

## Assessment of application against relevant Development Codes

### APPLICATION DETAILS

APPLICATION		PREMISES	
<b>FILE NO:</b>	MCU/22/0003	<b>ADDRESS:</b>	232 Byrnes Street and Close Street, Mareeba
<b>APPLICANT:</b>	Mareeba 232 Pty Ltd	<b>RPD:</b>	Lot 78 on SP298287 and Lease A in Lot 20 on NR7137
<b>LODGED BY:</b>	Urban Sync Pty Ltd	<b>AREA:</b>	Lot 78 – 1.516 ha Lease A in Lot 20 – 1129m2
<b>DATE LODGED:</b>	13 July 2022	<b>OWNER:</b>	Lot 78 – Reedlodge Pty Ltd Lot 20 – State of Queensland with Mareeba Shire Council as trustee
<b>TYPE OF APPROVAL:</b>	Development Permit		
<b>PROPOSED DEVELOPMENT:</b>	Material Change of Use - Shopping Centre and Food and Drink Outlet		
<b>PLANNING SCHEME:</b>	Mareeba Shire Council Planning Scheme 2016		
<b>ZONE:</b>	Lot 78 - Centre zone & Community Facilities zone Lot 20 - Medium Density Residential zone		
<b>LEVEL OF ASSESSMENT:</b>	Impact Assessment		
<b>SUBMISSIONS:</b>	Two (2)		

### Relevant Development Codes

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

- 6.2.1 Centre zone code
- 6.2.2 Community facilities zone code
- 6.2.7 Medium density residential zone code
- 7.2.2 Mareeba local plan code

- 8.2.2 Airport environs overlay code
- 8.2.5 Extractive resources overlay code
- 8.2.12 Transport infrastructure overlay code
- 9.3.2 Commercial activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

## 6.2.1 Centre zone code

### 6.2.1.1 Application

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

### 6.2.1.2 Purpose

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

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

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

- (2) Mareeba Shire Council's purpose of the Centre zone code is to facilitate the orderly development of the network of centres to meet the needs of the communities throughout the shire.
- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Promotion of a mix of commercial, business, professional, accommodation and retail activities;
  - (b) Industries such as service and low impact industries may be appropriate where they are for the provision of trade, service or light industries that are of a compatible scale with commercial activities and preferably do not adjoin residential areas;
  - (c) Residential development is facilitated where it can integrate and enhance the fabric of the centre and is located behind or above commercial development;
  - (d) Development provides a high level of amenity and is reflective of the surrounding character of the area;
  - (e) Development is generally established in accessible, well-connected locations with access or future access to public transport, cycling and pedestrian networks;
  - (f) Development does not compromise the viability of the hierarchy and network of activity centres, namely:
    - (i) Mareeba as a major regional activity centre, which accommodates the most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire;
    - (ii) Kuranda as a village activity centre, which accommodates services, arts and cultural facilities, sports and recreation facilities, business and employment uses to support the village and its constituent surrounding rural and rural residential communities;
    - (iii) Chillagoe and Dimbulah as Rural activity centres, which provide commercial and community services to their rural catchments; and
    - (iv) Bibohra, Irvinebank, Julatten, Koah, Mutchilba, Mt Molloy, Myola and Speewah as rural villages, that have limited centre activities and other non-residential activities.

### 6.2.1.3 Criteria for assessment

**Table 6.2.1.3A—Centre zone code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Height</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> <li>(a) the height of existing buildings on adjoining premises;</li> <li>(b) the development potential, with respect to height, on adjoining premises;</li> <li>(c) the height of buildings in the vicinity of the site;</li> <li>(d) access to sunlight and daylight for the site and adjoining sites;</li> <li>(e) privacy and overlooking; and</li> <li>(f) site area and street frontage length.</li> </ul>	<p><b>AO1</b> Development has a maximum building height of:</p> <ul style="list-style-type: none"> <li>(a) 8.5 metres; and</li> <li>(b) 2 storeys above ground level.</li> </ul>	<p style="text-align: center;">✓ Complies with PO1</p>	<p>Aspects of the proposed shopping centre will exceed 8.5 metres in height, with the maximum height being 10.482 metres.</p> <p>Generally, the shopping centre building will be approximately 8.4 metres in height with only the feature skylight roof, parapets and roof mounted plant exceeding 8.5 metres in height.</p> <p>These exceeding structures are small in scale and/or located/orientated internally/centrally to the site where they will not be visible and/or will not result in any unacceptable, negative impacts on adjacent premises.</p> <p>The subject site primarily adjoins road reserve, rail corridor or undeveloped land. The height of the section of building adjoining the existing residential uses does not exceed 8.5 metres.</p> <p>The proposed building height has no impact on access to sunlight and daylight and the minor exceedance in height has no</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			impact on privacy and overlooking.  The proposed development complies with PO1.
<b>Siting</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> <li>(a) the siting and use of adjoining premises;</li> <li>(b) access to sunlight and daylight for the site and adjoining sites;</li> <li>(c) privacy and overlooking;</li> <li>(d) opportunities for casual surveillance of adjoining public spaces;</li> <li>(e) air circulation and access to natural breezes;</li> <li>(f) appearance of building bulk; and</li> <li>(g) relationship with pedestrian spaces.</li> </ul>	<p><b>AO2.1</b> Buildings are built to the road frontage/s of the site.</p> <p>Note—Awning structures may extend into the road reserve where provided in accordance with <b>PO5</b>.</p>	<p>✓ Complies with PO2</p>	<p>The proposed development does not satisfy AO2.1 as only part of the building will be built to the road frontage.</p> <p>Assessment of the development against PO2 is therefore required:</p> <ul style="list-style-type: none"> <li>(a) the siting and use of adjoining premises.</li> </ul> <p>The subject site primarily adjoins road reserve, rail corridor or undeveloped land. The existing residential development on Lot 20 is setback at least 20 metres from the closest part of the proposed building.</p> <ul style="list-style-type: none"> <li>(b) access to sunlight and daylight for the site and adjoining sites</li> </ul> <p>As with (a) above, the use of the land bounding the site is such that the proposed development will not restrict access to sunlight or daylight.</p> <ul style="list-style-type: none"> <li>(c) privacy and overlooking</li> </ul> <p>The proposed development will be sufficiently</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>separated from residential uses so as not to unreasonably impact on privacy.</p> <p>(d) opportunities for casual surveillance of adjoining public spaces</p> <p>The proposed development has been orientated so that there is a clear opportunity for casual surveillance to the car parking areas and adjacent streets. Pedestrian links will be provided internal to the site to encourage further casual surveillance which will ensure that casual surveillance is provided throughout the site at all times.</p> <p>(e) air circulation and access to natural breezes</p> <p>The proposed development is adequately separated from all adjoining uses and will not negatively impact on air circulation and natural breezes.</p> <p>(f) appearance of building bulk</p> <p>In the opinion of the assessing officer, the design of the</p>



Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>shopping centre reasonably limits the appearance of building bulk.</p> <p>(g) relationship with pedestrian spaces</p> <p>Pedestrian connectivity will be achieved through new footpaths on Rankin and Byrnes Street and through internal pedestrian paths.</p> <p>The proposed development satisfies PO2.</p>
	<p><b>AO2.2</b> Buildings are setback and boundary treatment(s) are undertaken in accordance with <b>Table 6.2.1.3B</b>.</p>	✓	<p>Refer to comments for AO2.1 above.</p> <p>The southern wall of the proposed shopping centre will be largely blank with low maintenance finishes and materials.</p>
<b>Accommodation density</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO3</b> The density of Accommodation activities:</p> <p>(a) contributes to housing choice and affordability;</p> <p>(b) respects the nature and density of surrounding land use;</p> <p>(c) does not cause amenity impacts beyond the reasonable expectation of the planned accommodation density for the centre; and</p> <p>(d) is commensurate to the scale and frontage of the site.</p>	<p><b>AO3</b> Development provides a maximum density for Accommodation activities of:</p> <p>(a) 1 dwelling or accommodation unit per 120m<sup>2</sup> site area; and</p> <p>(b) 1 bedroom per 60m<sup>2</sup> site area.</p>	n/a	<p>Not applicable.</p> <p>The application is not proposing an accommodation activity.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>Site cover</b>			
<b>PO4</b> Buildings and structures occupy the site in a manner that: <ul style="list-style-type: none"> <li>(a) makes efficient use of land;</li> <li>(b) is consistent with the bulk and scale of surrounding buildings; and</li> <li>(c) appropriately balances built and natural features.</li> </ul>	<b>AO4</b> Site cover does not exceed 90%.	✓	Site cover will not exceed 90%.
<b>For assessable development</b>			
<b>Building design</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO5</b> Building facades are appropriately designed to:</p> <ul style="list-style-type: none"> <li>(a) provide an active and vibrant streetscape;</li> <li>(b) include visual interest and architectural variation;</li> <li>(c) maintain and enhance the character of the surrounds;</li> <li>(d) provide opportunities for casual surveillance;</li> <li>(e) include a human scale; and</li> <li>(f) encourage occupation of outdoor space.</li> </ul>	<p><b>AO5.1</b> Buildings address and provide pedestrian entrances to:</p> <ul style="list-style-type: none"> <li>(a) the primary pedestrian frontage where a single frontage lot or multiple frontage lot that is not a corner lot;</li> <li>(b) the primary and secondary frontages where a corner lot, with a pedestrian entrance provided on each frontage and/or as part of a corner truncation; and</li> <li>(c) any adjoining public place, with the main entrance provided on this boundary.</li> </ul>	<p>✓ Complies with PO5</p>	<p>The development does not satisfy AO5.1 as the shape of the subject land, its multiple road frontages and the specific design requirements of a shopping centre.</p> <p>Assessment of the development against PO5 is therefore required:</p> <ul style="list-style-type: none"> <li>(a) provide an active and vibrant streetscape</li> </ul> <p>The design of the proposed development incorporates articulation, fenestration, variations to the roof profile, landscaping, pedestrian footpaths and the central forecourt area.</p> <p>All of these design features result in the proposed development contributing towards an active and vibrant streetscape.</p> <ul style="list-style-type: none"> <li>(b) include visual interest and architectural variation</li> </ul> <p>The design of the proposed development incorporates articulation, fenestration,</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>variations to the roof profile, landscaping, pedestrian footpaths and the central forecourt area.</p> <p>(c) maintain and enhance the character of the surrounds</p> <p>The proposed development has a modern design which will enhance the character of Mareeba's central business district and is in keeping with the new Mobil service station and recently constructed McDonalds restaurant.</p> <p>(d) provide opportunities for casual surveillance</p> <p>There are ample opportunities for casual surveillance such as from the outdoor dining and central forecourt mall, as well as throughout the car parking areas, and dining areas within the food and drink outlet.</p> <p>(e) include a human scale</p> <p>The proposed development has a human scale.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>(f) encourage occupation of outdoor space</p> <p>The outdoor dining and central forecourt areas provide opportunities for people to occupy outdoor areas.</p> <p>The proposed development satisfies PO5.</p>
	<p><b>AO5.2</b> Building frontages:</p> <p>(a) are broken into smaller, 10 metre wide components by doors, display windows, pillars and structural elements;</p> <p>(b) are articulated with projections and recesses;</p> <p>(c) include windows where the bottom of the window is located between 0.6 metres and 0.9 metres above the footpath level; and</p> <p>(d) have a minimum 40% of the building facade facing the street is comprised of windows that are not painted or treated to obscure transparency.</p>	<p>✓</p>	<p>As per the comments for AO5.1 above, the design of the proposed development satisfies PO5.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO5.3</b> Buildings incorporate cantilevered awnings that are:</p> <p>(a) provided along the full length of the building's frontage to the street;</p> <p>(b) set back 0.6 metres from the face of the kerb or to match the alignment of the awning/s of the adjoining building/s;</p> <p>(c) a minimum of 3 metres and a maximum of 4.2 metres above the finished level of the footpath from the underside of the awning; and</p> <p>(d) truncated at the corner with a 2 metre single cord truncation where located on a corner site.</p>	n/a	Not applicable.
<p><b>PO6</b> Development complements and integrates with the established built character of the Centre zone, having regard to:</p> <p>(a) roof form and pitch;</p> <p>(b) eaves and awnings;</p> <p>(c) building materials, colours and textures; and</p> <p>(d) window and door size and location.</p>	<p><b>AO6</b> No acceptable outcome is provided.</p>	✓	<p>Complies.</p> <p>In the opinion of the assessing officer, the design of the proposed development complies.</p>
<b>Accommodation activities</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO7</b> Accommodation activities are appropriately located in buildings in the Centre zone, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the use of adjoining premises; and</li> <li>(b) the provision of an active and vibrant streetscape.</li> </ul>	<p><b>A07</b> Accommodation activities are located above the ground floor.</p>	n/a	<p>Not applicable.</p> <p>The application is not proposing an accommodation activity.</p>
<b>Amenity</b>			



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO8</b> Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO8</b> No acceptable outcome is provided.</p>	<p>✓ Complies with PO8</p>	<p>Assessment of the development against PO8:</p> <p>(a) noise;</p> <p>The applicant states that potential noise impacts will be managed through</p> <ul style="list-style-type: none"> <li>- a setback of approximately 20m from the closest dwelling house to the south-west;</li> <li>- the Shopping Centre component has been orientated 'inwards' to face away from the closest dwelling house to the south-west;</li> <li>- car parking, refuse and loading areas have been setback a minimum of approximately 140m from the closest dwelling house to the south-west;</li> <li>- minimal openings have been provided in the south-western corner of the proposed development; and</li> <li>- External and roof top mechanical plant can be acoustically buffered with openings that face north and east.</li> </ul> <p>(b) hours of operation;</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>Hours of operation are expected to be equivalent to the nearby Coles supermarket, Mobil service station and McDonalds restaurant.</p> <p>(c) traffic;</p> <p>Access to and from the proposed development will be via Byrnes Street (State controlled road) and Rankin Street (Local collector road). Both roads are capable of receiving the additional traffic from the development.</p> <p>(d) advertising devices;</p> <p>Advertising devices will be typical of those associated with contemporary retail developments.</p> <p>(e) visual amenity;</p> <p>The design of the proposed development will improve local visual amenity.</p> <p>(f) privacy;</p> <p>The proposed development does not impact on the privacy of the residential uses on Lot 20.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>(g) lighting;</p> <p>The development will be conditioned to comply. No unacceptable lighting impacts are likely.</p> <p>(h) &amp;(i) odour; and emissions.</p> <p>The proposed development is not likely to produce odours and emissions different to the businesses already established in the vicinity. The level of any such emissions are not expected to cause ongoing nuisance.</p> <p>The proposed development will comply with PO8.</p>
<p><b>PO9</b> Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO9</b> No acceptable outcome is provided.</p>	n/a	<p>There are no known existing negative environmental impacts requiring amelioration by the proposed development.</p>

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

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

## 6.2.2 Community facilities zone code

### 6.2.2.1 Application

- (1) This code applies to assessing development where:
  - (a) located in the Community facilities 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.

### 6.2.2.2 Purpose

- (1) The purpose of the Community facilities zone code is to provide for community related activities and facilities whether under public or private ownership.
- (2) These may include the provision of municipal services, public utilities, government installations, hospitals and schools, transport and telecommunication networks and community infrastructure of an artistic, social or cultural nature.
- (3) Mareeba Shire Council's purpose of the Community facilities zone code is to ensure that community facilities are appropriately located to service the communities in the shire now and in the future, through the protection, planning and development of new facilities and land for future facilities. The provision of community facilities is to ensure that any adverse impacts of these facilities are minimised.
- (4) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Special uses and works that are owned or operated by Federal, State or Local Government, which may include municipal services, public utilities and transport networks, are facilitated;
  - (b) The viability of special uses is protected by excluding development that could limit the ongoing operation of existing special uses or prejudice appropriate new activities;
  - (c) Any expansion or redevelopment of community facilities is in keeping with the purpose and character of the facility and with community needs;
  - (d) Community facilities are located proximate to the community they service and are consistent in scale, height and bulk with that of surrounding development;
  - (e) Development is supported by the necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
  - (f) Facilities are provided in highly accessible locations and are appropriately integrated with surrounding land uses.

### 6.2.2.3 Criteria for assessment

**Table 6.2.2.3—Community facilities zone code - For accepted development subject to requirements and assessable development**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Complies</b>	<b>Comments</b>
<b>For accepted development subject to requirements and assessable development</b>			
<b>Height</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> <li>(a) the height of existing buildings on adjoining premises;</li> <li>(b) the development potential, with respect to height, on adjoining premises;</li> <li>(c) the height of buildings in the vicinity of the site;</li> <li>(d) access to sunlight and daylight for the site and adjoining sites;</li> <li>(e) privacy and overlooking; and</li> <li>(f) site area and street frontage length.</li> </ul>	<p><b>AO1</b> Development has a maximum building height of:</p> <ul style="list-style-type: none"> <li>(a) 8.5 metres; and</li> <li>(b) 2 storeys above ground level.</li> </ul>	<p style="text-align: center;">✓ Complies with PO1</p>	<p>Aspects of the proposed shopping centre will exceed 8.5 metres in height, with the maximum height being 10.482 metres.</p> <p>Generally, the shopping centre building will be approximately 8.4 metres in height with only the feature skylight roof, parapets and roof mounted plant exceeding 8.5 metres in height.</p> <p>These exceeding structures are small in scale and/or located/orientated internally/centrally to the site where they will not be visible and/or will not result in any unacceptable, negative impacts on adjacent premises.</p> <p>The subject site primarily adjoins road reserve, rail corridor or undeveloped land. The height of the section of building adjoining the existing residential uses does not exceed 8.5 metres.</p> <p>The proposed building height has no impact on access to sunlight and daylight and the minor exceedance in height has no</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>impact on privacy and overlooking.</p> <p>The proposed development complies with PO1.</p>
<b>Siting</b>			



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> <li>(a) the siting and use of adjoining premises;</li> <li>(b) access to sunlight and daylight for the site and adjoining sites;</li> <li>(c) privacy and overlooking;</li> <li>(d) opportunities for casual surveillance of adjoining public spaces;</li> <li>(e) air circulation and access to natural breezes;</li> <li>(f) appearance of building bulk; and</li> <li>(g) relationship with road corridors.</li> </ul>	<p><b>AO2.1</b> Buildings and structures include a minimum setback of:</p> <ul style="list-style-type: none"> <li>(a) 10 metres from a frontage to a State-controlled road;</li> <li>(b) 6 metres from a frontage to any other road; and</li> <li>(c) 3 metres from a boundary to an adjoining lot.</li> </ul>	<p>✓ Complies with PO2</p>	<p>Assessment of the development is required against PO2:</p> <ul style="list-style-type: none"> <li>(a) the siting and use of adjoining premises.</li> </ul> <p>The subject site primarily adjoins road reserve, rail corridor or undeveloped land. The existing residential development on Lot 20 is setback at least 20 metres from the closest part of the proposed building.</p> <ul style="list-style-type: none"> <li>(b) access to sunlight and daylight for the site and adjoining sites</li> </ul> <p>As with (a) above, the use of the land bounding the site is such that the proposed development will not restrict access to sunlight or daylight.</p> <ul style="list-style-type: none"> <li>(c) privacy and overlooking</li> </ul> <p>The proposed development will be sufficiently separated from residential uses so as not to unreasonably impact on privacy.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>(d) opportunities for casual surveillance of adjoining public spaces</p> <p>The proposed development has been orientated so that there is a clear opportunity for casual surveillance to the car parking areas and adjacent streets. Pedestrian links will be provided internal to the site to encourage further casual surveillance which will ensure that casual surveillance is provided throughout the site at all times.</p> <p>(e) air circulation and access to natural breezes</p> <p>The proposed development is adequately separated from all adjoining uses and will not negatively impact on air circulation and natural breezes.</p> <p>(f) appearance of building bulk</p> <p>In the opinion of the assessing officer, the design of the shopping centre reasonably limits the appearance of building bulk.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>(g) relationship with pedestrian spaces</p> <p>Pedestrian connectivity will be achieved through new footpaths on Rankin and Byrnes Street and through internal pedestrian paths.</p> <p>The proposed development satisfies PO2.</p>
	<p><b>AO2.2</b> Car parking and set down areas are set back: (a) 3 metres from the road frontage; and (b) 2 metres from side and rear boundaries.</p>	<p>✓ Complies with PO2</p>	<p>Refer to comments for AO2.1 above.</p>
<b>Site cover</b>			
<p><b>PO3</b> 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.</p>	<p><b>AO3</b> Site cover does not exceed: (a) 90% where adjoining the side boundary of land in the Centre zone; or (b) 50% otherwise.</p>	<p>✓</p>	<p>AO3(a) applies.</p> <p>Site cover will not exceed 90%.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For assessable development</b>			
<b>Building design</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO4</b> Building facades are appropriately designed to:</p> <ul style="list-style-type: none"> <li>(a) include visual interest and architectural variation;</li> <li>(b) maintain and enhance the character of the surrounds;</li> <li>(c) provide opportunities for casual surveillance;</li> <li>(d) include a human scale; and</li> <li>(e) encourage occupation of outdoor space.</li> </ul>	<p><b>AO4.1</b> Buildings address the principal road frontage of the site through the location of windows and pedestrian access.</p>	<p style="text-align: center;">✓ Complies with PO4</p>	<p>Assessment of the development against PO4 is therefore required:</p> <ul style="list-style-type: none"> <li>(a) include visual interest and architectural variation</li> </ul> <p>The design of the proposed development incorporates articulation, fenestration, variations to the roof profile, landscaping, pedestrian footpaths and the central forecourt area.</p> <ul style="list-style-type: none"> <li>(b) maintain and enhance the character of the surrounds</li> </ul> <p>The proposed development has a modern design which will enhance the character of Mareeba's central business district and is in keeping with the new Mobil service station and recently constructed McDonalds restaurant.</p> <ul style="list-style-type: none"> <li>(c) provide opportunities for casual surveillance</li> </ul> <p>There are ample opportunities for casual surveillance such as from the</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>outdoor dining and central forecourt mall, as well as throughout the car parking areas, and dining areas within the food and drink outlet.</p> <p>(d) include a human scale</p> <p>The proposed development has a human scale.</p> <p>(e) encourage occupation of outdoor space</p> <p>The outdoor dining and central forecourt areas provide opportunities for people to occupy outdoor areas.</p> <p>The proposed development satisfies PO4.</p>
	<p><b>AO4.2</b> Buildings do not include blank walls to road frontages exceeding 3 metres in length.</p>	<p>✓ Complies with PO4</p>	<p>Refer to comments for AO4.1 above.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO5</b> Development complements and integrates with the established built character of the immediate surrounds, having regard to:</p> <ul style="list-style-type: none"> <li>(a) roof form and pitch;</li> <li>(b) eaves and awnings;</li> <li>(c) building materials, colours and textures; and</li> <li>(d) window and door size and location.</li> </ul>	<p><b>AO5</b> No acceptable outcome is provided.</p>	<p>✓</p>	<p>Complies.</p> <p>In the opinion of the assessing officer, the design of the proposed development complies.</p>
<p><b>Amenity</b></p>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO6</b> Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO6</b> No acceptable outcome is provided.</p>	<p style="text-align: center;">✓ Complies with PO6</p>	<p>Assessment of the development against PO6:</p> <p>(a) noise;</p> <p>The applicant states that potential noise impacts will be managed through</p> <ul style="list-style-type: none"> <li>- a setback of approximately 20m from the closest dwelling house to the south-west;</li> <li>- the Shopping Centre component has been orientated 'inwards' to face away from the closest dwelling house to the south-west;</li> <li>- car parking, refuse and loading areas have been setback a minimum of approximately 140m from the closest dwelling house to the south-west;</li> <li>- minimal openings have been provided in the south-western corner of the proposed development; and</li> <li>- External and roof top mechanical plant can be acoustically buffered with openings that face north and east.</li> </ul> <p>(b) hours of operation;</p>



Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>Hours of operation are expected to be equivalent to the nearby Coles supermarket, Mobil service station and McDonalds restaurant.</p> <p>(c) traffic;</p> <p>Access to and from the proposed development will be via Byrnes Street (State controlled road) and Rankin Street (Local collector road). Both roads are capable of receiving the additional traffic from the development.</p> <p>(d) advertising devices;</p> <p>Advertising devices will be typical of those associated with contemporary retail developments.</p> <p>(e) visual amenity;</p> <p>The design of the proposed development will improve local visual amenity.</p> <p>(f) privacy;</p> <p>The proposed development does not impact on the privacy of the residential uses on Lot 20.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>(g) lighting;</p> <p>The development will be conditioned to comply. No unacceptable lighting impacts are likely.</p> <p>(h) &amp;(i) odour; and emissions.</p> <p>The proposed development is not likely to produce odours and emissions different to the businesses already established in the vicinity. The level of any such emissions are not expected to cause ongoing nuisance.</p> <p>The proposed development will comply with PO6.</p>
<p><b>PO7</b> Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>A07</b> No acceptable outcome is provided.</p>	<p>n/a</p>	<p>There are no known existing negative environmental impacts requiring amelioration by the proposed development.</p>

## 6.2.7 Medium density residential zone code

### 6.2.7.1 Application

- (1) This code applies to assessing development where:
  - (a) located in the Medium 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.

### 6.2.7.2 Purpose

- (1) The purpose of the medium density residential zone code is to provide for medium density multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.
- (2) Mareeba Shire Council's purpose of the Medium density residential zone code is to facilitate medium residential densities and a diversity of housing which caters for a range of households in locations which are proximate to town centres, community facilities and open space.

Small lot housing is facilitated and medium density development may include Dual occupancy and Multiple dwelling development in the form of town houses, apartments and units.

- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development provides a range of residential dwelling choices including Multiple dwellings in locations clustered around or near activity centres and transport networks;
  - (b) Development encourages and facilitates urban consolidation and the efficient use of physical and social infrastructure;
  - (c) Development is supported by employment nodes, community facilities and services, transport and commercial hubs where appropriate; Development provides and maintains a high level of amenity in the zone and is reflective of the desired character of the area;
  - (d) The scale and density of development facilitates an efficient land use pattern that supports safe and walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreational areas, community services and educational opportunities;
  - (e) Other small-scale development that integrates personal employment and residential activities is encouraged, provided it complements local residential amenity;
  - (f) 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;
  - (g) Non-residential development may be supported where such uses directly support the day to day needs of the immediate residential community; and
  - (h) Development responds to land constraints and mitigates any adverse impacts on adjacent land uses and the environment.

### 6.2.7.3 Criteria for assessment

**Table 6.2.7.3A—Medium density residential zone code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Height</b>			
<p><b>PO1</b> Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> <li>(a) the height of existing buildings on adjoining premises;</li> <li>(b) the development potential, with respect to height, on adjoining premises;</li> <li>(c) the height of buildings in the vicinity of the site;</li> <li>(d) access to sunlight and daylight for the site and adjoining sites;</li> <li>(e) privacy and overlooking; and</li> <li>(f) site area and street frontage length.</li> </ul>	<p><b>AO1</b> Development has a maximum building height of:</p> <ul style="list-style-type: none"> <li>(a) 8.5 metres; and</li> <li>(b) 2 storeys above ground level.</li> </ul>	<p>✓ Complies with PO1</p>	<p>Aspects of the proposed shopping centre will exceed 8.5 metres in height, with the maximum height being 10.482 metres.</p> <p>Generally, the shopping centre building will be approximately 8.4 metres in height with only the feature skylight roof, parapets and roof mounted plant exceeding 8.5 metres in height.</p> <p>These exceeding structures are small in scale and/or located/orientated internally/centrally to the site where they will not be visible and/or will not result in any unacceptable, negative impacts on adjacent premises.</p> <p>The subject site primarily adjoins road reserve, rail corridor or undeveloped land. The height of the section of building adjoining the existing residential uses does not exceed 8.5 metres.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>The proposed building height has no impact on access to sunlight and daylight and the minor exceedance in height has no impact on privacy and overlooking.</p> <p>The proposed development complies with PO1.</p>
<b>Outbuildings and residential scale</b>			
<p><b>PO2</b> Domestic outbuildings:</p> <p>(a) do not dominate the lot on which they are located; and</p> <p>(b) are consistent with the scale and character of development in the Medium density residential zone.</p>	<p><b>AO2</b> Domestic outbuildings do not exceed:</p> <p>(a) 100m<sup>2</sup> in gross floor area; and</p> <p>(b) 5.5 metres in height above natural ground level.</p>	n/a	<p>Not applicable.</p> <p>The application is not proposing a domestic outbuilding.</p>
<b>Siting</b>			
<p><b>PO3</b> Development is sited in a manner that considers and respects:</p> <p>(a) the siting and use of adjoining premises;</p> <p>(b) access to sunlight and daylight for the site and adjoining sites;</p> <p>(c) privacy and overlooking;</p> <p>(d) opportunities for casual surveillance of adjoining public spaces;</p> <p>(e) air circulation and access to natural breezes;</p> <p>(f) appearance of building bulk; and</p>	<p><b>AO3.1</b> Buildings and structures include a minimum setback of:</p> <p>(a) 6 metres from the primary road frontage; and</p> <p>(b) 3 metres from any secondary road frontage.</p>	<p>✓ Complies with PO3</p>	<p>The proposed development does not satisfy AO3.1.</p> <p>Assessment of the development against PO3 is therefore required:</p> <p>(a) the siting and use of adjoining premises.</p> <p>The subject site primarily adjoins road reserve, rail corridor or undeveloped land. The existing residential development on Lot 20 is setback at least 20 metres</p>

<p>(g) relationship with road corridors.</p>			<p>from the closest part of the proposed building.</p> <p>(b) access to sunlight and daylight for the site and adjoining sites</p> <p>As with (a) above, the use of the land bounding the site is such that the proposed development will not restrict access to sunlight or daylight.</p> <p>(c) privacy and overlooking</p> <p>The proposed development will be sufficiently separated from residential uses so as not to unreasonably impact on privacy.</p> <p>(d) opportunities for casual surveillance of adjoining public spaces</p> <p>The proposed development has been orientated so that there is a clear opportunity for casual surveillance to the car parking areas and adjacent streets. Pedestrian links will be provided internal to the site to encourage further casual surveillance which will ensure that casual surveillance is</p>
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Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>provided throughout the site at all times.</p> <p>(e) air circulation and access to natural breezes</p> <p>The proposed development is adequately separated from all adjoining uses and will not negatively impact on air circulation and natural breezes.</p> <p>(f) appearance of building bulk</p> <p>In the opinion of the assessing officer, the design of the shopping centre reasonably limits the appearance of building bulk.</p> <p>(g) relationship with pedestrian spaces</p> <p>Pedestrian connectivity will be achieved through new footpaths on Rankin and Byrnes Street and through internal pedestrian paths.</p> <p>The proposed development satisfies PO3.</p>
	<p><b>AO3.2</b> Buildings and structures include a minimum setback of 2 metres from side and rear boundaries.</p>	<p>✓ Complies with PO3</p>	<p>Refer to comments for AO3.1</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>Accommodation density</b>			
<p><b>PO4</b> The density of Accommodation activities:</p> <p>(a) contributes to housing choice and affordability;</p> <p>(b) respects the nature and density of surrounding land use;</p> <p>(c) does not cause amenity impacts beyond the reasonable expectation of accommodation density for the zone; and</p> <p>(d) is commensurate to the scale and frontage of the site.</p>	<p><b>AO4</b> Development provides a maximum density for Accommodation activities in compliance with <b>Table 6.2.7.3B</b>.</p>	n/a	<p>Not applicable.</p> <p>The application is not proposing an accommodation activity.</p>
<b>Gross floor area</b>			
<p><b>PO5</b> Buildings and structures occupy the site in a manner that:</p> <p>(a) makes efficient use of land;</p> <p>(b) is consistent with the bulk and scale of surrounding buildings; and</p> <p>(c) appropriately balances built and natural features.</p>	<p><b>AO5</b> Gross floor area does not exceed 600m<sup>2</sup>.</p>	<p>✓ Complies with PO5</p>	<p>Lease A is bounded to the east and west by Lot 78.</p> <p>The most efficient use of Lease A is for it to be developed in conjunction with Lot 78, as is being proposed under this application.</p> <p>In this respect, the proposed development will appropriately balance built and natural features.</p>
<b>For assessable development</b>			
<b>Building design</b>			



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO6</b> Building facades are appropriately designed to:</p> <ul style="list-style-type: none"> <li>(a) include visual interest and architectural variation;</li> <li>(b) maintain and enhance the character of the surrounds;</li> <li>(c) provide opportunities for casual surveillance;</li> <li>(d) include a human scale; and</li> <li>(e) encourage occupation of outdoor space.</li> </ul>	<p><b>AO6</b> Buildings include habitable space, pedestrian entrances and recreation space facing the primary road frontage.</p>	<p>✓ Complies with PO6</p>	<p>Lease A does not have road frontage.</p> <p>Assessment against PO6 is as follows:</p> <ul style="list-style-type: none"> <li>(a) include visual interest and architectural variation;</li> </ul> <p>The design of the proposed development incorporates articulation, fenestration, variations to the roof profile, landscaping, pedestrian footpaths and the central forecourt area.</p> <ul style="list-style-type: none"> <li>(b) maintain and enhance the character of the surrounds;</li> </ul> <p>The proposed development has a modern design which will enhance the character of Mareeba's central business district and is in keeping with the new Mobil service station and recently constructed McDonalds restaurant.</p> <ul style="list-style-type: none"> <li>(c) provide opportunities for casual surveillance;</li> </ul> <p>There are ample opportunities for casual surveillance</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>such as from the outdoor dining and central forecourt mall, as well as throughout the car parking areas, and dining areas within the food and drink outlet.</p> <p>(d) include a human scale; and</p> <p>The proposed development has a human scale.</p> <p>(e) encourage occupation of outdoor space.</p> <p>The outdoor dining and central forecourt areas provide opportunities for people to occupy outdoor areas.</p> <p>The proposed development satisfies PO6.</p>
<p><b>PO7</b> Development complements and integrates with the established built character of the Medium density residential zone, having regard to:</p> <p>(a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location.</p>	<p><b>A07</b> No acceptable outcome is provided.</p>	<p>✓ Alternative solution</p>	<p>The proposed development will not integrate with the established character of the Medium Density Residential Zone as adjacent dwelling houses are generally single storey and 4-5m in height.</p> <p>Lease A represents approximately 3% of the subject site and the proposed development is for the most part,</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>located on centre zoned land.</p> <p>In this instance, while the charter and amenity of the Medium Density residential Zone cannot be ignored, it is more appropriate that the proposed development reflects the established built character of the adjacent centre zoned land to ensure an attractive and suitable streetscape when viewed from the main street of Mareeba, being Byrnes Street and other adjacent centre streets/areas.</p>
<b>Non-residential development</b>			
<p><b>PO8</b> Non-residential development:</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><b>A08</b> No acceptable outcome is provided.</p>	<p>✓ Alternative solution</p>	<p>The applicant has demonstrated compliance with PO8 as outlined below:</p> <p>(a) is consistent with the scale of existing development;</p> <p>The proposed development will not integrate with the established character of the Medium Density Residential Zone as adjacent dwelling houses are generally single storey and 4-5m in height.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>Lease A represents approximately 3% of the subject site and the proposed development is for the most part, located on centre zoned land.</p> <p>In this instance, while the character and amenity of the Medium Density residential Zone cannot be ignored, it is more appropriate that the proposed development reflects the established built character of the adjacent centre zoned land to ensure an attractive and suitable streetscape when viewed from the main street of Mareeba, being Byrnes Street and other adjacent centre streets/areas.</p> <p>(b) does not detract from the amenity of nearby residential uses;</p> <p>Complies. Refer to the comments for AO9 below.</p> <p>(c) directly supports the day to day needs of the immediate residential community; and</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>The Economic Need and Impact Assessment submitted in support of the application demonstrates need for the proposed development which ensures it will support the day to day needs of the community which are currently being under serviced.</p> <p>(d) does not impact on the orderly provision of non-residential development in other locations in the shire</p> <p>The development of Lease A allows for the orderly provision of non-residential development on Lot 78 and within the Mareeba CBD.</p>
<b>Amenity</b>			
<p><b>PO9</b> Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO9</b> No acceptable outcome is provided.</p>	<p>✓ Complies with PO9</p>	<p>Assessment of the development against PO9:</p> <p>(a) noise;</p> <p>The applicant states that potential noise impacts will be managed through</p> <ul style="list-style-type: none"> <li>- a setback of approximately 20m from the closest dwelling house to the south-west;</li> </ul>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<ul style="list-style-type: none"> <li>- the Shopping Centre component has been orientated 'inwards' to face away from the closest dwelling house to the south-west;</li> <li>- car parking, refuse and loading areas have been setback a minimum of approximately 140m from the closest dwelling house to the south-west;</li> <li>- minimal openings have been provided in the south-western corner of the proposed development; and</li> <li>- External and roof top mechanical plant can be acoustically buffered with openings that face north and east.</li> </ul> <p>(b) hours of operation;</p> <p>Hours of operation are expected to be equivalent to the nearby Coles supermarket, Mobil service station and McDonalds restaurant.</p> <p>(c) traffic;</p> <p>Access to and from the proposed development will be via Byrnes Street (State controlled</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>road) and Rankin Street (Local collector road). Both roads are capable of receiving the additional traffic from the development.</p> <p>(d) advertising devices;</p> <p>Advertising devices will be typical of those associated with contemporary retail developments.</p> <p>(e) visual amenity;</p> <p>The design of the proposed development will improve local visual amenity.</p> <p>(f) privacy;</p> <p>The proposed development does not impact on the privacy of the residential uses on Lot 20.</p> <p>(g) lighting;</p> <p>The development will be conditioned to comply. No unacceptable lighting impacts are likely.</p> <p>(h) &amp;(i) odour; and emissions.</p> <p>The proposed development is not likely to produce odours and emissions different</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			to the businesses already established in the vicinity. The level of any such emissions are not expected to cause ongoing nuisance.  The proposed development will comply with PO9.
<b>PO10</b> Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	<b>AO10</b> No acceptable outcome is provided.	n/a	There are no known existing negative environmental impacts requiring amelioration by the proposed development.

**Table 6.2.7.3B—Maximum densities for Accommodation activities**

Use	Maximum density
Dual occupancy	1 dwelling per 300m <sup>2</sup> of site area
Multiple dwelling	(a) 1 dwelling per 150m <sup>2</sup> of site area; and (b) 1 bedroom per 75m <sup>2</sup> of site area.
Residential care facility	1 dwelling or accommodation unit per 100m <sup>2</sup> of site area.
Retirement facility	1 dwelling or accommodation unit per 150m <sup>2</sup> 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
<b>For accepted development subject to requirements and assessable development</b>			
<b>If affected by the vegetated buffer area element</b>			
<b>PO1</b> Industrial development is appropriately screened from view to minimise impacts on the: (a) visual amenity and character of the local plan area; and (b) amenity of nearby land uses.	<b>AO1</b> A minimum 5 metre wide vegetated buffer area is provided in all areas of the site affected by the vegetated buffer element.	n/a	Not applicable.
<b>If in the Stable precinct</b>			
<b>PO2</b> Development facilitates the co-location of houses and stables while maintaining an appropriate level of amenity, having regard to emissions of: (a) noise; (b) odour; and (c) light	<b>AO2</b> Stables house no more than 10 animals and are: (a) separated by a minimum distance of 3 metres from any residential building on the same site; (b) separated by a minimum distance of 5 metres from any residential building on an adjoining site; and (c) setback a minimum of 6 metres from any road frontage.	n/a	Not applicable.
<b>If on a site with a frontage to the Byrnes Street core element</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO3</b> 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 for pedestrian focussed activities.</p>	<p><b>AO3.1</b> 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>	<p>✓ Complies with PO3</p>	<p>These provisions are not particularly relevant given the size of the subject site and the nature of the development being proposed.</p> <p>The subject site has extensive frontages to Byrnes Street and Rankin Street.</p> <p>The proposed development features a building component and an ancillary onsite carpark necessary to satisfy the planning scheme code and to meet likely customer demands.</p> <p>Access is proposed off both Byrnes Street and Rankin Street to ensure safe operation of the road network.</p> <p>These accesses represent a minimal percentage of the subject site's respective frontages.</p>
	<p><b>AO3.2</b> Vehicular access is not provided from Byrnes Street where a site has more than one frontage.</p>	<p>✓</p>	<p>Refer to AO3.1 above.</p>
<p><b>If on a site affected by the Town centre fringe 6 metre setback element</b></p>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO4</b> Larger destination-specific premises that require increased provision for car and service vehicle access are supported where it can be demonstrated that sufficient separation is provided between the use and adjoining residential uses to adequately mitigate any potential impacts on the amenity of adjoining premises, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) odour;</li> <li>(c) light; and</li> <li>(d) overlooking and privacy.</li> </ul>	<p><b>A04</b> Buildings and structures are setback a minimum of 6 metres from the boundary affected by the Town centre fringe 6 metre setback element.</p>	n/a	Not applicable.
<b>If in the Town centre fringe precinct</b>			
<p><b>PO5</b> Development's address to the primary street frontage ensures:</p> <ul style="list-style-type: none"> <li>(a) car parking areas are not a dominant feature; and</li> <li>(b) sources of visual interest and casual surveillance of the street frontage are provided.</li> </ul>	<p><b>A05.1</b> No more than 50% of car parking is to be located between the building and the primary street frontage.</p>	n/a	Not applicable.
	<p><b>A05.2</b> Buildings include uses that orientated toward the primary street frontage with entrances and windows addressing the street.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For assessable development</b>			
<p><b>PO6</b> 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><b>A06</b> No acceptable outcome is provided.</p>	✓	The proposed development complies.
<p><b>PO7</b> Development does prejudice the future construction of the Mareeba Bypass.</p>	<p><b>A07</b> Development involving permanent buildings or structures does not occur on land affected by the Mareeba bypass element.</p>	n/a	The subject site is not in proximity to the proposed Mareeba bypass route.
<p><b>PO8</b> 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><b>A08</b> No acceptable outcome is provided.</p>	n/a	Not relevant to the proposed development.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>	<b>Complies</b>	<b>Comments</b>
<p><b>PO9</b> 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><b>AO9</b> No acceptable outcome is provided.</p>	n/a	The proposed development is located within the Mareeba town centre.
<b>If in the Stable precinct</b>			
<p><b>PO10</b> 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><b>AO10.1</b> Development does not result in a higher accommodation density than currently exists.</p>	n/a	Not applicable.
	<p><b>AO10.2</b> Development does not result in the creation of any new lots.</p>	n/a	Not applicable.
<b>If in the Mareeba Airport precinct</b>			
<p><b>PO11</b> Development does not prejudice the ongoing operations or future development intentions of the Mareeba Airport.</p>	<p><b>AO11</b> Development is limited to activities which have a direct associated with aviation.</p>	n/a	Not applicable.
<b>If in the Town centre core precinct</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO12</b> Development is to be of a scale and form which complements the character of the precinct, having regard to:</p> <ul style="list-style-type: none"> <li>(a) building location;</li> <li>(b) building height;</li> <li>(c) interface with the street; and</li> <li>(d) scale of windows, doors and structural elements</li> </ul>	<p><b>AO12</b> No acceptable outcome is provided.</p>	<p style="text-align: center;">✓ Complies with PO12</p>	<p>The proposed development complies.</p> <ul style="list-style-type: none"> <li>(a) The proposed development is located on Byrnes Street opposite the Mareeba Square shopping centre (Coles). A McDonalds restaurant is diagonally opposite on Byrnes Street. The building location is consistent with and complements the character of the precinct.</li> <li>(b) The height of the proposed development is consistent with other commercial development within the town centre core precinct. Limited aspects of the shopping centre will exceed the 8.5m in height, however the overall height and appearance will be consistent in appearance to the majority of Byrnes Street businesses.</li> <li>(c) Whilst the proposed is not built up to nor</li> </ul>



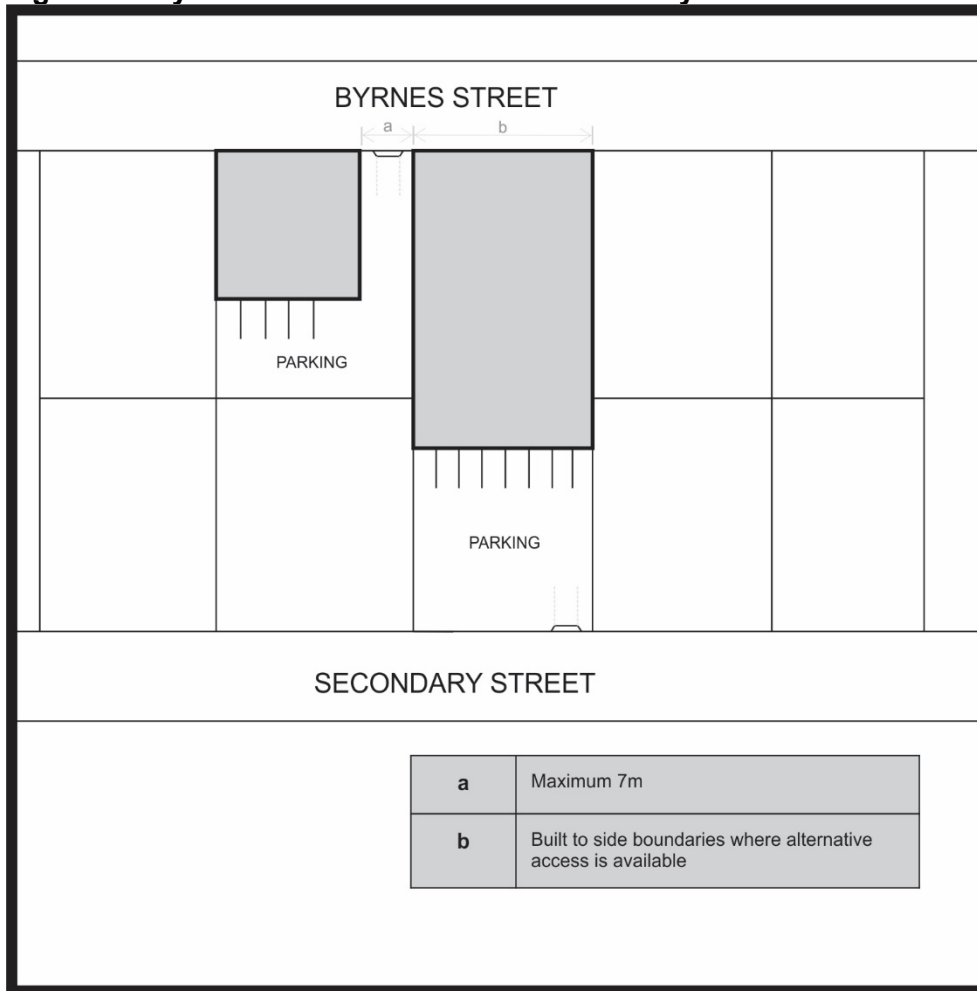
Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>directly addresses the road frontages, it will provide an active and vibrant streetscape through the inclusion of articulation, fenestration, variations to the roof profile, landscaping, pedestrian footpaths and the central forecourt mall.</p> <p>(d) Each building will be provided with articulation and fenestration via variation in built form, the use of materials and the use of awnings and parapets which will facilitate visual and architectural interest.</p>
<p><b>PO13</b> 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><b>AO13.1</b> 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.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<b>AO13.2</b> Development on sites identified as building façade to be retained that retains the external (street facing) facade(s) of the building will qualify for a 10% reduction on car parking.	n/a	Not applicable.
<b>If in the Town centre fringe precinct</b>			
<b>PO14</b> Development does not undermine the role of the Town centre core precinct as Mareeba's primary retail and commercial precinct.	<b>AO14</b> No acceptable outcome is provided.	n/a	Not applicable.
<b>If in the Noxious and hazardous industry precinct</b>			
<b>PO15</b> 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: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.  Note—A facility management plan can be prepared to demonstrate that the ongoing operation of the use will maintain compliance with this outcome.	<b>AO15</b> No acceptable outcome is provided.	n/a	Not applicable.
<b>If in the Industrial park precinct</b>			
<b>PO16</b> Development that attracts the public into the Industrial park precinct does not develop within the Industrial park precinct.	<b>AO16</b> No acceptable outcome is provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>If in the Northern investigation precinct</b>			
<b>PO17</b> Development does not compromise the long term future urban intent of this precinct.	<b>AO17</b> No acceptable outcome is provided.	n/a	Not applicable.
<b>If in the North-eastern expansion precinct, South-eastern expansion precinct or South-western expansion precinct</b>			
<b>PO18</b> Development provides an average net accommodation density of at least 12 dwellings or accommodation units per hectare.  Note—Calculation of accommodation density excludes areas not developed as a result of provisions of an overlay.	<b>AO18</b> No acceptable outcome is provided.	n/a	Not applicable.
<b>PO19</b> Development provides a wide range of housing options, including different dwelling sizes and types that meet the needs of a range of household compositions.	<b>AO19</b> No acceptable outcome is provided.	n/a	Not applicable.
<b>PO20</b> The road network is to be developed in a logical and sequential manner to provide for the co-ordinated development of the precinct.	<b>AO20</b> No acceptable outcome is provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO21</b> The road network provides encourages walking and cycling to daily activities to reduce local vehicle trips by:</p> <ul style="list-style-type: none"> <li>(a) being based on a street grid network;</li> <li>(b) having walkable block sizes;</li> <li>(c) providing safe, efficient and provides for the needs of all users;</li> <li>(d) having a high level of connectivity for all users; and</li> <li>(e) being linked to destinations such as shops, open space and schools.</li> </ul>	<p><b>AO21</b> No acceptable outcome is provided.</p>	<p>n/a</p>	<p>Not applicable.</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
<b>For accepted development subject to requirements and assessable development</b>			
<b>Protection of operational airspace</b>			
<b>PO1</b> 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 <b>Airport environs overlay map (OM-002c)</b> ; or (b) Airport environs: OLS area of Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b> ; or (c) 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> ; or (d) 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> .	<b>AO1.1</b> 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 <b>Airport environs overlay map (OM-002c)</b> ; or (b) Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b> .	n/a	The subject site is not located within an OLS.
	<b>AO1.2</b> Development has a maximum height of 10 metres where within the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> .	n/a	The proposed development is not within the 1 kilometre buffer.
	<b>AO1.3</b> Development has a maximum height of 15 metres where within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> .	n/a	The proposed development is not within the 3 kilometre buffer.
	<b>Lighting</b>		

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> 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><b>AO2</b> Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b> or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> 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>	n/a	The proposed development is not within the 6 kilometre light intensity buffer for Mareeba Airport.
<b>Noise exposure</b>			
<p><b>PO3</b> Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.</p>	<p><b>AO3</b> 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 <b>Airport environs overlay map (OM-002d)</b>.</p>	n/a	The proposed development is not within the Airport environs:20-25 ANEF area.
<b>Public safety</b>			
<p><b>PO4</b> Development does not compromise public safety or risk to property.</p>	<p><b>AO4</b> Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on <b>Airport environs overlay map (OM-002e)</b>.</p>	n/a	The proposed development is not within the Airport environs: Mareeba Airport public safety area.
<b>State significant aviation facilities associated with Mareeba Airport</b>			



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO5</b> 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><b>AO5.1</b> Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on <b>Airport environs overlay map (OM-002a.1)</b> does not exceed a height of 640 metres AHD.</p>	n/a	The subject site is not located within this buffer area.
	<p><b>AO5.2</b> Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on <b>Airport environs overlay map (OM-002a)</b> does not exceed a height of 950 metres AHD, unless associated with Hann Tableland Radar facility.</p>	n/a	The subject site is not located within this buffer area.
	<p><b>AO5.3</b> Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on <b>Airport environs overlay map (OM-002a)</b> unless associated with the Biboohra CVOR facility.</p>	n/a	The subject site is not located within this buffer area.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO5.4</b> Development within 'Airport environs: Zone B (1,500 metre buffer)' of the 'Biboohra CVOR' facility identified on <b>Airport environs overlay map (OM-002a)</b>, but outside 'Zone A (200 metre buffer)' identified on <b>Airport environs overlay map (OM-002a)</b>, does not include:</p> <ul style="list-style-type: none"> <li>(a) the creation of a permanent or temporary physical line of sight obstruction above 13 metres in height; or</li> <li>(b) overhead power lines exceeding 5 metres in height; or</li> <li>(c) metallic structures exceeding 7.5 metres in height; or</li> <li>(d) trees and open lattice towers exceeding 10 metres in height; or</li> <li>(e) wooden structures exceeding 13 metres in height.</li> </ul>	n/a	The subject site is not located within this buffer area.
<b>For assessable development</b>			
<b>Mareeba Airport</b>			
<b>Protection of operational airspace</b>			
<p><b>PO6</b> Development within the vicinity of Mareeba Airport or an aerodrome does not interfere with the:</p> <ul style="list-style-type: none"> <li>(a) movement of aircraft; or</li> <li>(b) safe operation of the airport or facility.</li> </ul>	<p><b>AO6.1</b> 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"> <li>(a) Mareeba Airport identified on <b>Airport environs overlay map (OM-002c)</b>; or</li> <li>(b) Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b>.</li> </ul>	n/a	The proposed development does not include sporting and recreational aviation activities.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO6.2</b> Development involving temporary or permanent aviation activities does not occur within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b>.</p>	n/a	The proposed development does not include temporary or permanent aviation activities.
<p><b>PO7</b> Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.</p>	<p><b>A07</b> 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"> <li>(a) the Airport environs: OLS area of Mareeba Airport identified on <b>Airport environs overlay map (OM-002c)</b>; or</li> <li>(b) the Airport environs: OLS area of Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b>; or</li> <li>(c) the 'Airport environs: Airport buffer - 1 kilometre' of a regional aerodrome identified on <b>Airport environs overlay map (OM-002f)</b>.</li> </ul>	n/a	The proposed development is not located within any of the nominated areas.

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>Managing bird and bat strike hazard to aircraft</b>			
<p><b>PO8</b> Development in the environs of Mareeba Airport or an aerodrome does not contribute to the potentially serious hazard from wildlife (bird or bat) strike.</p>	<p><b>AO8.1</b> Development within the 'Airport environs: Distance from airport - 8 kilometres' Bird and bat strike zone of Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b> or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> provides that potential food and waste sources are covered and collected so that they are not accessible to wildlife.</p>	✓	<p>The proposed development is within the 8 kilometre buffer area.</p> <p>Rubbish bins will be provided throughout the proposed development.</p>
	<p><b>AO8.2</b> Development within the 'Airport environs: Distance from airport - 3 kilometres' Bird and bat strike zone of Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b> or the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> does not include:</p> <ul style="list-style-type: none"> <li>(a) food processing; or</li> <li>(b) abattoir; or</li> <li>(c) intensive horticulture; or</li> <li>(d) intensive animal husbandry; or</li> <li>(e) garden centre; or</li> <li>(f) aquaculture.</li> </ul>	n/a	<p>The proposed development is not within these buffer areas.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO8.3</b> 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 <b>Airport environs overlay map (OM-002b)</b>; or</p> <p>(b) Cairns Airport identified on <b>Airport environs overlay map (OM-002b.1)</b>.</p>	n/a	The proposed development is not for putrescible waste disposal.

## 8.2.5 Extractive resources overlay code

### 8.2.5.1 Application

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

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

### 8.2.5.2 Purpose

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

### 8.2.5.3 Criteria for assessment

**Table 8.2.5.3 - Extractive resources overlay code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Haulage route</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b>  Vehicular access to a 'Key resource transport route' identified on <b>Extractive resources overlay map (OM-005e)</b> does not adversely affect the safety or efficiency of the route for the existing or future transportation of extractive resources from a 'Key resource processing area' identified on <b>Extractive resources overlay map (OM-005e)</b>.</p>	<p><b>AO1.1</b>  No additional access to a 'Key resource transport route' identified on <b>Extractive resources overlay map (OM-005e)</b> is provided.</p>	✓	<p>The section of Rankin Street fronting the subject site is mapped as a Key resource transport route. The previous saw mill use had at least two (2) accesses via the Rankin Street frontage and multiple on street car parking spaces exist along this frontage.</p> <p>The subject site and the proposed development is located in the centre of the Mareeba township and mostly within the Centre zone.</p> <p>The proposed Rankin Street access point has been assessed by SLR Consulting Australia Pty Ltd in the Traffic Impact Assessment and accepted by the Department of Transport and Main Roads.</p> <p>The proposed access arrangements satisfy PO1 and AO1.1.</p>
	<p><b>AO1.2</b>  Development does not result in an increase in the number of vehicles accessing the site from a 'Key resource transport route' identified on <b>Extractive resources overlay map (OM-005e)</b>.</p>	✓	<p>See comments for AO1.1 above.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development is appropriately located to minimise potential amenity impacts from the use of a 'Key resource transport route' identified on <b>Extractive resources overlay map (OM-005e)</b> for the existing or future transportation of extractive resources from a 'Key resource processing area' identified on <b>Extractive resources overlay map (OM-005e)</b>.</p>	<p><b>AO2.1</b> Sensitive land uses susceptible to heavy vehicle traffic impacts are setback 100 metres from any frontage to a 'Key resource transport route' identified on <b>Extractive resources overlay map (OM-005e)</b>.</p>	n/a	The proposed development does not include a sensitive land use.
	<p><b>AO2.2</b> New lots are not created wholly within 100 metres from any frontage to a 'Key resource transport route' identified on <b>Extractive resources overlay map (OM-005e)</b>.</p>	n/a	No new lots are proposed.
<b>For assessable development</b>			
<b>Key resource area</b>			
<p><b>PO3</b> Development in a 'Key resource processing area' or a 'Local resource area' identified on <b>Extractive resources overlay map (OM-005e)</b> does not compromise existing or future extractive operations.</p>	<p><b>AO3</b> No acceptable outcome is provided.</p>	n/a	Not applicable.
<b>Separation area</b>			
<p><b>PO4</b> Development in a 'Key resource separation area' or a 'Local resource separation area' identified on <b>Extractive resources overlay map (OM-005e)</b> does not compromise the function of the separation area as a buffer between Extractive industry and incompatible uses.</p>	<p><b>AO4</b> The number of people living, working or congregating in a 'Key resource separation area' or a 'Local resource separation area' identified on <b>Extractive resources overlay map (OM-005e)</b> does not increase, unless these people are directly associated with the use of a 'Key resource processing area' or a 'Local resource area' for Extractive industry.</p>	n/a	Not applicable.



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO5</b> Development of Extractive industry in a 'Key resource separation area' or a 'Local resource separation area' identified on <b>Extractive resources overlay map (OM-005e)</b> does not result in adverse impacts beyond the separation area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) dust;</li> <li>(c) ground vibrations; and</li> <li>(d) air blast overpressure .</li> </ul>	<p><b>AO5</b> No acceptable outcome is provided.</p>	<p>n/a</p>	<p>Not applicable.</p>

## 8.2.12 Transport infrastructure overlay code

### 8.2.12.1 Application

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

Note—State transport infrastructure is appropriately reflected in Overlay Map 12 and is required to be mapped by State Government in response to Infrastructure State Interests.

Note—The Transport infrastructure overlay includes mapped Transport Noise Corridors in accordance with section 246ZA of the Building Act. These corridors are mapped on **Transport infrastructure overlay maps (OM-012i-s)** for information purposes only. Development on land within a mapped corridor is not subject to any specific provisions under this planning scheme. The Queensland Development Code should be consulted in this respect.

### 8.2.12.2 Purpose

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

### 8.2.12.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Development does prejudice the:</p> <p>(a) ongoing operation of an active 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b>; or</p> <p>(b) the potential future use of an inactive 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b>.</p>	<p><b>AO1</b> Buildings and structures are setback from a boundary with an active or inactive 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b> a minimum of:</p> <p>(a) 40 metres where:</p> <p>(i) in the Rural zone; and</p> <p>(ii) on a site with an area of 2 hectares or greater; or</p> <p>(b) 5 metres otherwise.</p>	<p>✓</p>	<p>The subject site adjoins the Mareeba-Dimbulah rail corridor and is not in the Rural zone.</p> <p>Aspects of the proposed development will be built to the boundary of the rail corridor.</p> <p>The proposed development is not a sensitive land use and the lesser setback does not prejudice the ongoing operation of the rail corridor.</p> <p>This application triggered referral to the State Assessment and Referral Agency (SARA) due to the adjoining rail corridor. SARA has conditionally approved the development.</p>
<p><b>For assessable development</b></p>			
<p><b>PO2</b> Non-residential development adjoining a rail corridor identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b> is designed to allow for the future use of the 'Rail corridor' by the land use.</p>	<p><b>AO2</b> No acceptable outcome is provided</p>	<p>✓</p>	<p>The former Mareeba Railway Station is located immediately to the north of the subject site.</p> <p>Should railway services be re-established at some point in the future, the most appropriate service location is the former Mareeba Railway Station.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO3</b> Development adjoining a 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b> used for the transportation of tourists is designed to:</p> <ul style="list-style-type: none"> <li>(a) provide visual interest;</li> <li>(b) screen or enhance areas of limited visual interest; and</li> <li>(c) complement and enhance the character of the shire.</li> </ul>	<p><b>AO3</b> No acceptable outcome is provided</p>	<p>✓</p>	<p>The proposed development will reinforce the established commercial character of the Mareeba central business district.</p> <p>A reasonable degree of landscaping is proposed.</p>

## 9.3.2 Commercial activities code

### 9.3.2.1 Application

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

### 9.3.2.2 Purpose

- (1) The purpose of the Commercial activities code is to ensure Commercial activities are appropriately located, designed and operated to service the Shire while not impacting on the character and amenity of the area.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Commercial activities meet the needs of the local community, visitors and tourists through safe, accessible and convenient points of service;
  - (b) Commercial activities have minimal impacts on the natural environment or the environmental values of the area;
  - (c) Commercial activities reinforce and do not prejudice the role and function of established or designated centres;
  - (d) Commercial activities minimise impacts on the character and amenity of the surrounding area and surrounding land uses, particularly residential uses; and
  - (e) Commercial activities do not compromise the viability of the hierarchy and network of centres, namely:
    - (i) Mareeba as a major regional activity centre, which accommodates the most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire;
    - (ii) Kuranda as a village activity centre, which accommodates services, arts and cultural facilities, sports and recreation facilities, business and employment uses to support the village and its constituent surrounding rural and rural residential communities;
    - (iii) Chillagoe and Dimbulah as Rural activity centres, which provide commercial and community services to their rural catchments; and
    - (iv) Biboohra, Irvinebank, Julatten, Koah, Mutchilba, Mt Molloy, Myola and Speewah as rural villages, that have limited centre activities and other non-residential activities.

### 9.3.2.3 Criteria for assessment

**Table 9.3.2.3—Commercial activities code – For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<p><b>PO1</b> Buildings are finished with high quality materials, selected for their durability and contribution to the character of the area.</p>	<p><b>AO1</b> Building design does not incorporate:</p> <ul style="list-style-type: none"> <li>(a) highly reflective materials such as high performance glass or untreated galvanised metals; or</li> <li>(b) unrelieved, unpainted or un-rendered finishes; or</li> <li>(c) unarticulated concrete finishes; or</li> <li>(d) unarticulated cladding systems; or</li> <li>(e) fluorescent or iridescent paints; or</li> <li>(f) use of single colour or surface treatment.</li> </ul>	✓	<p>The plans submitted in support of the development application demonstrate a reasonable level of compliance.</p> <p>The southernmost wall of the shopping centre will be conditioned to require additional colour variation from the extensive 'vivid white' shown on the plans.</p>
<b>If for Sales office</b>			
<p><b>PO2</b> A Sales office is compatible with the built form, character and amenity of the surrounding area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) duration of use;</li> <li>(b) size and scale;</li> <li>(c) intensity and nature of use;</li> <li>(d) number of employees; and</li> <li>(e) hours of operation.</li> </ul>	<p><b>AO2.1</b> The Sales office is limited in its duration to a period not greater than:</p> <ul style="list-style-type: none"> <li>(a) 2 years, where involving selling or displaying land or buildings (including a dwelling house, multiple dwelling, commercial or industrial buildings); or</li> <li>(b) 6 months, where involving land or buildings that can be won as a prize.</li> </ul>	n/a	Not applicable.
	<p><b>AO2.2</b> The Sales office does not exceed 100m<sup>2</sup> gross floor area.</p> <p>Note—The Sales office may be located within part of a Dwelling house, Dual occupancy or Multiple dwelling for sale or that can be won as a prize.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<b>AO2.3</b> No more than 3 employees work within the sales office at any one time.	n/a	Not applicable.
	<b>AO2.4</b> The Sales office does not operate outside the hours of 8.00am to 6.00pm.	n/a	Not applicable.
<b>PO3</b> A Sales office is located to be accessible to visitors.	<b>PO3</b> The Sales office is established at the entrance to: (a) the estate or stage of the estate where involving multiple properties or dwellings; or (b) the building or land where involving a single property or dwelling.	n/a	Not applicable.
<b>For assessable development</b>			
<b>Visual amenity and character</b>			
<b>PO4</b> Commercial activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of: (a) air conditioning; (b) refrigeration plant; (c) mechanical plant; and (d) refuse bin storage areas.	<b>AO4</b> No acceptable outcome is provided.	✓	The development will be conditioned to comply.
<b>Location and size</b>			
<b>PO5</b> Commercial activities are located and designed: (a) to be commensurate to the scale and nature of land uses located and intended to be located in the immediate vicinity; and (b) consistent with the intent of the activity centre hierarchy for Mareeba Shire.	<b>AO5</b> No acceptable outcome is provided.	✓	The scale and location of the proposed development is commensurate with the established central business district and Mareeba's role as a major regional activity centre.
<b>If for Service station or Car wash</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO6</b> The site is of a suitable size, shape and configuration to accommodate all aspects of the use, such as:</p> <ul style="list-style-type: none"> <li>(a) the building/s and associated storage areas;</li> <li>(b) any ancillary activities;</li> <li>(c) fuel delivery and service vehicles;</li> <li>(d) vehicle access and on site manoeuvrability; and</li> <li>(e) landscaping.</li> </ul>	<p><b>AO6.1</b> The site has a:</p> <ul style="list-style-type: none"> <li>(a) minimum area of 1500m<sup>2</sup>; and</li> <li>(b) minimum frontage of: <ul style="list-style-type: none"> <li>(i) 30 metres to each road where the site is a corner site; or</li> <li>(ii) 40 metres otherwise.</li> </ul> </li> </ul>	n/a	Not applicable.
	<p><b>AO6.2</b> Bulk fuel storage tanks are situated on the site no closer than 8 metres to any road frontage.</p>	n/a	Not applicable.
	<p><b>AO6.3</b> Bulk fuel storage tanks are situated on the site:</p> <ul style="list-style-type: none"> <li>(a) so that fuel delivery vehicles are standing wholly within the site when discharging fuel into the tanks; and</li> <li>(b) ensuring that the movement of other vehicles on the site is not restricted when fuel delivery occurs.</li> </ul>	n/a	Not applicable.
	<p><b>AO6.4</b> Fuel pumps, car wash bays and facilities including air and water points are:</p> <ul style="list-style-type: none"> <li>(a) orientated to minimise vehicle conflicts associated with manoeuvring on site; and</li> <li>(b) located so that vehicles using or waiting to use the facilities are standing wholly within the site and in locations which do not restrict the movement of other vehicles on the site.</li> </ul>	n/a	Not applicable.



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO7</b> The use must provide for the collection, treatment and disposal of all solid and liquid wastes such that:</p> <ul style="list-style-type: none"> <li>(a) the off-site release of contaminants does not occur; and</li> <li>(b) there are no significant adverse impacts on the quality of surface water or ground water resources.</li> </ul>	<p><b>AO7</b> No acceptable outcome is provided.</p>	<p>n/a</p>	<p>Not applicable.</p>

## 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
<b>For accepted development subject to requirements and assessable development</b>			
<p><b>PO1</b> Development, other than in the Rural zone, includes landscaping that:</p> <ul style="list-style-type: none"> <li>(a) contributes to the landscape character of the Shire;</li> <li>(b) compliments the character of the immediate surrounds;</li> <li>(c) provides an appropriate balance between built and natural elements; and</li> <li>(d) provides a source of visual interest.</li> </ul>	<p><b>AO1</b> Development, other than in the Rural zone, provides:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 10% of the site as landscaping;</li> <li>(b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species;</li> <li>(c) for the integration of retained significant vegetation into landscaping areas;</li> <li>(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.</li> </ul> <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	✓	<p>The development will be conditioned to comply with PO1.</p> <p>It is likely that less than 10% of the site will be provided as landscaping, although a substantial area of open space landscaping will be provided along the Byrnes Street frontage (within the State controlled road corridor).</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> <li>(a) creates an attractive streetscape;</li> <li>(b) compliments the character of the immediate surrounds;</li> <li>(c) assists to break up and soften elements of built form;</li> <li>(d) screen areas of limited visual interest or servicing;</li> <li>(e) provide shade for pedestrians; and</li> <li>(f) includes a range and variety of planting.</li> </ul>	<p><b>AO2</b> Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> <li>(a) with a minimum width of 2 metres where adjoining a car parking area;</li> <li>(b) with a minimum width of 1.5 metres in all other locations; and</li> <li>(c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</li> </ul> <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	<p>✓</p>	<p>The development will be conditioned to comply with PO2.</p> <p>Submission of a landscaping plan will be required at the operational works stage.</p>
<p><b>PO3</b> Development includes landscaping and fencing along side and rear boundaries that:</p> <ul style="list-style-type: none"> <li>(a) screens and buffer land uses;</li> </ul>	<p><b>AO3.1</b> Development provides landscape treatments along side and rear boundaries in accordance with <b>Table 9.4.2.3B</b>.</p>	<p>✓</p>	<p>The development will be conditioned to comply with PO3.</p> <p>Submission of a landscaping plan will be required at the operational works stage.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(b) assists to break up and soften elements of built form;</p> <p>(c) screens areas of limited visual interest;</p> <p>(d) preserves the amenity of sensitive land uses; and</p> <p>(e) includes a range and variety of planting.</p>	<p><b>AO3.2</b> Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <p>(a) are planted at a maximum spacing of 1 metre;</p> <p>(b) will grow to a height of at least 2 metres;</p> <p>(c) will grow to form a screen of no less than 2 metres in height; and</p> <p>(d) are mulched to a minimum depth of 0.1 metres with organic mulch.</p>	<p>✓</p>	<p>The development will be conditioned to comply.</p>
	<p><b>AO3.3</b> 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>	<p>✓</p>	<p>The development will be conditioned to comply with PO3.</p> <p>Submission of a landscaping plan will be required at the operational works stage.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO4</b> Car parking areas are improved with a variety of landscaping that:</p> <ul style="list-style-type: none"> <li>(a) provides visual interest;</li> <li>(b) provides a source of shade for pedestrians;</li> <li>(c) assists to break up and soften elements; and</li> <li>(d) improves legibility.</li> </ul>	<p><b>AO4.1</b> Landscaping is provided in car parking areas which provides:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and</li> <li>(c) where involving a car parking area in excess of 500m<sup>2</sup>: <ul style="list-style-type: none"> <li>(i) shade structures are provided for 50% of parking spaces; and</li> <li>(ii) a minimum of 10% of the parking area as landscaping.</li> </ul> </li> </ul> <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>	✓	<p>The development will comply.</p> <p>Shade structures are to be provided over at least 50% of the onsite car parks.</p>
	<p><b>AO4.2</b> Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	✓	<p>The development will be conditioned to comply.</p>
<p><b>PO5</b> Landscaping areas include a range and variety of planting that:</p> <ul style="list-style-type: none"> <li>(a) is suitable for the intended purpose</li> </ul>	<p><b>AO5.1</b> Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	✓	<p>The development will be conditioned to comply.</p>

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>P07</b> Landscaping areas are designed to:</p> <ul style="list-style-type: none"> <li>(a) be easily maintained throughout the ongoing use of the site;</li> <li>(b) allow sufficient area and access to sunlight and water for plant growth;</li> <li>(c) not cause a nuisance to occupants of the site or members of the public; and</li> <li>(d) maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles.</li> </ul>	<p><b>A07</b> 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
<b>For accepted development subject to requirements and assessable development</b>			
<b>Car parking spaces</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> 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"> <li>(a) nature of the use;</li> <li>(b) location of the site;</li> <li>(c) proximity of the use to public transport services;</li> <li>(d) availability of active transport infrastructure; and</li> <li>(e) accessibility of the use to all members of the community.</li> </ul>	<p><b>AO1</b> The number of car parking spaces provided for the use is in accordance with <b>Table 9.4.3.3B</b>.</p> <p>Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.</p>	✓	<p>The development complies.</p> <p>The planning scheme calls for 186 on site car parks, the development proposes 230 onsite spaces.</p>
<b>Vehicle crossovers</b>			
<p><b>PO2</b> Vehicle crossovers are provided to:</p> <ul style="list-style-type: none"> <li>(a) ensure safe and efficient access between the road and premises;</li> <li>(b) minimize interference with the function and operation of roads; and</li> <li>(c) minimise pedestrian to vehicle conflict.</li> </ul>	<p><b>AO2.1</b> 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>	✓	<p>The development will be conditioned to comply.</p>
	<p><b>AO2.2</b> Development on a site with two or more road frontages provides vehicular access from:</p> <ul style="list-style-type: none"> <li>(a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</li> <li>(b) from the lowest order road in all other instances.</li> </ul>	✓	<p>Access from Byrnes Street (State controlled road) has been given conditional approval by the State Assessment and Referral Agency.</p> <p>Access arrangements will be in accordance with the Traffic Impact Assessment.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<b>AO2.3</b> Vehicular access for particular uses is provided in accordance with <b>Table 9.4.3.3E</b> .	n/a	Not applicable.
<b>PO3</b> 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.	<b>AO3</b> Access, manoeuvring and car parking areas include pavements that are constructed in accordance with <b>Table 9.4.3.3C</b> .	✓	The development will be conditioned to comply.
<b>For assessable development</b>			
<b>Parking area location and design</b>			
<b>PO4</b> 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.	<b>AO4.1</b> Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.	✓	The development will be conditioned to comply.
	<b>AO4.2</b> Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.	✓	The development will be conditioned to comply.
	<b>AO4.3</b> The car parking area includes designated pedestrian routes that provide connections to building entrances.	✓	The development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO4.4</b>            Parking and any set down areas are:</p> <ul style="list-style-type: none"> <li>(a) wholly contained within the site;</li> <li>(b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone;</li> <li>(c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and</li> <li>(d) provided at the side or rear of a building in all other instances.</li> </ul>	✓	<p>The development complies.</p> <p>The car park is visible from Byrnes Street and Rankin Street.</p>
<b>Site access and manoeuvring</b>			
<p><b>PO5</b>            Access to, and manoeuvring within, the site is designed and located to:</p> <ul style="list-style-type: none"> <li>(a) ensure the safety and efficiency of the external road network;</li> <li>(b) ensure the safety of pedestrians;</li> <li>(c) provide a functional and convenient layout; and</li> <li>(d) accommodate all vehicles intended to use the site.</li> </ul>	<p><b>AO5.1</b>            Access and manoeuvrability is in accordance with :</p> <ul style="list-style-type: none"> <li>(a) AS28901 – Car Parking Facilities (Off Street Parking); and</li> <li>(b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.</li> </ul> <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	✓	<p>The development will be conditioned to comply.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO5.2</b> Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRROADS.</p>	✓	The development complies.
	<p><b>AO5.3</b> Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.</p>	✓	The development complies.
	<p><b>AO5.4</b> 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>	✓	The development complies.
<p><b>PO6</b> 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><b>AO6.1</b> 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"> <li>(i) hours of operation;</li> <li>(ii) noise</li> <li>(iii) light; and</li> <li>(iv) odour;</li> </ul> <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><b>AO6.2</b> 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"> <li>(a) a minimum approach and departure curve radius of 12 metres; and</li> <li>(b) a minimum turning circle radius of 8 metres.</li> </ul>	n/a	Not applicable.
	<p><b>AO6.3</b> 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><b>AO6.4</b> 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><b>AO6.5</b> 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><b>AO6.6</b> 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><b>AO6.7</b> 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.
<b>Servicing</b>			
<p><b>PO7</b> 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><b>AO7.1</b> 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>	✓	The development complies.
	<p><b>AO7.2</b> Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p>	✓	The development complies.



Performance outcomes	Acceptable outcomes	Complies	Comments
uses and streetscape quality.	<b>AO7.3</b> Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in <b>Table 9.4.3.3B</b> .	✓	The development complies.
<b>Maintenance</b>			
<b>PO8</b> Parking areas are used and maintained for their intended purpose.	<b>AO8.1</b> Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.	✓	The development will be conditioned to comply.
	<b>AO8.2</b> All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.	✓	The development will be conditioned to comply.
<b>End of trip facilities</b>			
<b>PO9</b> 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.	<b>AO9.1</b> The number of bicycle parking spaces provided for the use is in accordance with <b>Table 9.4.3.3D</b> .	✓	The development complies.
	<b>AO9.2</b> End of trip facilities are provided in accordance with <b>Table 9.4.3.3D</b> .	✓	The development complies.
<b>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</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO10</b> 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><b>AO10</b> A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> <li>(a) the expected traffic movements to be generated by the facility;</li> <li>(b) any associated impacts on the road network; and</li> <li>(c) any works that will be required to address the identified impacts.</li> </ul>	n/a	Not applicable.
<p><b>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</b></p>			
<p><b>PO11</b> 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><b>AO11</b> A traffic impact report is prepared by a suitably qualified person that identifies:</p> <ul style="list-style-type: none"> <li>(d) the expected traffic movements to be generated by the facility;</li> <li>(e) any associated impacts on the road network; and</li> <li>(f) any works that will be required to address the identified impacts.</li> </ul>	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
<b>Adult store</b>	<p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 20m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	One SRV space.
<b>Agricultural supplies store</b>	<p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 30m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p>Queuing for 3 vehicles should be supplied where a GFA is greater than 600m<sup>2</sup>.</p>	One HRV space.
<b>Air services</b>	<p><u>If accepted development subject to requirements development:</u> One space per 90m<sup>2</sup> 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 200m<sup>2</sup> or part thereof of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>

<b>Definition</b>	<b>Minimum number of Car parking spaces</b>	<b>Minimum Service Vehicle Space Provision</b>
<b>Animal husbandry</b>	<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>
<b>Animal keeping</b>	Minimum of three spaces or one space per 200m <sup>2</sup> of use area, whichever is greater.	One SRV space.
<b>Aquaculture</b>	<p><u>If accepted development subject to requirements:</u></p> <ul style="list-style-type: none"> <li>In the rural or rural residential zones - two spaces; or</li> <li>Enclosed within a building - one space per 90m<sup>2</sup> of net lettable area.</li> </ul> <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>
<b>Brothel</b>	As determined by Council.	As determined by Council.
<b>Bulk landscape supplies</b>	Minimum of five spaces or one space per 250m <sup>2</sup> of use area, whichever is greater.	One AV if the site has an area of greater than 2,000m <sup>2</sup> ; or One HRV space.
<b>Car wash</b>	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.
<b>Caretaker's accommodation</b>	One space per dwelling unit.	Nil.
<b>Cemetery</b>	As determined by Council.	As determined by Council.
<b>Child care centre</b>	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
<b>Club</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space; and One HRV space if greater than 500m <sup>2</sup> .
<b>Community care centre</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space.
<b>Community residence</b>	Three spaces.	Nil.
<b>Community use</b>	Minimum of 5 spaces per use or one space per 50m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space if greater than 500m <sup>2</sup> GFA.
<b>Crematorium</b>	One space per 30m <sup>2</sup> GFA or part thereof.	As determined by Council.
<b>Cropping</b>	<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>
<b>Detention facility</b>	As determined by Council.	As determined by Council.
<b>Dual occupancy</b>	One covered space per dwelling; and One visitor space.	Nil.
<b>Dwelling house</b>	One covered space per dwelling house. One space per secondary dwelling.	Nil.
<b>Dwelling unit</b>	<p>One covered space per dwelling unit.</p> <p>A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.</p>	Nil

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Educational establishment</b>	<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 accepted development subject to requirements: One HRV space; and One SRV space; and A minimum of 3 Bus / coach parking / set down areas.</p> <p>For assessable development: As determined by Council.</p>
<b>Emergency services</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	As determined by Council.
<b>Environment facility</b>	As determined by Council.	As determined by Council.
<b>Extractive industry</b>	As determined by Council.	As determined by Council.
<b>Food and drink outlet</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</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 1,000m<sup>2</sup> GFA, whichever is greater.</p>	One HRV space.

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>High industry impact</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Home business based</b>	<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.
<b>Hospital</b>	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 <sup>2</sup> of GFA and part thereof; and One space for an emergency vehicle.
<b>Hotel</b>	One space per 10m <sup>2</sup> or part thereof of GFA per bar, beer garden and other public area. One space per 50m <sup>2</sup> or part thereof of GFA per bulk liquor sales area. One space per guest room.	One HRV space.
<b>Indoor sport and recreation</b>	<u>If accepted development subject to requirements:</u> One space per 25m <sup>2</sup> 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
<b>Intensive animal industries</b>	<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.
<b>Intensive horticulture</b>	<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>
<b>Landing</b>	As determined by Council.	As determined by Council.
<b>Low impact industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Major electricity infrastructure</b>	As determined by Council.	As determined by Council.
<b>Major sport, recreation and entertainment facility</b>	As determined by Council.	As determined by Council.
<b>Marine industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One HRV space if the site has an area greater than 1,000m <sup>2</sup> , otherwise One SRV space.
<b>Market</b>	As determined by Council.	As determined by Council.
<b>Medium impact industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Outdoor sport and recreation</b>	Coursing, horse racing, pacing or trotting: <ul style="list-style-type: none"> <li>One space per five seated spectators; plus</li> <li>One space per 5m<sup>2</sup> of other spectator areas.</li> </ul> Football: <ul style="list-style-type: none"> <li>50 spaces per field.</li> </ul> Lawn bowls: <ul style="list-style-type: none"> <li>30 spaces per green.</li> </ul> Swimming pool: <ul style="list-style-type: none"> <li>15 spaces; plus</li> <li>One space per 100m<sup>2</sup> of useable site area.</li> </ul> Tennis or other Court: <ul style="list-style-type: none"> <li>Four spaces per court.</li> </ul> Golf Course: <ul style="list-style-type: none"> <li>Four spaces per tee on the course; plus</li> <li>One space per 50m<sup>2</sup> of net lettable area.</li> </ul> <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.
<b>Park</b>	As determined by Council.	As determined by Council.
<b>Parking station</b>	Not applicable	Nil.
<b>Permanent plantation</b>	<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.
<b>Place of worship</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space.
<b>Port services</b>	As determined by Council.	As determined by Council.
<b>Relocatable home park</b>	One space for each home site plus 1 space for each 5 home sites or part thereof for visitors.	One HRV space.

<b>Definition</b>	<b>Minimum number of Car parking spaces</b>	<b>Minimum Service Vehicle Space Provision</b>
<b>Renewable energy facility</b>	As determined by Council.	As determined by Council.
<b>Research and technology industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One HRV space if the site has an area greater than 1,000m <sup>2</sup> , otherwise One SRV space.
<b>Residential care facility</b>	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.
<b>Resort complex</b>	As determined by Council.	As determined by Council.
<b>Retirement facility</b>	One covered space per unit and 0.5 spaces for visitors parking.	One SRV space; and One space for an emergency vehicle.
<b>Roadside stall</b>	One space per stall.	Nil.
<b>Rooming accommodation</b>	<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.
<b>Rural industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space.
<b>Rural workers' accommodation</b>	<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.
<b>Sales office</b>	One space per 25m <sup>2</sup> GFA or part thereof.	Nil.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Service industry</b>	<p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	One HRV space if the site is greater than 2,000m <sup>2</sup> , otherwise One SRV space.
<b>Service station</b>	Minimum of four spaces plus car parking at rates applicable to ancillary use/s.	One AV space.
<b>Shop</b>	<p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	One HRV space if the site is greater than 2,000m <sup>2</sup> , otherwise One SRV space.
<b>Shopping centre</b>	<p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA and one space per 25m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	One AV space per 1,000m <sup>2</sup> ; and One SRV space per 500m <sup>2</sup> ; or One SRV space per every 2 specialty uses, whichever the greater.
<b>Short-term accommodation</b>	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
<b>Showroom</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	<p>One AV space and One SRV space if the site is greater than 2,000m<sup>2</sup>; or One HRV space; and One SRV Space.</p>
<b>Special industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Substation</b>	<u>If assessable development:</u> As determined by Council.	As determined by Council.
<b>Telecommunication s facility</b>	<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>
<b>Theatre</b>	One space per 15m <sup>2</sup> or part thereof of net lettable area, or one space per 5 seated spectators whichever is the greater.	One SRV space.
<b>Tourist attraction</b>	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Tourist park</b>	<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.
<b>Transport depot</b>	One space per 125m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Utility installation</b>	<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>
<b>Veterinary services</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside Centre zone:</u> One space per 40m<sup>2</sup> or part thereof of net lettable area.</p> <p><u>Outside Centre zone:</u> One space per 20m<sup>2</sup> or part thereof of net lettable area.</p>	One HRV space if greater than 500m <sup>2</sup> GFA; and One SRV space per 500m <sup>2</sup> GFA.
<b>Warehouse</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Wholesale nursery</b>	As determined by Council.	As determined by Council.
<b>Winery</b>	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
<b>All development other than dwelling house</b>		
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"> <li>• 100mm for parking areas; and</li> <li>• 150mm for access ways.</li> </ul>
	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
<b>Dwelling house</b>		
All zones	75mm	Reinforced concrete with a minimum thickness of: <ul style="list-style-type: none"> <li>• 100mm for parking areas; and</li> <li>• 150mm for access ways.</li> </ul>
	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
<b>Commercial activities</b>	<p>New or redeveloped commercial activities buildings (other than a shopping centre), provide:</p> <ul style="list-style-type: none"> <li>• For employees - secure bicycle storage for 8% of building staff (based on one person per 60m<sup>2</sup> Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and</li> <li>• visitor facilities:               <ul style="list-style-type: none"> <li>- one bicycle rack space per 750m<sup>2</sup> NLA or part thereof; and</li> <li>- bicycle parking, signposted; and adjacent to a major public entrance to the building.</li> </ul> </li> </ul>	<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"> <li>• accessible showers at the rate of one shower per 10 bicycle spaces provided or part thereof;</li> <li>• changing facilities adjacent to showers; and</li> <li>• secure lockers in the changing facilities for 20% of building staff (based on one person per 60m<sup>2</sup> GLA to cater for walkers, cyclists and other active users.</li> </ul>
<b>Community use</b>	Four spaces per 1,500m <sup>2</sup> GFA.	As determined by Council.

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

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

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
<b>Short accommodation term</b>	One space per 4 letting rooms.	As determined by Council.
<b>Shop or Shopping centre</b>	<p>New or redeveloped shopping centres, provide:</p> <ul style="list-style-type: none"> <li>• For employees - secure bicycle storage for 8% of building staff (based on one person per 60m<sup>2</sup> Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and</li> <li>• visitor facilities: <ul style="list-style-type: none"> <li>- one space per 500m<sup>2</sup> GLA or part thereof for centres under 30,000m<sup>2</sup>; or</li> <li>- one space per 750m<sup>2</sup> GLA or part thereof for centres between 30,000m<sup>2</sup> and 50,000m<sup>2</sup>; and</li> <li>- bicycle parking is signposted and within 10m of a major public entrance to the building.</li> </ul> </li> </ul>	<p>New or redeveloped shopping centres, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> <li>• accessible showers at the rate of one shower per 10 bicycle spaces provided or part thereof;</li> <li>• changing facilities adjacent to showers; and</li> <li>• secure lockers in the changing facilities for 20% of building staff (based on one person per 60m<sup>2</sup> GLA to cater for walkers, cyclists and other active users.</li> </ul>
<b>Theatre</b>	One space per 100m <sup>2</sup> 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"> <li>(a) a maximum width of 9 metres of any vehicle crossover across a footpath;</li> <li>(b) a minimum separation of 12 metres between any vehicle crossover and a road intersection;</li> <li>(c) a separate entrance and exit; and</li> <li>(d) a minimum separation between vehicle crossovers of 14 metres.</li> </ul>

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

## 9.4.5 Works, services and infrastructure code

### 9.4.5.1 Application

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

### 9.4.5.2 Purpose

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

### 9.4.5.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Water supply</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Each lot has an adequate volume and supply of water that:</p> <ul style="list-style-type: none"> <li>(a) meets the needs of users;</li> <li>(b) is adequate for fire-fighting purposes;</li> <li>(c) ensures the health, safety and convenience of the community; and</li> <li>(d) minimises adverse impacts on the receiving environment.</li> </ul>	<p><b>AO1.1</b> 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> <ul style="list-style-type: none"> <li>(a) in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>(b) outside a reticulated water supply service area.</li> </ul>	✓	The development will be conditioned to comply.
	<p><b>AO1.2</b> 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> <ul style="list-style-type: none"> <li>(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</li> <li>(b) on-site water storage tank/s: <ul style="list-style-type: none"> <li>(i) with a minimum capacity of 90,000L;</li> <li>(ii) fitted with a 50mm ball valve with a camlock fitting; and</li> <li>(iii) which are installed and connected prior to the occupation or use of the development.</li> </ul> </li> </ul>	n/a	Not applicable.
<b>Wastewater disposal</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <ul style="list-style-type: none"> <li>(a) meets the needs of users;</li> <li>(b) is adequate for fire-fighting purposes;</li> <li>(c) ensures the health, safety and convenience of the community; and</li> <li>(d) minimises adverse impacts on the receiving environment.</li> </ul>	<p><b>AO2.1</b> 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"> <li>(a) in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>(b) outside a reticulated sewerage service area.</li> </ul>	✓	The development will be conditioned to comply.
	<p><b>AO2.2</b> 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"> <li>(a) in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>(b) outside a reticulated sewerage service area.</li> </ul>	n/a	Not applicable.
<b>Stormwater infrastructure</b>			
<p><b>PO3</b> 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><b>AO3.1</b> 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><b>AO3.2</b> 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.
<b>Electricity supply</b>			
<p><b>PO4</b> Each lot is provided with an adequate supply of electricity</p>	<p><b>AO4</b> 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.
<b>Telecommunications infrastructure</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>PO5</b> Each lot is provided with an adequate supply of telecommunication infrastructure	<b>A05</b> Development is provided with a connection to the national broadband network or telecommunication services.	✓	The development will be conditioned to comply.
<b>Existing public utility services</b>			
<b>PO6</b> Development and associated works do not affect the efficient functioning of public utility mains, services or installations.	<b>A06</b> 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.
<b>Excavation or filling</b>			
<b>PO7</b> 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.	<b>A07.1</b> Excavation or filling does not occur within 1.5 metres of any site boundary.	n/a	Not applicable.
	<b>A07.2</b> 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.
	<b>A07.3</b> 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><b>A07.4</b> 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><b>A07.5</b> 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><b>A07.6</b> 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><b>A07.7</b> 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.
<b>For assessable development</b>			
<b>Transport network</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>PO8</b> The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.	<b>A08.1</b> Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	The development will be conditioned to comply.
	<b>A08.2</b> Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	n/a	Not applicable.
<b>Public infrastructure</b>			
<b>PO9</b> 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.	<b>A09</b> Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	The development will be conditioned to comply.
<b>Stormwater quality</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO10</b> Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <ul style="list-style-type: none"> <li>(a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters;</li> <li>(b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies;</li> <li>(c) achieve specified water quality objectives;</li> <li>(d) minimise flooding;</li> <li>(e) maximise the use of natural channel design principles;</li> <li>(f) maximise community benefit; and</li> <li>(g) minimise risk to public safety.</li> </ul>	<p><b>AO10.1</b> The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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"> <li>(i) drainage control;</li> <li>(ii) erosion control;</li> <li>(iii) sediment control; and</li> <li>(iv) water quality outcomes.</li> </ul> </li> </ul>	<p>✓</p>	<p>The development will be conditioned to comply.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO10.2</b>  For development on land greater than 2,500m<sup>2</sup> 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"> <li>(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;</li> <li>(b) is consistent with any local area stormwater water management planning;</li> <li>(c) accounts for development type, construction phase, local climatic conditions and design objectives; and</li> <li>(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.</li> </ul>	✓	The development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO11</b> Storage areas for stormwater detention and retention:</p> <ul style="list-style-type: none"> <li>(a) protect or enhance the environmental values of receiving waters;</li> <li>(b) achieve specified water quality objectives;</li> <li>(c) where possible, provide for recreational use;</li> <li>(d) maximise community benefit; and</li> <li>(e) minimise risk to public safety.</li> </ul>	<p><b>AO11</b> No acceptable outcome is provided.</p>	✓	The development will be conditioned to comply.
<b>Excavation or filling</b>			
<p><b>PO12</b> Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.</p>	<p><b>AO12.1</b> 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><b>AO12.2</b> Transportation of fill to or from the site does not occur:</p> <ul style="list-style-type: none"> <li>(a) within peak traffic times; and</li> <li>(b) before 7am or after 6pm Monday to Friday;</li> <li>(c) before 7am or after 1pm Saturdays; and</li> <li>(d) on Sundays or Public Holidays.</li> </ul>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>PO13</b> Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	<b>AO13.1</b> Dust emissions do not extend beyond the boundary of the site.	n/a	Not applicable.
	<b>AO13.2</b> No other air pollutants, including odours, are detectable at the boundary of the site.	n/a	Not applicable.
	<b>AO13.3</b> A management plan for control of dust and air pollutants is prepared and implemented.	n/a	Not applicable.
<b>PO14</b> Access to the premises (including driveways and paths) does not have an adverse impact on: <ul style="list-style-type: none"> <li>(a) safety;</li> <li>(b) drainage;</li> <li>(c) visual amenity; and</li> <li>(d) privacy of adjoining premises.</li> </ul>	<b>AO14</b> Access to the premises (including all works associated with the access): <ul style="list-style-type: none"> <li>(a) must follow as close as possible to the existing contours;</li> <li>(b) be contained within the premises and not the road reserve, and</li> <li>(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.</li> </ul>	n/a	Not applicable.
<b>Weed and pest management</b>			
<b>PO15</b> Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	<b>AO15</b> No acceptable outcome is provided.	n/a	Not applicable.
<b>Contaminated land</b>			



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO16</b> Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants</p>	<p><b>AO16</b> 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>	✓	The proposed development will be undertaken in accordance with the existing Site Management Plan.
<b>Fire services in developments accessed by common private title</b>			
<p><b>PO17</b> Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.</p>	<p><b>AO17.1</b> 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><b>AO17.2</b> Fire hydrants are located at all intersections of accessways or private roads held in common private title.</p>	n/a	Not applicable.