

Assessment of application against relevant Development Codes

APPLICATION DETAILS

| APPLICATION | | PREMISES | |
|------------------------------|---|-----------------|---------------------------------------|
| FILE NO: | RAL/21/0024 | ADDRESS: | Tilse Street and Mclver Road, Mareeba |
| APPLICANT: | Sibi Girgenti Holdings Pty Ltd | RPD: | Lot 100 on SP276719 |
| LODGED BY: | Freshwater Planning Pty Ltd | AREA: | 4.32 hectares |
| DATE LODGED: | 14 December 2021 | OWNER : | Sibi Girgenti Holdings Pty Ltd |
| TYPE OF APPROVAL: | Preliminary Approval (Variation Request) and Development Permit | | |
| PROPOSED DEVELOPMENT: | Material Change of Use for a Preliminary Approval including a variation request to vary the effect of the Mareeba Shire Council Planning Scheme 2016 - Use rights in accordance with the Low Density Residential zone and a Development Permit for Reconfiguring a Lot - Subdivision (1 into 24 lots) | | |
| PLANNING SCHEME: | Mareeba Shire Council Planning Scheme 2016 | | |
| ZONE: | Emerging Community zone | | |
| LEVEL OF ASSESSMENT: | Impact Assessment | | |
| SUBMISSIONS: | Four (4) | | |

Relevant Development Codes

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

- 6.2.4 Emerging community zone code
- 6.2.6 Low density residential zone code
- 7.2.2 Mareeba local plan code
- 8.2.2 Airport environs overlay code
- 8.2.3 Bushfire hazard overlay code
- 8.2.4 Environmental significance 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

6.2.4 Emerging community zone code

6.2.4.1 Application

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

6.2.4.2 Purpose

- (1) The purpose of the Emerging community zone code is to:
 - (a) identify land that is suitable for urban purposes and protect land that may be suitable for urban development in the future
 - (b) manage the timely conversion of non-urban land to urban purposes.
 - (c) prevent or discourage development that is likely to compromise appropriate longer term land use.
- (2) Mareeba Shire Council's purpose of the Emerging community zone code is to provide for the sequenced release of land to meet community need and market demand for new urban development in designated urban growth areas.

Urban development may occur in the zone in accordance with an approved structure plan but the primary purpose of the zone and the code is to reserve land for future urban development, the majority of which is likely to occur beyond the life of the planning scheme.

Urban growth areas are identified within the towns of Kuranda and Mareeba. These areas are subject to Local plan codes which include further provisions.

- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Land that has the potential for development for urban purposes although may contain pockets of land unsuitable for development due to scenic or environmental constraints is preserved until detailed planning studies have occurred;
 - (b) Interim development does not compromise the future development potential of the land for urban purposes;
 - (c) Development of land is based upon the provision of infrastructure, consideration of environmental constraints and desired settlement pattern for the area;
 - (d) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
 - (e) Development is supported by an internal road network and does not compromise the safety or efficiency of State-controlled or Local government collector roads;
 - (f) Land is developed in an orderly sequence and, for all but minor proposals, in accordance with a structure planning process;
 - (g) Land is developed in a sustainable manner to reflect the desired land use pattern of the local government area by integrating development sites, community infrastructure, open space and important natural features;
 - (h) Non-residential development may be supported where such uses directly support the day to day needs of the immediate residential community or the precinct is identified for non-residential uses and is planned for as part of a structure plan;
 - (i) Significant historical, architectural, topographic, landscape, scenic, social, recreational and cultural features, as well as natural habitat areas, wildlife corridors, wetlands and waterway corridors are protected and enhanced as part of the development of the zone; and

- (j) Roads and other transport corridors are coordinated and interconnected to ensure pedestrian, cyclists, public transport and private vehicles have accessibility between neighbourhoods, centres and other locations.

6.2.4.3 Criteria for assessment

Table 6.2.4.3—Emerging community zone code - For accepted development subject to requirements and assessable development

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| For accepted development subject to requirements and assessable development | | | |
| Height | | | |
| PO1 Building height takes into consideration and respects the following: (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length. | AO1.1 Development, except where involving industrial activities, has a maximum building height of: (a) 8.5 metres; and (b) 2 storeys above ground level. | n/a | Not applicable. No buildings are proposed by the current application. |
| | AO1.2 Industrial development has a maximum building height of 10 metres. | n/a | Not applicable. Industrial development is not proposed. |
| Outbuildings and residential scale | | | |
| PO2 Domestic outbuildings: (a) do not dominate the lot on which they are located; and (b) are in scale with the character and amenity of the area. | AO2.1 On lots less than 2 hectares, domestic outbuildings do not exceed: (a) 150m ² in gross floor area; and (b) 5.5 metres above natural ground level. | n/a | Not applicable. No buildings are proposed by the current application. |
| | AO2.2 On lots greater than 2 hectares, domestic outbuildings do not exceed 200m ² in gross floor area. | n/a | Not applicable. No buildings are proposed by the current application. |

| 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. | | | |
| PO3 Development is sited in a manner that considers and respects: <ul style="list-style-type: none"> (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural breezes; (f) appearance of building bulk; and (g) relationship with road corridors. | AO3.1 Buildings and structures are setback from a State controlled road a minimum of 40 metres where a site is 2 hectares or larger. Note—Where on a site with an area of less than 2 hectares, the setbacks of the Queensland Development Code apply. | n/a | Not applicable. No buildings are proposed by the current application. |
| | AO3.2 Buildings and structures include a minimum setback of: <ul style="list-style-type: none"> (a) 6 metres from a frontage to a sealed road that is not a State-controlled road; (b) 20 metres from a frontage to any other road; and (c) 10 metres from a boundary to an adjoining lot. | n/a | Not applicable. No buildings are proposed by the current application. |
| Accommodation density | | | |
| PO4 The density of Accommodation activities does not preclude the future re-development of the land for urban purposes consistent with Structure Plans approved in accordance it PO7. | AO4 Development provides a minimum density for Accommodation activities of 1 dwelling or accommodation unit per 1,250m ² site area. Note—Calculation of Accommodation density excludes areas not developed as a result of provisions of an overlay. | ✓ | The proposed reconfiguration would create lot areas above 1,250m ² . The proposed lots are regular in shape and will be capable of future re-development for increased urban density should the need arise. |
| For assessable development | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|---|
| <p>PO5 Development where not involving urban purposes:</p> <p>(a) does not compromise the future development potential of the land for urban purposes; and</p> <p>(b) is compatible with residential uses.</p> | <p>AO5 Non-urban development is limited to Animal husbandry or Cropping.</p> | ✓ | The application is not proposing any non-urban development. |
| <p>PO6 Development involving urban purposes provides:</p> <p>(a) residential areas with a mix of lot sizes to allow for housing mix; and</p> <p>(b) industrial areas with a mix of industrial uses.</p> | <p>AO6 No acceptable outcome provided.</p> | ✓ | The development will contribute to the mix of residential lot sizes within Mareeba. |
| Structure planning | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|--------------------------------|---|
| <p>PO7 Development occurs as outlined in a Structure Plan that:</p> <p>(a) is prepared in accordance with Planning Scheme Policy 8 Structure Planning;</p> <p>(b) takes into consideration land use need and the type, scale, density of proposed urban development;</p> <p>(c) includes a road network that:</p> <p>(i) is logically designed;</p> <p>(ii) can be delivered sequentially;</p> <p>(iii) includes an urban morphology that is consistent with the surrounding area;</p> <p>(iv) provides pedestrian links to centres and open space;</p> <p>(d) locates any non-residential development:</p> <p>(i) on major roads;</p> <p>(ii) where not introducing non-residential traffic to residential streets; and</p> <p>(iii) to provide the day to day needs of the immediate residential community;</p> <p>(e) scales any non-residential development to:</p> <p>(i) be consistent with the scale of surrounding residential development;</p> <p>(ii) not undermine the viability of nearby</p> | <p>AO7 No acceptable outcome provided.</p> | <p>✓ Complies with PO7</p> | <p>A structure plan has not been prepared as part of this development application.</p> <p>Whilst the site does adjoin other land in the Emerging Community zone (Lot 101 on SP276719), this adjoining land is a reserve for drainage purposes. This drainage reserve contains the headwaters of Basalt Gully and a significant open table drain servicing Tilse Street and the Prestige Gardens development to the west.</p> <p>The potential for substantial interconnected development of both parcels appears to be limited.</p> <p>All proposed lots will be connected to reticulated water and sewerage. This infrastructure services Joan Crescent and can be efficiently connected to each lot.</p> <p>The site's frontages to Tilse</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|------------|---|
| <p>centres or the centres network; and (iii) not unduly detract from the amenity of nearby residences.</p> | | | <p>Street and McIver Road will be upgraded to FNQROC Development Manual standard.</p> <p>No nonresidential development is proposed.</p> <p>The proposed lot density and lot layout is consistent with the established form of residential development in this neighbourhood.</p> <p>The proposed development does not compromise the fulfilment of Performance Outcome PO7.</p> |
| Building design | | | |
| <p>PO8 Development assists in the establishment of a consistent built character in the Emerging community zone, having regard to:</p> <ul style="list-style-type: none"> (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location. | <p>AO8 No acceptable outcome is provided.</p> | <p>n/a</p> | <p>Not applicable.</p> <p>No buildings are proposed by the current application.</p> |
| Amenity | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| <p>PO9 Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. | <p>AO9 No acceptable outcome is provided.</p> | <p>✓</p> | <p>The proposed development is urban (residential) in nature and will be consistent with the established urban amenity.</p> |
| <p>PO10 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. | <p>AO10 No acceptable outcome is provided.</p> | <p>✓</p> | <p>Appropriate buffering will be required within the proposed development to protect the ongoing lawfully established farming activities to the south.</p> |

6.2.6 Low density residential zone code

6.2.6.1 Application

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

6.2.6.2 Purpose

- (1) The purpose of the Low density residential zone code is to provide for predominantly dwelling houses supported by community uses and small-scale services and facilities that cater for local residents.
- (2) Mareeba Shire Council's purpose of the Low density residential zone code is to:
 - (a) maintain the integrity of established residential areas, which are characterised primarily by Dwelling houses and Dual occupancy development;
 - (b) provide opportunities for other forms of residential development where existing character and amenity will not be compromised; and
 - (c) facilitate non-residential development that directly supports the day to day needs of the immediate residential community, in new residential areas.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The dominant form of development is detached dwelling houses, on a range of lot sizes;
 - (b) In greenfield areas, in proximity to activity centres, a wider range of higher density residential development may occur where existing low density residential amenity is not compromised;
 - (c) High quality Residential care facilities and Retirement facilities are located on larger sites;
 - (d) Development provides for an efficient land use pattern and is well connected to other developments;
 - (e) Development is designed to provide safe and walkable neighbourhoods that connect residents to desirable destinations including schools, parks, shops and community facilities;
 - (f) Development facilitates other small-scale uses that integrate personal employment and residential activities, provided they complement local residential amenity;
 - (g) Development maintains a high level of residential amenity avoiding uses that introduce impacts associated with noise, hours of operation, traffic, advertising devices, visual amenity, privacy, lighting, odour and emissions;
 - (h) Development reflects and enhances the existing low density scale and character of the area;
 - (i) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
 - (j) Development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure to meet the needs of the local community;
 - (k) Non-residential development may be supported in new residential areas where such uses directly support the day to day needs of the immediate residential community;
 - (l) Development takes account of the environmental constraints of the land; and

- (m) Any unavoidable impacts are minimised through location, design, operation and management requirements.

6.2.6.3 Criteria for assessment

Table 6.2.6.3A—Low density residential zone code - For accepted development subject to requirements and assessable development

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|---|
| For accepted development subject to requirements and assessable development | | | |
| Height | | | |
| <p>PO1 Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length. | <p>AO1 Development has a maximum building height of:</p> <ul style="list-style-type: none"> (a) 8.5 metres; and (b) 2 storeys above ground level. | n/a | <p>Not applicable.</p> <p>No buildings are proposed by the current application.</p> |
| Outbuildings and residential scale | | | |
| <p>PO2 Domestic outbuildings:</p> <ul style="list-style-type: none"> (a) do not dominate the lot on which they are located; and (b) are consistent with the scale and character of development in the Low-density residential zone. | <p>AO2 Domestic outbuildings do not exceed:</p> <ul style="list-style-type: none"> (a) 100m² in gross floor area; and (b) 5.5 metres in height above natural ground level. | n/a | <p>Not applicable.</p> <p>No buildings are proposed by the current application.</p> |
| Siting | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| PO3 Development is sited in a manner that considers and respects: <ul style="list-style-type: none"> (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural breezes; and (f) appearance of building bulk; and (g) relationship with road corridors. | AO3.1 Buildings and structures include a minimum setback of: <ul style="list-style-type: none"> (a) 6 metres from the primary road frontage; and (b) 3 metres from any secondary road frontage. | n/a | Not applicable. No buildings are proposed by the current application. |
| | AO3.2 Buildings and structures include a minimum setback of 2 metres from side and rear boundaries. | n/a | Not applicable. No buildings are proposed by the current application. |
| Accommodation density | | | |
| PO4 The density of Accommodation activities: <ul style="list-style-type: none"> (a) contributes to housing choice and affordability; (b) respects the nature and density of surrounding land use; (c) does not cause amenity impacts beyond the reasonable expectation of accommodation density for the zone; and (d) is commensurate to the scale and frontage of the site. | AO4 Development provides a maximum density for Accommodation activities in compliance with Table 6.2.6.3B . | ✓ | This application is seeking to reconfigure the site into 24 vacant residential lots. Once created, the further development of these lots will need to satisfy this outcome. |
| Gross floor area | | | |
| PO5 | AO5 | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| 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 surrounding buildings; and (c) appropriately balances built and natural features. | Gross floor area does not exceed 600m ² . | | No buildings are proposed by the current application. |
| For assessable development | | | |
| Building design | | | |
| PO6 Building facades are appropriately designed to: (a) include visual interest and architectural variation; (b) maintain and enhance the character of the surrounds; (c) provide opportunities for casual surveillance; (d) include a human scale; and (e) encourage occupation of outdoor space. | AO6 Buildings include habitable space, pedestrian entrances and recreation space facing the primary road frontage. | n/a | Not applicable. No buildings are proposed by the current application. |
| PO7 Development complements and integrates with the established built character of the Low density residential zone, having regard to: (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location. | AO7 No acceptable outcome is provided. | n/a | Not applicable. No buildings are proposed by the current application. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|---|
| Non-residential development | | | |
| <p>PO8 Non-residential development is only located in new residential areas and:</p> <p>(a) is consistent with the scale of existing development;</p> <p>(b) does not detract from the amenity of nearby residential uses;</p> <p>(c) directly supports the day to day needs of the immediate residential community; and</p> <p>(d) does not impact on the orderly provision of non-residential development in other locations in the shire.</p> | <p>AO8 No acceptable outcome is provided.</p> | n/a | The application is not proposing any non-residential development. |
| Amenity | | | |
| <p>PO9 Development must not detract from the amenity of the local area, having regard to:</p> <p>(a) noise;</p> <p>(b) hours of operation;</p> <p>(c) traffic;</p> <p>(d) advertising devices;</p> <p>(e) visual amenity;</p> <p>(f) privacy;</p> <p>(g) lighting;</p> <p>(h) odour; and</p> <p>(i) emissions.</p> | <p>AO9 No acceptable outcome is provided.</p> | ✓ | The proposed development is urban (residential) in nature and will be consistent with the established urban amenity. |
| <p>PO10 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <p>(a) noise;</p> <p>(b) hours of operation;</p> <p>(c) traffic;</p> | <p>AO10 No acceptable outcome is provided.</p> | ✓ | Appropriate buffering will be required within the proposed development to protect the ongoing lawfully established farming activities to the south. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---------------------|----------|----------|
| (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. | | | |

Table 6.2.6.3B—Maximum densities for Accommodation activities

| Use | Maximum density |
|---------------------------|---|
| Dual occupancy | 1 dwelling per 400m ² of site area |
| Multiple dwelling | (a) 1 dwelling per 400m ² of site area; and (b) 1 bedroom per 200m ² of site area. |
| Residential care facility | 1 dwelling or accommodation unit per 250m ² of site area. |
| Retirement facility | 1 dwelling or accommodation unit per 400m ² of site area |

7.2.2 Mareeba local plan code

7.2.2.1 Application

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

7.2.2.2 Purpose

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

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

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

7.2.2.3 Criteria for assessment

Table 7.2.2.3—Mareeba local plan - For accepted development subject to requirements and assessable development

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---------------------|----------|----------|
| For accepted development subject to requirements and assessable development | | | |
| If affected by the vegetated buffer area element | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|-----------------|
| <p>PO1 Industrial development is appropriately screened from view to minimise impacts on the:</p> <p>(a) visual amenity and character of the local plan area; and</p> <p>(b) amenity of nearby land uses.</p> | <p>AO1 A minimum 5 metre wide vegetated buffer area is provided in all areas of the site affected by the vegetated buffer element.</p> | n/a | Not applicable. |
| If in the Stable precinct | | | |
| <p>PO2 Development facilitates the co-location of houses and stables while maintaining an appropriate level of amenity, having regard to emissions of:</p> <p>(a) noise;</p> <p>(b) odour; and</p> <p>(c) light</p> | <p>AO2 Stables house no more than 10 animals and are:</p> <p>(a) separated by a minimum distance of 3 metres from any residential building on the same site;</p> <p>(b) separated by a minimum distance of 5 metres from any residential building on an adjoining site; and</p> <p>(c) setback a minimum of 6 metres from any road frontage.</p> | n/a | Not applicable. |
| If on a site with a frontage to the Byrnes Street core element | | | |
| <p>PO3 Development with a frontage to the Byrnes Street core element is designed to minimise the dominance of vehicular access within the streetscape by:</p> <p>(a) providing vehicular access from an alternative frontage;</p> <p>(b) minimising the size of necessary vehicle access; and</p> <p>(c) maximising the area of the frontage used</p> | <p>AO3.1 Where development has a frontage to the Byrnes Street core element, buildings are built to side boundaries, except for pedestrian access-ways and where alternative vehicular access is not available. In such instances, vehicular and pedestrian access-ways are not wider than 7 metres.</p> <p>Note—Refer to Figure A for further detail.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|-----------------|
| for pedestrian focussed activities. | AO3.2 Vehicular access is not provided from Byrnes Street where a site has more than one frontage. | n/a | Not applicable. |
| If on a site affected by the Town centre fringe 6 metre setback element | | | |
| PO4 Larger destination-specific premises that require increased provision for car and service vehicle access are supported where it can be demonstrated that sufficient separation is provided between the use and adjoining residential uses to adequately mitigate any potential impacts on the amenity of adjoining premises, having regard to: (a) noise; (b) odour; (c) light; and (d) overlooking and privacy. | AO4 Buildings and structures are setback a minimum of 6 metres from the boundary affected by the Town centre fringe 6 metre setback element. | n/a | Not applicable. |
| If in the Town centre fringe precinct | | | |
| PO5 Development's address to the primary street frontage ensures: (a) car parking areas are not a dominant feature; and (b) sources of visual interest and casual surveillance of the street frontage are provided. | AO5.1 No more than 50% of car parking is to be located between the building and the primary street frontage. | n/a | Not applicable. |
| | AO5.2 Buildings include uses that orientated toward the primary street frontage with entrances and windows addressing the street. | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| For assessable development | | | |
| <p>PO6 Development in the Mareeba local plan area:</p> <p>(a) promotes and does not prejudice the ongoing operation of Mareeba as the major regional activity centre of the Shire;</p> <p>(b) provides growth or redevelopment in areas within close proximity to the Town centre core precinct;</p> <p>(c) locates Community facilities in accessible locations within walking distance of the Town centre core precinct; and</p> <p>(d) contributes to the vibrancy and local identity of the Mareeba community.</p> | <p>A06 No acceptable outcome is provided.</p> | ✓ | The development will comply. |
| <p>PO7 Development does prejudice the future construction of the Mareeba Bypass.</p> | <p>A07 Development involving permanent buildings or structures does not occur on land affected by the Mareeba bypass element.</p> | n/a | The Mareeba bypass element does not affect the site. |
| <p>PO8 Development integrates the following elements identified on the Mareeba local plan maps:</p> <p>(a) open space elements;</p> <p>(b) indicative collector roads as higher order road linkages;</p> <p>(c) indicative minor roads in a similar design as shown as mapped; and</p> <p>(d) possible connections as important road linkages between developments.</p> | <p>A08 No acceptable outcome is provided.</p> | ✓ | The development will comply where relevant. |

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

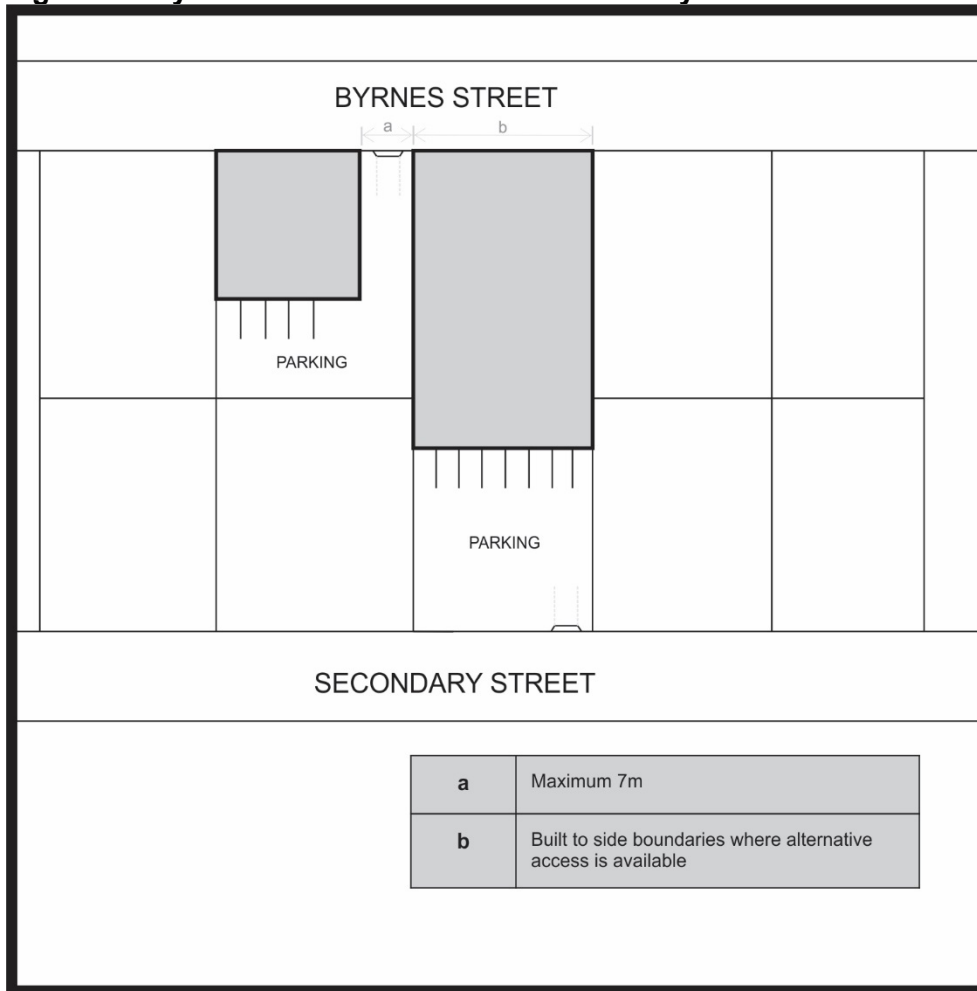
| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|-----------------|
| <p>PO13 The character and style of buildings in the main street, including those representing the booming tobacco period of the 1950's and 1960's is maintained and protected.</p> | <p>AO13.1 Buildings are re-used for new uses without alteration to their : (a) height; (b) width (at street frontage); (c) vertical or horizontal patterning; and (d) materials.</p> <p>Note—Refer to Planning Scheme Policy 1 – Character Area Design Guidelines for additional guidance in relation to the development outcomes sought.</p> | n/a | Not applicable. |
| | <p>AO13.2 Development on sites identified as building façade to be retained that retains the external (street facing) facade(s) of the building will qualify for a 10% reduction on car parking.</p> | n/a | Not applicable. |
| If in the Town centre fringe precinct | | | |
| <p>PO14 Development does not undermine the role of the Town centre core precinct as Mareeba's primary retail and commercial precinct.</p> | <p>AO14 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| If in the Noxious and hazardous industry precinct | | | |

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| <p>PO18 Development provides an average net accommodation density of at least 12 dwellings or accommodation units per hectare.</p> <p>Note—Calculation of accommodation density excludes areas not developed as a result of provisions of an overlay.</p> | <p>AO18 No acceptable outcome is provided.</p> | <p>✓</p> | <p>The proposed reconfiguration would not initially achieve 12 dwellings per hectare.</p> <p>However, the proposed lots are regular in shape and will be easily capable of future re-development for increased urban density if the need arises.</p> |
| <p>PO19 Development provides a wide range of housing options, including different dwelling sizes and types that meet the needs of a range of household compositions.</p> | <p>AO19 No acceptable outcome is provided.</p> | <p>✓</p> | <p>The development adds to the variety of residential lots available within Mareeba.</p> |
| <p>PO20 The road network is to be developed in a logical and sequential manner to provide for the co-ordinated development of the precinct.</p> | <p>AO20 No acceptable outcome is provided.</p> | <p>✓</p> | <p>The development will comply.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|-------------------------------------|
| <p>PO21 The road network provides encourages walking and cycling to daily activities to reduce local vehicle trips by:</p> <ul style="list-style-type: none"> (a) being based on a street grid network; (b) having walkable block sizes; (c) providing safe, efficient and provides for the needs of all users; (d) having a high level of connectivity for all users; and (e) being linked to destinations such as shops, open space and schools. | <p>AO21 No acceptable outcome is provided.</p> | <p>✓</p> | <p>The development will comply.</p> |

Figure A - Byrnes Street Core vehicle access-ways



8.2.2 Airport environs overlay code

8.2.2.1 Application

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

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

8.2.2.2 Purpose

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

8.2.2.3 Criteria for assessment

Table 8.2.2.3 - Airport environs overlay code - For accepted development subject to requirements and assessable development

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|-----------------|
| For accepted development subject to requirements and assessable development | | | |
| Protection of operational airspace | | | |
| PO1 Development does not interfere with movement of aircraft or the safe operation of an airport or aerodrome where within the: (a) Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1) ; or (c) 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) ; or (d) 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) . | AO1.1 Development does not exceed the height of the Obstacle Limitation Surface (OLS) where located within the Airport environs: OLS area of: (a) Mareeba Airport identified on Airport environs overlay map (OM-002c) ; or (b) Cairns Airport identified on Airport environs overlay map (OM-002c.1) . | n/a | Not applicable. |
| | AO1.2 Development has a maximum height of 10 metres where within the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) . | n/a | Not applicable. |
| | AO1.3 Development has a maximum height of 15 metres where within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) . | n/a | Not applicable. |
| | Lighting | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|---|
| <p>PO2 Development does not include lighting that:</p> <p>(a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or</p> <p>(b) could distract or confuse pilots.</p> | <p>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:</p> <p>(a) involve external lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and</p> <p>(b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.</p> | ✓ | <p>The site is within the 6 kilometre area.</p> <p>The development will comply.</p> |
| Noise exposure | | | |
| <p>PO3 Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.</p> | <p>AO3 Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on Airport environs overlay map (OM-002d).</p> | n/a | Not applicable. |
| Public safety | | | |
| <p>PO4 Development does not compromise public safety or risk to property.</p> | <p>AO4 Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on Airport environs overlay map (OM-002e).</p> | n/a | Not applicable. |
| State significant aviation facilities associated with Mareeba Airport | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|-----------------|
| <p>PO5 Development does not impair the function of state significant aviation facilities by creating:</p> <p>(a) physical obstructions; or</p> <p>(b) electrical or electro-magnetic interference; or</p> <p>(c) deflection of signals.</p> | <p>AO5.1 Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on Airport environs overlay map (OM-002a.1) does not exceed a height of 640 metres AHD.</p> | n/a | Not applicable. |
| | <p>AO5.2 Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on Airport environs overlay map (OM-002a) does not exceed a height of 950 metres AHD, unless associated with Hann Tableland Radar facility.</p> | n/a | Not applicable. |
| | <p>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.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|---|
| | <p>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:</p> <ul style="list-style-type: none"> (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 | | | |
| <p>PO6 Development within the vicinity of Mareeba Airport or an aerodrome does not interfere with the:</p> <ul style="list-style-type: none"> (a) movement of aircraft; or (b) safe operation of the airport or facility. | <p>AO6.1 Development involving sporting and recreational aviation activities such as parachuting, hot air ballooning or hang gliding, does not occur within the Airport environs: OLS area of:</p> <ul style="list-style-type: none"> (a) Mareeba Airport identified on Airport environs overlay map (OM-002c); or (b) Cairns Airport identified on Airport environs overlay map (OM-002c.1). | n/a | The application does not propose such activities. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|---|
| | <p>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).</p> | n/a | The application does not propose such activities. |
| <p>PO7 Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.</p> | <p>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:</p> <ul style="list-style-type: none"> (a) the Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c); or (b) the Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1); or (c) the 'Airport environs: Airport buffer - 1 kilometre' of a regional aerodrome identified on Airport environs overlay map (OM-002f). | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|-----------------|
| Managing bird and bat strike hazard to aircraft | | | |
| PO8 Development in the environs of Mareeba Airport or an aerodrome does not contribute to the potentially serious hazard from wildlife (bird or bat) strike. | AO8.1 Development within the 'Airport environs: Distance from airport - 8 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) provides that potential food and waste sources are covered and collected so that they are not accessible to wildlife. | n/a | Not applicable. |
| | AO8.2 Development within the 'Airport environs: Distance from airport - 3 kilometres' Bird and bat strike zone of Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on Airport environs overlay map (OM-002f) does not include: (a) food processing; or (b) abattoir; or (c) intensive horticulture; or (d) intensive animal husbandry; or (e) garden centre; or (f) aquaculture. | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|----------------------|---|----------|-----------------|
| | <p>AO8.3 Putrescible waste disposal sites do not occur within the 'Airport environs: Distance from airport - 13 kilometres' Bird and bat strike zone of:</p> <p>(a) Mareeba Airport identified on Airport environs overlay map (OM-002b); or</p> <p>(b) Cairns Airport identified on Airport environs overlay map (OM-002b.1).</p> | n/a | Not applicable. |

8.2.3 Bushfire hazard overlay code

8.2.3.1 Application

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

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

8.2.3.2 Purpose

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

8.2.3.3 Criteria for assessment

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

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

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| <p>property and the environment through lot design that:</p> <p>(a) is responsive to the nature and extent of bushfire risk; and</p> <p>(b) allows efficient emergency access to buildings for fire-fighting appliances.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p> | <p>AO3.2</p> <p>All lots include a building envelope that achieves a radiant heat flux level of 29kW/m² at the perimeter of the building envelope.</p> <p>Note—Where a radiant heat flux of 29kW/m² is achieved and this relies on cleared or maintained land external to the land the subject of the development application it must be demonstrated that land external to the site will be maintained to a standard that does not exceed the level of bushfire hazard identified in a Bushfire hazard management plan.</p> | | |
| Firebreaks and access | | | |
| <p>PO4</p> <p>In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o), vehicular access is designed to mitigate against bushfire hazard by:</p> <p>(a) ensuring adequate access for fire-fighting and other emergency vehicles;</p> <p>(b) ensuring adequate access for the evacuation of residents and emergency personnel in an emergency situation, including alternative safe access routes should access in one direction be blocked in the event of a fire; and</p> <p>(c) providing for the separation of developed areas and adjacent bushland.</p> <p>Note—Where it is not practicable to provide firebreaks in accordance with A04.2 Fire Maintenance Trails are provided in accordance with the following:</p> <p>i. located as close as possible to the boundaries of the lot and the adjoining hazardous vegetation;</p> | <p>AO4.1</p> <p>In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o), roads are designed and constructed:</p> <p>(a) with a maximum gradient of 12.5%;</p> <p>(b) to not use cul-de-sacs; and</p> <p>(c) a constructed road width and weather standard complying with Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p> | ✓ | <p>The development will be conditioned to require a bushfire hazard management plan.</p> |
| | <p>AO4.2</p> <p>In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o), firebreaks are provided:</p> <p>(a) consisting of a perimeter road that separates lots from areas of bushfire hazard;</p> <p>(b) a minimum cleared width of 20 metre;</p> <p>(c) a maximum gradient of 12.5%; and</p> <p>(d) a constructed road width and weather standard complying with Planning Scheme Policy 4 -</p> | ✓ | <p>The development will be conditioned to require a bushfire hazard management plan.</p> |

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|------------------------------|
| Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome. | | | |
| Infrastructure | | | |
| <p>PO7 Infrastructure services located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) are protected from damage or destruction in the event of a bushfire.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p> | <p>AO7 The following infrastructure services are located below ground:</p> <ul style="list-style-type: none"> (a) water supply; (b) sewer; (c) electricity; (d) gas; and (e) telecommunications | ✓ | The development will comply. |
| Private driveways | | | |
| <p>PO8 All premises located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) are provided with vehicular access that enables safe evacuation for occupants and easy access by fire-fighting appliances.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p> | <p>AO8 Private driveways:</p> <ul style="list-style-type: none"> (a) do not exceed a length of 60 metres from the street frontage; (b) do not exceed a gradient of 12.5%; (c) have a minimum width of 3.5 metres; (d) have a minimum vertical clearance of 4.8 metres; (e) accommodate turning areas for fire-fighting appliances in accordance with the Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and (f) serve no more than three dwellings or buildings. | ✓ | The development will comply. |

8.2.4 Environmental significance overlay code

8.2.4.1 Application

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

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

8.2.4.2 Purpose

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

The Environmental significance overlay code ensures that:

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

8.2.4.3 Criteria for assessment

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|---|
| For accepted development subject to requirements and assessable development | | | |
| Regulated vegetation | | | |
| <p>PO1 Vegetation clearing in areas mapped as 'Regulated vegetation' identified on the Environmental Significance Overlay Maps (OM-004a-o) is avoided unless:</p> <p>(a) it is demonstrated that the area does not support regulated vegetation as mapped;</p> <p>(b) the loss or reduction in regulated vegetation is for community infrastructure and associated access facilities that cannot be avoided;</p> <p>(c) wildlife interconnectivity is maintained or enhanced at a local and regional scale; and</p> <p>(d) the loss or reduction in regulated vegetation is minimised and any residual impacts are offset.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | <p>AO1.1 No clearing of native vegetation is undertaken within areas of 'Regulated vegetation' identified on the Environmental Significance Overlay Maps (OM-004a-o).</p> | ✓ | <p>Approximately 4,260m² of the site is mapped as 'regulated vegetation'.</p> <p>This mapped area is along part of the eastern boundary. It does not extend over the vegetation in the north-eastern corner of the site.</p> <p>Any subsequent clearing of this limited area of vegetation will not lessen wildlife interconnectivity, as there is no connectivity to south of McIver Road at present.</p> |
| <p>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:</p> <p>(a) does not interrupt, interfere, alter or otherwise impact on underlying natural</p> | <p>AO2 Development (excluding roads, earthworks, drainage infrastructure and underground infrastructure) is not located within 20 metres of 'Regulated vegetation' areas identified on the Environmental Significance Overlay Maps (OM-004a-o).</p> | ✓ | <p>The development will comply.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|---|
| <p>ecosystem processes such as water quality, hydrology, geomorphology and biophysical processes;</p> <p>(b) does not negatively impact the movement of wildlife at a local or regional scale; and</p> <p>(c) avoids noise, light, vibration or other edge affects, including weed and pest incursion on identified environmental values.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | | | |
| Regulated vegetation intersecting a watercourse | | | |
| <p>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.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | <p>Where within a ‘Waterway buffer’ on Environmental Significance - Waterway Overlay Maps (OM-004p-z)</p> <p>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).</p> | ✓ | <p>Basalt Gully is identified as Stream Order 1.</p> <p>The 10 metre buffer for this section of Basalt Gully falls outside of the subject site.</p> |
| <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | <p>Where within a ‘Waterway buffer’ on Environmental Significance - Waterway Overlay Maps (OM-004p-z)</p> <p>AO3.2 No clearing of native vegetation is undertaken within the minimum setback identified at AO3.1.</p> | ✓ | <p>Basalt Gully is identified as Stream Order 1.</p> <p>The 10 metre buffer for this section of Basalt Gully falls outside of the subject site.</p> |
| Waterways and wetlands | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|---|
| <p>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:</p> <p>(a) maintaining adequate separation distances between waterways/wetlands and development;</p> <p>(b) maintaining and enhancing aquatic and terrestrial habitat including vegetated corridors to allow for native fauna (terrestrial and aquatic) movement;</p> <p>(c) maintaining waterway bank stability by minimising bank erosion and slumping;</p> <p>(d) maintaining water quality by providing buffers to allow filtering of sediments, nutrients and other pollutants; and</p> <p>(e) retaining and improving existing riparian vegetation and existing vegetation associated with a wetland.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | <p>Where within a ‘Waterway buffer’ on Environmental Significance - Waterway Overlay Maps (OM-004p-z)</p> <p>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).</p> | ✓ | <p>Basalt Gully is identified as Stream Order 1.</p> <p>The 10 metre buffer for this section of Basalt Gully falls outside of the subject site.</p> |
| | <p>Where within a ‘High ecological significance wetland buffer’ on Environmental Significance Overlay Maps (OM-004a-o)</p> <p>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).</p> | n/a | Not applicable. |
| | <p>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)</p> <p>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).</p> | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|------------|--|
| | <p>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).</p> <p>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</p> <p>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).</p> <p>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).</p> | <p>✓</p> | <p>Wastewater will be discharged to sewer.</p> |
| For assessable development | | | |
| Wildlife Habitat | | | |
| <p>PO5 Development within a 'Wildlife habitat' area identified on the Environmental Significance Overlay Maps (OM-004a-o):</p> <p>(a) protects and enhances the habitat of Endangered, Vulnerable and Near Threatened (EVNT) species and local species of significance;</p> <p>(b) incorporates siting and design measures to</p> | <p>AO5 No acceptable outcome is provided</p> | <p>n/a</p> | <p>Not applicable.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|-----------------|
| <p>protect and retain identified ecological values and underlying ecosystem processes within or adjacent to the development site;</p> <p>(c) maintains or enhances wildlife interconnectivity at a local and regional scale; and</p> <p>(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).</p> <p>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.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | | | |
| Legally secured offset areas | | | |
| <p>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</p> | <p>AO6 No acceptable outcome is provided.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|------------|------------------------|
| <p>within the Legally Secured Offset Area.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | | | |
| Protected areas | | | |
| <p>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:</p> <ul style="list-style-type: none"> (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. <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p> | <p>AO7 No acceptable outcome is provided</p> | <p>n/a</p> | <p>Not applicable.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|-----------------|
| Ecological corridors and Habitat linkages | | | |
| <p>PO8 Development located:</p> <p>(a) in the Conservation zone, Emerging community zone, Recreation and open space zone, Rural zone or Rural residential zone; and</p> <p>(b) within an 'Ecological corridor' or a 'Habitat linkage' identified on the Environmental Significance Overlay Maps (OM-004a-o)</p> <p>does not compromise the provision of habitat connectivity of the corridor/linkage, having regard to:</p> <p>(a) the environmental values of the area of the site identified in the 'Ecological corridor' or 'Habitat linkage';</p> <p>(b) the environmental values of adjoining and nearby land within the 'Ecological corridor' or 'Habitat linkage';</p> <p>(c) the extent of any modification proposed to the natural environment including (but not limited to) vegetation and topography;</p> <p>(d) the location and design of proposed improvements that may impact on the functions of the 'Ecological corridor' or 'Habitat linkage' including (but not limited to) buildings, structures, fences, lighting, vehicle movement areas and infrastructure services; and</p> <p>(e) the ability for the 'Ecological corridor' or</p> | <p>AO8 No acceptable outcome is provided</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---------------------|----------|----------|
| <p>'Habitat linkage' to be enhanced to improve ecological connectivity.</p> <p>Note—A supporting Ecological Assessment Report prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports may be appropriate to demonstrate compliance with PO8.</p> | | | |

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 stream order of a 'waterway' is to be determined on a case by case basis.

9.4.2 Landscaping code

9.4.2.1 Application

This code applies where it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

9.4.2.2 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 accepted development subject to requirements and assessable development

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|---|
| For accepted development subject to requirements and assessable development | | | |
| <p>PO1 Development, other than in the Rural zone, includes landscaping that:</p> <ul style="list-style-type: none"> (a) contributes to the landscape character of the Shire; (b) compliments the character of the immediate surrounds; (c) provides an appropriate balance between built and natural elements; and (d) provides a source of visual interest. | <p>AO1 Development, other than in the Rural zone, provides:</p> <ul style="list-style-type: none"> (a) a minimum of 10% of the site as landscaping; (b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species; (c) for the integration of retained significant vegetation into landscaping areas; (d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual. <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p> | ✓ | The development will be conditioned to require street trees, pedestrian footpath and agricultural buffer. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|---|
| <p>PO2 Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> (a) creates an attractive streetscape; (b) compliments the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing; (e) provide shade for pedestrians; and (f) includes a range and variety of planting. | <p>AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species. <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p> | ✓ | The development will be conditioned to require street trees, pedestrian footpath and agricultural buffer. |
| <p>PO3 Development includes landscaping and fencing along side and rear boundaries that:</p> <ul style="list-style-type: none"> (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. | <p>AO3.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B.</p> | n/a | Not applicable. |
| | <p>AO3.2 Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <ul style="list-style-type: none"> (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. | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|-----------------|
| | <p>AO3.3 Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> | n/a | Not applicable. |
| <p>PO4 Car parking areas are improved with a variety of landscaping that:</p> <ul style="list-style-type: none"> (a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility. | <p>AO4.1 Landscaping is provided in car parking areas which provides:</p> <ul style="list-style-type: none"> (a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces; (b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and (c) where involving a car parking area in excess of 500m²: <ul style="list-style-type: none"> (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping. <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p> | n/a | Not applicable. |
| | <p>AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| PO5 Landscaping areas include a range and variety of planting that: <ul style="list-style-type: none"> (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. | AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species. | ✓ | The development will be conditioned to comply. |
| | 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 <ul style="list-style-type: none"> (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber. | ✓ | The development will be conditioned to comply. |
| | 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. | ✓ | The development will be conditioned to comply. |
| | AO6.3 Vegetation adjoining an electricity substation boundary, at maturity, will have: <ul style="list-style-type: none"> (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. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|---|
| For assessable development | | | |
| <p>PO7 Landscaping areas are designed to:</p> <ul style="list-style-type: none"> (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. | <p>AO7 No acceptable outcome is provided.</p> | <p>✓</p> | <p>The development will be conditioned to comply.</p> |

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 benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

9.4.3.2 Purpose

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

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

9.4.3.3 Criteria for assessment

Table 9.4.3.3A—Parking and access code – For accepted development subject to requirements and assessable development

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| <p>PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:</p> <ul style="list-style-type: none"> (a) nature of the use; (b) location of the site; (c) proximity of the use to public transport services; (d) availability of active transport infrastructure; and (e) accessibility of the use to all members of the community. | <p>AO1 The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B.</p> <p>Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.</p> | n/a | Not applicable at the reconfiguring a lot stage. |
| Vehicle crossovers | | | |
| <p>PO2 Vehicle crossovers are provided to::</p> <ul style="list-style-type: none"> (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. | <p>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.</p> | ✓ | Roll over kerbing will be constructed. |
| | <p>AO2.2 Development on a site with two or more road frontages provides vehicular access from:</p> <ul style="list-style-type: none"> (a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or (b) from the lowest order road in all other instances. | ✓ | The development will comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| | AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E . | n/a | Not applicable. |
| PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to: (a) the intensity of anticipated vehicle movements; (b) the nature of the use that they service; and (c) the character of the surrounding locality. | AO3 Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C . | n/a | Not applicable at the reconfiguring a lot stage. |
| 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 at the reconfiguring a lot stage. |
| | 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 at the reconfiguring a lot stage. |
| | AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances. | n/a | Not applicable at the reconfiguring a lot stage. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| | <p>AO4.4 Parking and any set down areas are:</p> <ul style="list-style-type: none"> (a) wholly contained within the site; (b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone; (c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and (d) provided at the side or rear of a building in all other instances. | n/a | Not applicable at the reconfiguring a lot stage. |
| Site access and manoeuvring | | | |
| <p>PO5 Access to, and manoeuvring within, the site is designed and located to:</p> <ul style="list-style-type: none"> (a) ensure the safety and efficiency of the external road network; (b) ensure the safety of pedestrians; (c) provide a functional and convenient layout; and (d) accommodate all vehicles intended to use the site. | <p>AO5.1 Access and manoeuvrability is in accordance with :</p> <ul style="list-style-type: none"> (a) AS28901 – Car Parking Facilities (Off Street Parking); and (b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities. <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p> | n/a | Not applicable at the reconfiguring a lot stage. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| | <p>AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRROADS.</p> | n/a | Not applicable at the reconfiguring a lot stage. |
| | <p>AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.</p> | n/a | Not applicable at the reconfiguring a lot stage. |
| | <p>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).</p> | n/a | Not applicable. |
| <p>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</p> | <p>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.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|-----------------|
| <p>uses on the site and on adjoining sites, having regard to matters of:</p> <ul style="list-style-type: none"> (i) hours of operation; (ii) noise (iii) light; and (iv) odour; <p>(c) accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</p> <p>(d) allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</p> <p>(e) in the Rural zone, avoids environmental degradation.</p> | <p>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:</p> <ul style="list-style-type: none"> (a) a minimum approach and departure curve radius of 12 metres; and (b) a minimum turning circle radius of 8 metres. | n/a | Not applicable. |
| | <p>AO6.3 Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p> | n/a | Not applicable. |
| | <p>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.</p> | n/a | Not applicable. |
| | <p>AO6.5 Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|-----------------|
| | <p>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.</p> | n/a | Not applicable. |
| | <p>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.</p> | n/a | Not applicable. |
| Servicing | | | |
| <p>PO7 Development provides access, maneuvering and servicing areas on site that: (a) accommodate a service vehicle commensurate with the likely demand generated by the use; (b) do not impact on the safety or efficiency of internal car parking or maneuvering areas; (c) do not adversely impact on the safety or efficiency of the road network; (d) provide for all servicing functions associated with the use; and (e) are located and designed to minimise their impacts on adjoining sensitive land</p> | <p>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.</p> | n/a | Not applicable. |
| | <p>AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|-----------------|
| uses and streetscape quality. | AO7.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B . | 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 | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|-----------------|
| <p>PO10 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p> | <p>AO10 A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> (a) the expected traffic movements to be generated by the facility; (b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts. | n/a | Not applicable. |
| <p>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</p> | | | |
| <p>PO11 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p> | <p>AO11 A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> (d) the expected traffic movements to be generated by the facility; (e) any associated impacts on the road network; and (f) any works that will be required to address the identified impacts. | 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 | <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 20m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> | One SRV space. |
| Agricultural supplies store | <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 30m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p>Queuing for 3 vehicles should be supplied where a GFA is greater than 600m².</p> | One HRV space. |
| Air services | <p><u>If accepted development subject to requirements development:</u> One space per 90m² or part thereof of net lettable area; or</p> <p><u>If Assessable development:</u> As determined by Council.</p> | <p><u>If accepted development subject to requirements:</u> One space per 200m² or part thereof of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p> |

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

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

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

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|------------------------------------|--|---|
| Function facility | One space per 30m ² or part thereof of GFA. | One SRV space. |
| Funeral parlour | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One SRV space. |
| Garden centre | <p>A minimum of 5 spaces for customer parking or one space per 150m² or part thereof of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m² use area, whichever is greater.</p> | One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space. |
| Hardware and trade supplies | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space. |
| Health care services | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside the Centre zone:</u> One space per 20m² of or part thereof of net lettable area.</p> | One SRV space per 500m ² GFA. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|------------------------------------|---|--|
| High industry impact | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Home business based | <u>Bed and breakfasts:</u> One space per guest room. <u>Other home based business:</u> One space for home based business and one covered space for the dwelling. | Nil. |
| Hospital | One space per 6 residential care beds. One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements. | One HRV space. One SRV for every 800m ² of GFA and part thereof; and One space for an emergency vehicle. |
| Hotel | One space per 10m ² or part thereof of GFA per bar, beer garden and other public area. One space per 50m ² or part thereof of GFA per bulk liquor sales area. One space per guest room. | One HRV space. |
| Indoor sport and recreation | <u>If accepted development subject to requirements:</u> One space per 25m ² of net lettable area. <u>If assessable development:</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 |
|---|---|--|
| Intensive animal industries | <p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p> | One SRV space. |
| Intensive horticulture | <p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p> | <p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p> |
| Landing | As determined by Council. | As determined by Council. |
| Low impact industry | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Major electricity infrastructure | As determined by Council. | As determined by Council. |
| Major sport, recreation and entertainment facility | As determined by Council. | As determined by Council. |
| Marine industry | One space per 90m ² GFA or part thereof. | One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space. |
| Market | As determined by Council. | As determined by Council. |
| Medium impact industry | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|---|--|---|
| Motor sport facility | As determined by Council. | As determined by Council. |
| Multiple dwelling | <p>One covered space per dwelling.</p> <p>One dedicated vehicle wash-down bay for premises containing 5 or more dwellings.</p> <p>A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.</p> | Nil. |
| Nature-based tourism | One space per dwelling; or 0.75 spaces per guest room if in dormitory or shared facilities. | As determined by Council. |
| Nightclub entertainment facility | One space per 60m ² GFA or part thereof. | Nil. |
| Non-resident workforce accommodation | One space per dwelling unit. | Nil. |
| Office | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One SRV space. |
| Outdoor sales | <p>A minimum of 5 spaces for customer parking or one space per 150m² of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m², whichever is greater.</p> | One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|-------------------------------------|---|--|
| Outdoor sport and recreation | Coursing, horse racing, pacing or trotting: <ul style="list-style-type: none"> One space per five seated spectators; plus One space per 5m² of other spectator areas. Football: <ul style="list-style-type: none"> 50 spaces per field. Lawn bowls: <ul style="list-style-type: none"> 30 spaces per green. Swimming pool: <ul style="list-style-type: none"> 15 spaces; plus One space per 100m² of useable site area. Tennis or other Court: <ul style="list-style-type: none"> Four spaces per court. Golf Course: <ul style="list-style-type: none"> Four spaces per tee on the course; plus One space per 50m² of net lettable area. <u>Any other use:</u> As determined by council. | An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite Internal dedicated taxi bays provided within 200 metres of the site entrance. |
| Park | As determined by Council. | As determined by Council. |
| Parking station | Not applicable | Nil. |
| Permanent plantation | <u>If accepted development subject to requirements:</u> Two spaces. <u>If assessable development:</u> As determined by Council. | <u>If accepted development subject to requirements:</u> Nil. <u>If assessable development:</u> As determined by Council. |
| Place of worship | Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater. | One SRV space. |
| Port services | As determined by Council. | As determined by Council. |
| Relocatable home park | One space for each home site plus 1 space for each 5 home sites or part thereof for visitors. | One HRV space. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|---|--|--|
| Renewable energy facility | As determined by Council. | As determined by Council. |
| Research and technology industry | One space per 90m ² GFA or part thereof. | One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space. |
| Residential care facility | One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements. | One SRV space; and One space for an emergency vehicle. |
| Resort complex | As determined by Council. | As determined by Council. |
| Retirement facility | One covered space per unit and 0.5 spaces for visitors parking. | One SRV space; and One space for an emergency vehicle. |
| Roadside stall | One space per stall. | Nil. |
| Rooming accommodation | <u>Inside the Centre zone:</u> One space per 15 beds. <u>Outside the Centre zone:</u> One space per 8 beds. | One SRV space. One space for a 20 seater bus. |
| Rural industry | One space per 90m ² GFA or part thereof. | One AV space. |
| Rural workers' accommodation | <u>If accepted development subject to requirements:</u> Nil <u>If Assessable development:</u> As determined by Council. | <u>If accepted development subject to requirements:</u> Nil <u>If Assessable development:</u> As determined by Council. |
| Sales office | One space per 25m ² GFA or part thereof. | Nil. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|---------------------------------|--|--|
| Service industry | <p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One HRV space if the site is greater than 2,000m ² , otherwise One SRV space. |
| Service station | Minimum of four spaces plus car parking at rates applicable to ancillary use/s. | One AV space. |
| Shop | <p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One HRV space if the site is greater than 2,000m ² , otherwise One SRV space. |
| Shopping centre | <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 25m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p> | One AV space per 1,000m ² ; and One SRV space per 500m ² ; or One SRV space per every 2 specialty uses, whichever the greater. |
| Short-term accommodation | One space per unit. | One HRV space if involves the serving of food or beverage; otherwise One SRV space. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|-------------------------------------|--|--|
| Showroom | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | <p>One AV space and One SRV space if the site is greater than 2,000m²; or One HRV space; and One SRV Space.</p> |
| Special industry | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Substation | <u>If assessable development:</u> As determined by Council. | As determined by Council. |
| Telecommunication s facility | <p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p> | <p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p> |
| Theatre | One space per 15m ² or part thereof of net lettable area, or one space per 5 seated spectators whichever is the greater. | One SRV space. |
| Tourist attraction | As determined by Council. | As determined by Council. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|-----------------------------|---|--|
| Tourist park | <p>One space within each accommodation site plus 1 additional visitor space per 10 accommodation sites.</p> <p>Queuing for 2 vehicles towing caravans and 1 holding bay for a vehicle towing a caravan plus additional queuing for 1 vehicle towing a caravan per 40 accommodation sites.</p> | One HRV space. |
| Transport depot | One space per 125m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Utility installation | <p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p> | <p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p> |
| Veterinary services | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside Centre zone:</u> One space per 20m² or part thereof of net lettable area.</p> | One HRV space if greater than 500m ² GFA; and One SRV space per 500m ² GFA. |
| Warehouse | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Wholesale nursery | As determined by Council. | As determined by Council. |
| Winery | As determined by Council. | As determined by Council. |

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

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

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

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

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

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

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

| Definition | Minimum number of bicycle parking spaces | Minimum end of trip facilities |
|------------------------------------|---|--|
| Health care services | <p>New or redeveloped healthcare facilities, provide the following facilities:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 5% of building staff (based on one person per 75m² GLA). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • For visitors: <ul style="list-style-type: none"> - facilities with in-patient accommodation provide one space per each 30 beds; - facilities without in-patient accommodation provide one space per each 4 practitioners; - aged care facilities provide one space per each 60 beds; - In every instance above, provide a minimum of 5 bicycle parking spaces; and - bicycle parking provided: in an accessible location, signposted and within 10m a major public entrance to the building. | <p>New or redeveloped healthcare facilities, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in changing facilities for 20% of building staff (based on one person per 75m² GLA) to cater for cyclists, walkers and other active users. |
| Hospital | As determined by Council. | As determined by Council. |
| Indoor sport and recreation | One space per employee plus 1 space per 200m ² GFA | As determined by Council. |
| Park | As determined by Council. | As determined by Council. |
| Rooming accommodation | One space per 4 letting rooms. | As determined by Council. |

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

Table 9.4.3.3E—Vehicular Access for Specific Uses

| Use | Design |
|-----------------|---|
| Dwelling house | A secondary dwelling shares a vehicle crossover with the Dwelling house. |
| Car wash | Site access involves: |
| Service station | <ul style="list-style-type: none"> (a) a maximum width of 9 metres of any vehicle crossover across a footpath; (b) a minimum separation of 12 metres between any vehicle crossover and a road intersection; (c) a separate entrance and exit; and (d) a minimum separation between vehicle crossovers of 14 metres. |

| | |
|-----------------------|--|
| Industrial activities | Each lot is provided with no more than one access point every 15 metres. |
| Roadside stall | A single vehicular access point is provided to the site. |
| Tourist park | (a) a single vehicular access point is provided to the site; and (b) no accommodation site has individual vehicular access. |

9.4.4 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 benchmarks for assessable development and requirements for accepted development 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;
 - (j) Land in historical townships is not reconfigured to be used for urban purposes; and
 - (k) Residential subdivision and greenfield development is designed to consider and respect:
 - i. topography;
 - ii. climate responsive design and solar orientation;
 - iii. efficient and sustainable infrastructure provision;
 - iv. environmental values;
 - v. water sensitive urban design;
 - vi. good quality agricultural land; and
 - vii. the character and scale of surrounding development.

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 | | | |
| <p>PO1 Lots include an area and frontage that:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) centres; (ii) public transport services; and (iii) open space; and (f) allows for the protection of environmental features; and (g) accommodates site constraints. | <p>AO1.1 Lots provide a minimum area and frontage in accordance with Table 9.4.4.3B.</p> | ✓ | All proposed lots will comply with the minimum area and frontage requirement for the Low Density Residential zone. |
| Existing buildings and easements | | | |
| <p>PO2 Reconfiguring a lot which contains existing land uses or existing buildings and structures ensures:</p> <ul style="list-style-type: none"> (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. | <p>AO2.1 Each land use and associated infrastructure is contained within its individual lot.</p> | n/a | Not applicable. |
| | <p>AO2.2 All lots containing existing buildings and structures achieve the setback requirements of the relevant zone.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| <p>PO3 Reconfiguring a lot which contains an existing easement ensures:</p> <p>(a) future buildings, structures and accessways are able to be sited to avoid the easement; and</p> <p>(b) the reconfiguration does not compromise the purpose of the easement or the continued operation of any infrastructure contained within the easement.</p> | <p>AO3 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| Boundary realignment | | | |
| <p>PO4 The boundary realignment retains all attendant and existing infrastructure connections and potential connections.</p> | <p>AO4 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| Access and road network | | | |
| <p>PO5 Access to a reconfigured lot (including driveways and paths) must not have an adverse impact on:</p> <p>(a) safety;</p> <p>(b) drainage;</p> <p>(c) visual amenity;</p> <p>(d) privacy of adjoining premises; and</p> <p>(e) service provision.</p> | <p>AO5 No acceptable outcome is provided.</p> | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|---|
| <p>PO6 Reconfiguring a lot ensures that access to a lot can be provided that:</p> <ul style="list-style-type: none"> (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. <p>Note—The Parking and access code should be considered in demonstrating compliance with PO6.</p> | <p>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.</p> | ✓ | The development will be conditioned to comply. |
| <p>PO7 Roads in the Industry zone are designed having regard to:</p> <ul style="list-style-type: none"> (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. <p>Note—The Parking and access code should be considered in demonstrating compliance with PO7.</p> | <p>AO7 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| Rear lots | | | |
| <p>PO8 Rear lots are designed to:</p> <ul style="list-style-type: none"> (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 | <p>AO8.1 Rear lots are designed to facilitate development that adjoins or overlooks a park or open space.</p> | n/a | The proposed lot layout does not include any rear lots. |
| | <p>AO8.2 No more than two rear lots are created behind any lot with a road frontage.</p> | n/a | The proposed lot layout does not include any rear lots. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|---|
| (c) not adversely affect the safety and efficiency of the road from which access is gained. | <p>AO8.3 Access to lots is via an access strip with a minimum width of:</p> <p>(a) 4 metres where in the Low density residential zone or Medium density residential zone; or</p> <p>(b) 8 metres otherwise.</p> | n/a | The proposed lot layout does not include any rear lots. |
| | <p>AO8.4 A single access strip is provided to a rear lot along one side of the lot with direct frontage to the street.</p> <p>Note—Figure A provides further guidance in relation to the desired outcome.</p> | n/a | The proposed lot layout does not include any rear lots. |
| | <p>AO8.5 No more than 1 in 10 lots created in a new subdivision are rear lots.</p> | n/a | The proposed lot layout does not include any rear lots. |
| | <p>AO8.6 Rear lots are not created in the Centre zone or the Industry zone.</p> | n/a | Not applicable. |
| Crime prevention and community safety | | | |
| <p>PO9 Development includes design features which enhance public safety and seek to prevent opportunities for crime, having regard to:</p> <p>(a) sightlines;</p> <p>(b) the existing and intended pedestrian movement network;</p> <p>(c) the existing and intended land use pattern; and</p> <p>(d) potential entrapment locations.</p> | <p>AO9 No acceptable outcome is provided.</p> | ✓ | The development will be conditioned to comply. |
| Pedestrian and cycle movement network | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|---------------------------|
| <p>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.</p> | <p>AO10 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| Public transport network | | | |
| <p>PO11 Where a site includes or adjoins a future public transport corridor or future public transport site identified through a structure planning process, development:</p> <p>(a) does not prejudice the future provision of the identified infrastructure;</p> <p>(b) appropriately treats the common boundary with the future corridor; and</p> <p>(c) provides opportunities to integrate with the adjoining corridor where a it will include an element which will attract pedestrian movement.</p> | <p>AO11 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| Residential subdivision | | | |
| <p>PO12 Residential lots are:</p> <p>(a) provided in a variety of sizes to accommodate housing choice and diversity; and</p> <p>(b) located to increase variety and avoid large areas of similar lot sizes.</p> | <p>AO12 No acceptable outcome is provided.</p> | ✓ | The development complies. |
| Rural residential zone | | | |
| <p>PO13 New lots are only created in the Rural residential zone where land is located within the 4,000m² precinct, the 1 hectare precinct or the 2 hectare precinct.</p> | <p>AO13 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| Additional provisions for greenfield development only | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| <p>PO14 The subdivision design provides the new community with a local identity by responding to:</p> <ul style="list-style-type: none"> (a) site context (b) site characteristics (c) setting (d) landmarks (e) natural features; and (f) views. | <p>AO14 No acceptable outcome provided.</p> | n/a | Not applicable. |
| <p>PO15 The road network is designed to provide a high level of connectivity, permeability and circulation for local vehicles, public transport, pedestrians and cyclists.</p> | <p>AO15 No acceptable outcome provided.</p> | n/a | Not applicable. |
| <p>PO16 The road network is designed to:</p> <ul style="list-style-type: none"> (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. <p>Note—Figure B provides further guidance in relation to the desired outcome.</p> | <p>AO16 No acceptable outcome provided.</p> | n/a | Not applicable. |
| <p>PO17 Reconfiguring a lot provides safe and convenient access to the existing or future public transport network.</p> | <p>AO17 The subdivision locates 90% of lots within 400 metres walking distance of a future public transport route.</p> | ✓ | The development will be conditioned to comply. |
| <p>PO18 The staging of the lot reconfiguration prioritises delivery of link roads to facilitate efficient bus routes.</p> | <p>AO18 No acceptable outcome provided.</p> | n/a | Not applicable. |
| <p>PO19 Provision is made for sufficient open space to:</p> <ul style="list-style-type: none"> (a) meet the needs of the occupiers of the lots and | <p>AO19.1 A minimum of 10% of the site area is dedicated as open space.</p> | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|-----------------|
| <p>to ensure that the environmental and scenic values of the area are protected;</p> <p>(b) retain riparian corridors, significant vegetation and habitat areas and provides linkages between those areas; and</p> <p>(c) meet regional, district and neighbourhood open space requirements.</p> | <p>AO19.2 A maximum of 30% of the proposed open space can consist of land identified as significant vegetation or riparian corridor buffer.</p> | n/a | Not applicable. |
| <p>PO20 A network of parks and community land is provided:</p> <p>(a) to support a full range of recreational and sporting activities;</p> <p>(b) to ensure adequate pedestrian, cycle and vehicle access;</p> <p>(c) which is supported by appropriate infrastructure and embellishments;</p> <p>(d) to facilitate links between public open spaces;</p> <p>(e) which is co-located with other existing or proposed community infrastructure;</p> <p>(f) which is consistent with the preferred open space network; and</p> <p>(g) which includes a diversity of settings;</p> | <p>AO20 No acceptable outcome is provided.</p> | 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 | | |

| Zone | Type | Minimum area | Minimum frontage |
|----------------------------|---|---------------------|------------------|
| | 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 |
| 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 |

Figure A – Examples of access to rear lots

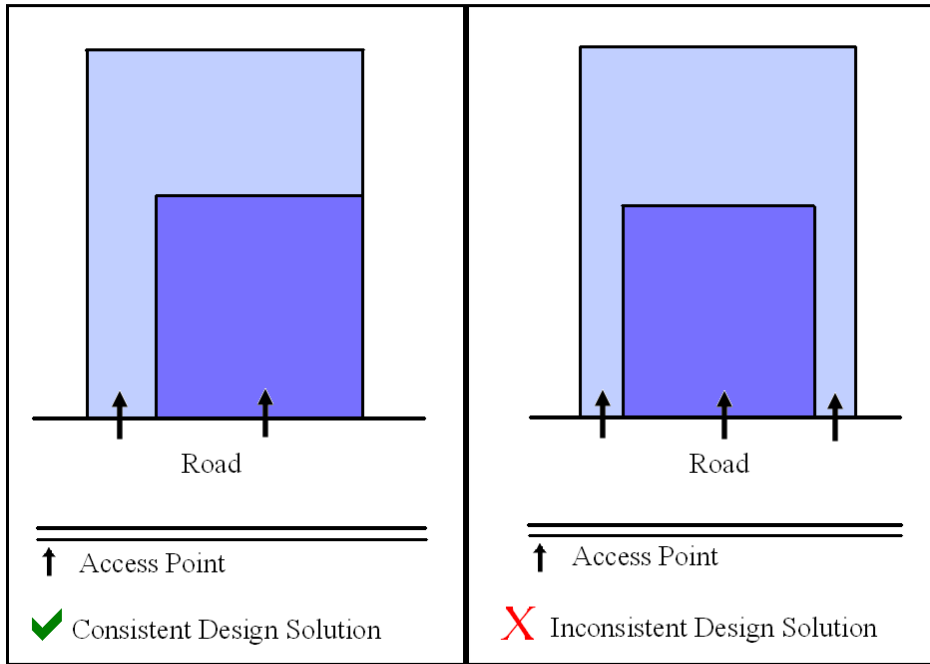
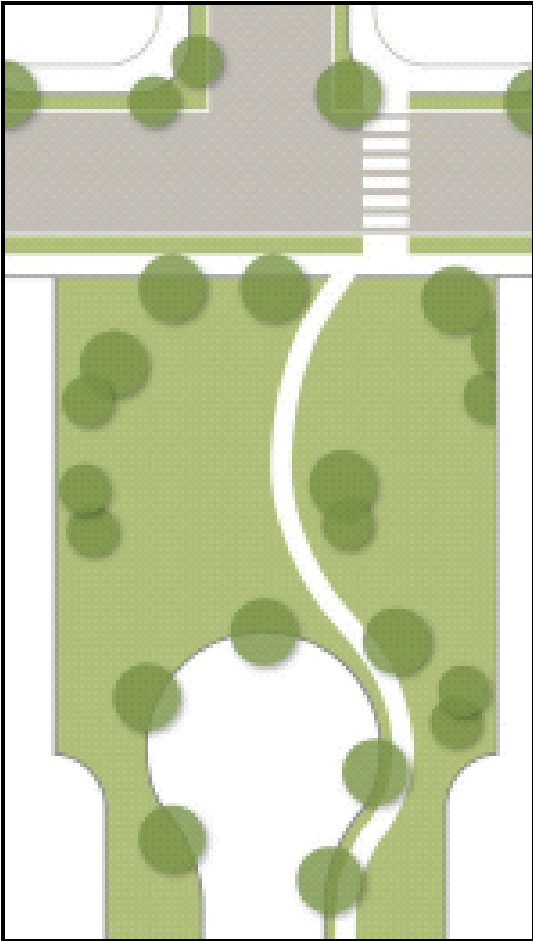


Figure B – Example of cul-de-sac design



9.4.5 Works, services and infrastructure code

9.4.5.1 Application

- (1) This code applies to assessing development where it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

9.4.5.2 Purpose

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

9.4.5.3 Criteria for assessment

Table 9.4.5.3 - Works, services and infrastructure code – For accepted development subject to requirements and assessable development

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| <p>PO1 Each lot has an adequate volume and supply of water that:</p> <p>(a) meets the needs of users;</p> <p>(b) is adequate for fire-fighting purposes;</p> <p>(c) ensures the health, safety and convenience of the community; and</p> <p>(d) minimises adverse impacts on the receiving environment.</p> | <p>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:</p> <p>(a) in the Conservation zone, Rural zone or Rural residential zone; and</p> <p>(b) outside a reticulated water supply service area.</p> | ✓ | The development will be conditioned to comply. |
| | <p>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:</p> <p>(a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or</p> <p>(b) on-site water storage tank/s:</p> <p>(i) with a minimum capacity of 90,000L;</p> <p>(ii) fitted with a 50mm ball valve with a camlock fitting; and</p> <p>(iii) which are installed and connected prior to the occupation or use of the development.</p> | n/a | Not applicable. |
| Wastewater disposal | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| <p>PO2 Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <ul style="list-style-type: none"> (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. | <p>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:</p> <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. | ✓ | The development will be conditioned to comply. |
| | <p>AO2.2 An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located:</p> <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. | n/a | Not applicable. |
| Stormwater infrastructure | | | |
| <p>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.</p> | <p>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.</p> | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| | <p>AO3.2 On-site drainage systems are constructed:</p> <p>(a) to convey stormwater from the premises to a lawful point of discharge; and</p> <p>(b) in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p> | ✓ | The development will be conditioned to comply. |
| Electricity supply | | | |
| <p>PO4 Each lot is provided with an adequate supply of electricity</p> | <p>AO4 The premises:</p> <p>(a) is connected to the electricity supply network; or</p> <p>(b) has arranged a connection to the transmission grid; or</p> <p>(c) where not connected to the network, an independent energy system with sufficient capacity to service the development (at near average energy demands associated with the use) may be provided as an alternative to reticulated electricity where:</p> <p>(i) it is approved by the relevant regulatory authority; and</p> <p>(ii) it can be demonstrated that no air or noise emissions; and</p> <p>(iii) it can be demonstrated that no adverse impact on visual amenity will occur.</p> | ✓ | The development will be conditioned to comply. |
| Telecommunications infrastructure | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| PO5 Each lot is provided with an adequate supply of telecommunication infrastructure | AO5 Development is provided with a connection to the national broadband network or telecommunication services. | ✓ | The development will 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. | ✓ | The development will be conditioned to comply. |
| Excavation or filling | | | |
| PO7 Excavation or filling must not have an adverse impact on the: (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or (f) privacy of adjoining premises. | AO7.1 Excavation or filling does not occur within 1.5 metres of any site boundary. | n/a | 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. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|-----------------------------------|--|----------|-----------------|
| | <p>A07.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from:</p> <p>(a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.</p> | n/a | Not applicable. |
| | <p>A07.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p> | n/a | Not applicable. |
| | <p>A07.6 Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p> | n/a | Not applicable. |
| | <p>A07.7 Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p> | n/a | Not applicable. |
| For assessable development | | | |
| Transport network | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| <p>PO8 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.</p> | <p>A08.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p> | ✓ | The development will be conditioned to comply. |
| | <p>A08.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.</p> | n/a | Not applicable. |
| Public infrastructure | | | |
| <p>PO9 The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.</p> | <p>A09 Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p> | ✓ | The development will be conditioned to comply. |
| Stormwater quality | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|---|
| <p>PO10 Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <ul style="list-style-type: none"> (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. | <p>AO10.1 The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (i) drainage control; (ii) erosion control; (iii) sediment control; and (iv) water quality outcomes. | <p>✓</p> | <p>The development will be conditioned to comply.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|----------------------|---|----------|--|
| | <p>AO10.2 For development on land greater than 2,500m² or that result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <ul style="list-style-type: none"> (a) meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline; (b) is consistent with any local area stormwater water management planning; (c) accounts for development type, construction phase, local climatic conditions and design objectives; and (d) provides for stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity. | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|-----------------|
| <p>PO11 Storage areas for stormwater detention and retention:</p> <ul style="list-style-type: none"> (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community benefit; and (e) minimise risk to public safety. | <p>AO11 No acceptable outcome is provided.</p> | n/a | Not applicable. |
| Excavation or filling | | | |
| <p>PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.</p> | <p>AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.</p> | n/a | Not applicable. |
| | <p>AO12.2 Transportation of fill to or from the site does not occur:</p> <ul style="list-style-type: none"> (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. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts. | AO13.1 Dust emissions do not extend beyond the boundary of the site. | n/a | 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: <ul style="list-style-type: none"> (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): <ul style="list-style-type: none"> (a) must follow as close as possible to the existing contours; (b) be contained within the premises and not the road reserve, and (c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual. | n/a | Not applicable. |
| Weed and pest management | | | |
| PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas. | AO15 No acceptable outcome is provided. | ✓ | The development will be conditioned to comply. |
| Contaminated land | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|-----------------|
| <p>PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants</p> | <p>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.</p> | n/a | Not applicable. |
| Fire services in developments accessed by common private title | | | |
| <p>PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.</p> | <p>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.</p> | n/a | Not applicable. |
| | <p>AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.</p> | n/a | Not applicable. |