is provided.	n/a	Not applicable.
Rural residential zone			
PO13 New lots are only created in the Rural residential zone where land is located within the 4,000m^2 precinct, the 1 hectare precinct or the 2 hectare precinct.	**AO13** No acceptable outcome is provided.	n/a	Not applicable.
Additional provisions for greenfield development only			
PO14 The subdivision design provides the new community with a local identity by responding to: (a) site context (b) site characteristics (c) setting (d) landmarks (e) natural features; and (f) views.	**AO14** No acceptable outcome provided.	n/a	Not applicable.
PO15 The road network is designed to provide a high level of connectivity, permeability and circulation for local vehicles, public transport, pedestrians and cyclists.	**AO15** No acceptable outcome provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO16 The road network is designed to: (a) minimise the number of cul-de-sacs; (b) provide walkable catchments for all residents in cul-de-sacs; and (c) include open cul-de-sacs heads. Note—Figure B provides further guidance in relation to the desired outcome.	**AO16** No acceptable outcome provided.	n/a	Not applicable.
PO17 Reconfiguring a lot provides safe and convenient access to the existing or future public transport network.	**AO17** The subdivision locates 90% of lots within 400 metres walking distance of a future public transport route.	n/a	Not applicable.
PO18 The staging of the lot reconfiguration prioritises delivery of link roads to facilitate efficient bus routes.	**AO18** No acceptable outcome provided.	n/a	Not applicable.
PO19 Provision is made for sufficient open space to: (a) meet the needs of the occupiers of the lots and to ensure that the environmental and scenic values of the area are protected; (b) retain riparian corridors, significant vegetation and habitat areas and provides linkages between those areas; and (c) meet regional, district and neighbourhood open space requirements.	**AO19.1** A minimum of 10% of the site area is dedicated as open space.	n/a	Not applicable.
	AO19.2 A maximum of 30% of the proposed open space can consist of land identified as significant vegetation or riparian corridor buffer.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO20 A network of parks and community land is provided: (a) to support a full range of recreational and sporting activities; (b) to ensure adequate pedestrian, cycle and vehicle access; (c) which is supported by appropriate infrastructure and embellishments; (d) to facilitate links between public open spaces; (e) which is co-located with other existing or proposed community infrastructure; (f) which is consistent with the preferred open space network; and (g) which includes a diversity of settings;	**AO20** No acceptable outcome is provided.	n/a	Not applicable.

Table 9.4.4.3B—Minimum area and dimensions for Reconfiguring a lot

Zone	Type	Minimum area	Minimum frontage
Centre	All lots	800m^2	20 metres
Community facilities	All lots	Not specified	Not specified
Conservation	All lots	Not specified	Not specified
Emerging community	All lots	10 hectares	100 metres
Low density residential	Where greenfield development and connected to reticulated water and sewerage		
	Rear lot	800m^2	5 metres
	All other lots	350m^2	10 metres
	Where connected to reticulated water and sewerage		
	Rear lot	800m^2	5 metres
	All other lots	600m^2	16 metres
	Where connected to reticulated water		
	Rear lot	1,000m^2	5 metres
	All other lots	800m^2	16 metres
Medium density residential	Rear lot	600m^2	5 metres
	All other lots	400m^2	10 metres
Industry	All lots	1,500m^2	45 metres
Recreation and open space	All lots	Not specified	Not specified

Zone	Type	Minimum area	Minimum frontage
Rural	All lots	60 hectares	400 metres
Rural residential	2 hectare precinct		
	All lots	2 hectares	60 metres
	1 hectare precinct		
	All lots	1 hectare	40 metres
	4,000m^2 precinct		
	All lots	4,000m^2	40 metres

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Figure A – Examples of access to rear lots

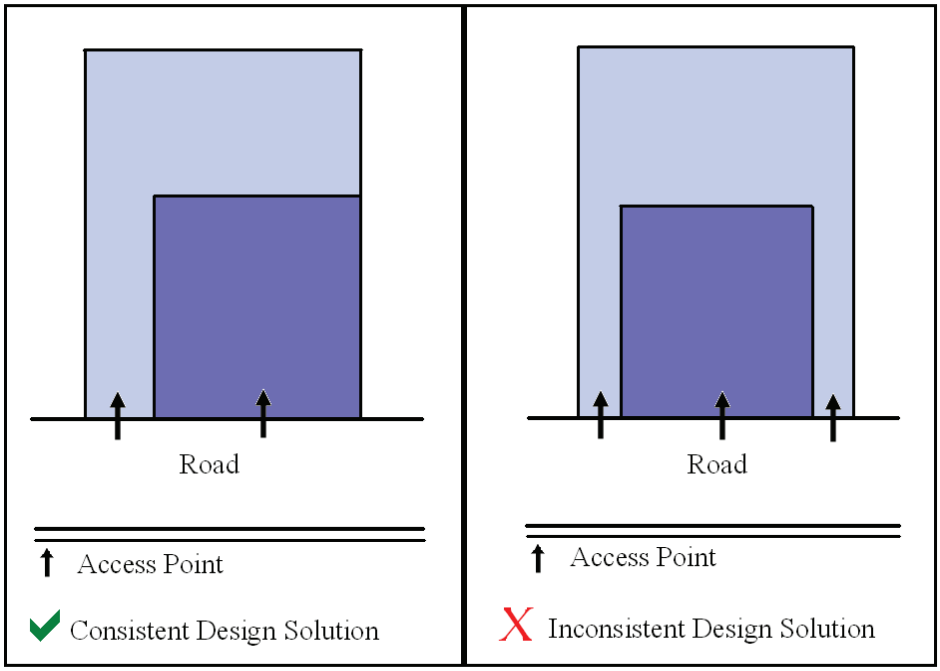
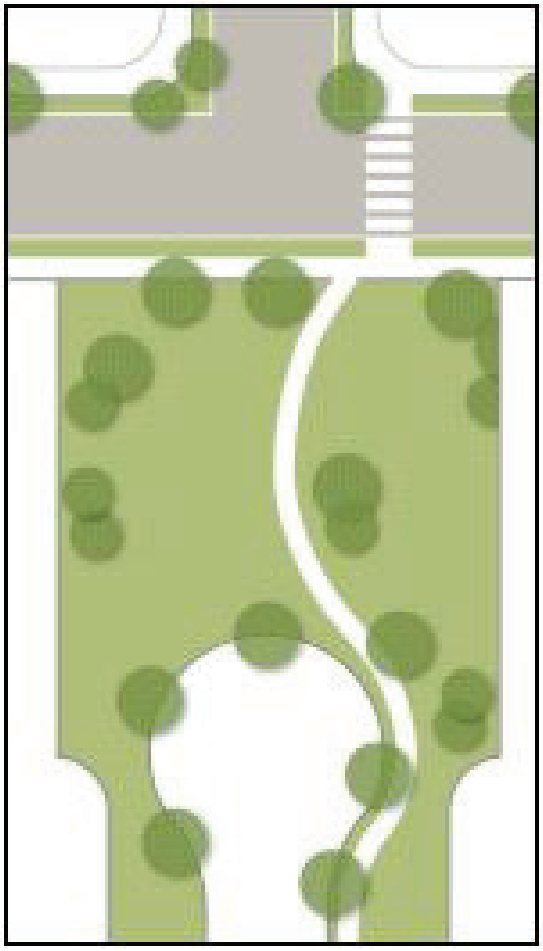


Figure B – Example of cul-de-sac design



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9.4.5 Works, services and infrastructure code

9.4.5.1 Application

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

9.4.5.2 Purpose

(1) The purpose of the Works, services and infrastructure code is to ensure that all development is appropriately serviced by physical infrastructure, public utilities and services and that work associated with development is carried out in a manner that does not adversely impact on the surrounding area.

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

9.4.5.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Water supply			
PO1 Each lot has an adequate volume and supply of water that: (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health,	**AO1.1** Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:	n/a	Not applicable. The land is within the Rural zone.

Performance outcomes	Acceptable outcomes	Complies	Comments
safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment.	(a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated water supply service area.		
	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.	✔	The development can be conditioned to comply.
Wastewater disposal			
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. The land is within the Rural zone.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.	✔	The development can be conditioned to comply.
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.	n/a	Not applicable.
	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.	✔	The development can be conditioned to comply.
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	✔	The development can be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.		
Telecommunications infrastructure			
PO5 Each lot is provided with an adequate supply of telecommunication infrastructure	**AO5** Development is provided with a connection to the national broadband network or telecommunication services.	✔	The development can be conditioned to comply.
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.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
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	Not applicable.
	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	Not applicable.
	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	Not applicable.
	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	Not applicable.
	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	Not applicable.
	AO7.6 Retaining walls have a	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.		
	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	Not applicable.
For assessable development			
Transport network			
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.	✔	The development can be conditioned to comply.
	AO8.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	n/a	Not applicable.
Public infrastructure			
PO9 The design, construction and provision of any	**AO9** Development is in accordance with the Design Guidelines and	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.	Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.		
Stormwater quality			
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.	✔	The development can be conditioned to comply.
	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	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.		
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	**AO11** No acceptable outcome is provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
benefit; and (e) minimise risk to public safety.			
Excavation or filling			
PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.	**AO12.1** Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.	n/a	Not applicable.
	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	Not applicable.
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	Not applicable.
	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	n/a	Not applicable.
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	n/a	Not applicable.
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	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.		
Weed and pest management			
PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	**AO15** No acceptable outcome is provided.	n/a	Not applicable.
Contaminated land			
PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants	**AO16** Development is located where: (a) soils are not contaminated by pollutants which represent a health or safety risk to users; or (b) contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.	n/a	Not applicable.
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.