

Assessment of application against relevant Development Codes

APPLICATION DETAILS

APPLICATION		PREMISES	
FILE NO:	MCU/22/0010	ADDRESS:	13 & 13A Hort Street, Mareeba
APPLICANT:	Ruggeri Bros Pty Ltd	RPD:	Lot 1 & 2 on RP727346
LODGED BY:	Gilvear Planning	AREA:	Lot 1 - 124m ² Lot 2 - 253m ²
DATE LODGED:	20 May 2022	OWNER :	Ruggeri Bros Pty Ltd
TYPE OF APPROVAL:	Development Permit		
PROPOSED DEVELOPMENT:	Material Change of Use - Food and Drink Outlet, Office, Shop and Health Care Services		
PLANNING SCHEME:	Mareeba Shire Council Planning Scheme 2016		
ZONE:	Centre Zone		
LEVEL OF ASSESSMENT:	Code Assessment		
SUBMISSIONS:	n/a		

Relevant Development Codes

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

- 6.2.1 Centre zone code
- 7.2.2 Mareeba local plan code
- 8.2.2 Airport environs overlay code
- 9.3.2 Commercial activities code
- 9.3.3 Community 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) Bibbohra, 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
For accepted development subject to requirements and assessable development			
Height			
PO1 Building height takes into consideration and respects the following: <ul style="list-style-type: none"> (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length. 	AO1 Development has a maximum building height of: <ul style="list-style-type: none"> (a) 8.5 metres; and (b) 2 storeys above ground level. 	✓	Complies. The proposed development is single storey and 4.2 metres in height.
Siting			
PO2 Development is sited in a manner that considers and respects:	AO2.1 Buildings are built to the road frontage/s of the site. Note—Awning structures may extend into the road reserve where provided in accordance with PO5 .	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
(a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural breezes; (f) appearance of building bulk; and (g) relationship with pedestrian spaces.	AO2.2 Buildings are setback and boundary treatment(s) are undertaken in accordance with Table 6.2.1.3B .	n/a	Not applicable.
Accommodation density			
PO3 The density of Accommodation activities: (a) contributes to housing choice and affordability; (b) respects the nature and density of surrounding land use; (c) does not cause amenity impacts beyond the reasonable expectation of the planned accommodation density for the centre; and (d) is commensurate to the scale and frontage of the site.	AO3 Development provides a maximum density for Accommodation activities of: (a) 1 dwelling or accommodation unit per 120m ² site area; and (b) 1 bedroom per 60m ² site area.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
Site cover			
PO4 Buildings and structures occupy the site in a manner that: <ul style="list-style-type: none"> (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. 	AO4 Site cover does not exceed 90%.	✓	Complies. Site coverage is 77.19%.
For assessable development			
Building design			
PO5 Building facades are appropriately designed to: <ul style="list-style-type: none"> (a) provide an active and vibrant streetscape; (b) include visual interest and architectural variation; (c) maintain and enhance the character of the surrounds; (d) provide opportunities for casual surveillance; (e) include a human scale; and 	AO5.1 Buildings address and provide pedestrian entrances to: <ul style="list-style-type: none"> (a) the primary pedestrian frontage where a single frontage lot or multiple frontage lot that is not a corner lot; (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 (c) any adjoining public place, with the main entrance provided on this boundary. 	✓	Complies. Primary access is provided via Hort Street.

Performance outcomes	Acceptable outcomes	Complies	Comments
(f) encourage occupation of outdoor space.	AO5.2 Building frontages: (a) are broken into smaller, 10 metre wide components by doors, display windows, pillars and structural elements; (b) are articulated with projections and recesses; (c) include windows where the bottom of the window is located between 0.6 metres and 0.9 metres above the footpath level; and (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.	✓	Complies. The 18 metre Hort Street frontage features multiple windows, doors and pillars to break up frontage. The Walsh Street frontage also features multiple windows and an entrance door.
	AO5.3 Buildings incorporate cantilevered awnings that are: (a) provided along the full length of the building's frontage to the street; (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; (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 (d) truncated at the corner with a 2 metre single cord truncation where located on a corner site.	✓	Complies. A suitable awning is proposed along the Hort Street frontage.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO6 Development complements and integrates with the established built character of the Centre zone, having regard to: (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location.	AO6 No acceptable outcome is provided.	✓	Complies.
Accommodation activities			
PO7 Accommodation activities are appropriately located in buildings in the Centre zone, having regard to: (a) the use of adjoining premises; and (b) the provision of an active and vibrant streetscape.	AO7 Accommodation activities are located above the ground floor.	n/a	Not applicable.
Amenity			
PO8 Development must not detract from the amenity of the local area, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	AO8 No acceptable outcome is provided.	✓	The proposed development is consistent with the established amenity.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO9 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	AO9 No acceptable outcome is provided.	✓	There are no known existing negative environmental impacts requiring amelioration by this development.

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

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

7.2.2 Mareeba local plan code

7.2.2.1 Application

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

7.2.2.2 Purpose

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

enhances these features while supporting the development of a walkable and well connected transport network. Development in the Mareeba north-eastern expansion precinct supports the construction of a new bridge over the Barron River connecting Hastie Road with Lloyd Street to enable greater access to the town centre while small scale local centres are encouraged in the Mareeba south-western expansion precinct.

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

7.2.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
If affected by the vegetated buffer area element			
PO1 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.	AO1 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.
If in the Stable precinct			
PO2 Development facilitates the co-location of houses and stables while maintaining an appropriate level of amenity, having regard to emissions of: (a) noise; (b) odour; and (c) light	AO2 Stables house no more than 10 animals and are: (a) separated by a minimum distance of 3 metres from any residential building on the same site; (b) separated by a minimum distance of 5 metres from any residential building on an adjoining site; and (c) setback a minimum of 6 metres from any road frontage.	n/a	Not applicable.
If on a site with a frontage to the Byrnes Street core element			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO3 Development with a frontage to the Byrnes Street core element is designed to minimise the dominance of vehicular access within the streetscape by: <ul style="list-style-type: none"> (a) providing vehicular access from an alternative frontage; (b) minimising the size of necessary vehicle access; and (c) maximising the area of the frontage used for pedestrian focussed activities. 	AO3.1 Where development has a frontage to the Byrnes Street core element, buildings are built to side boundaries, except for pedestrian access-ways and where alternative vehicular access is not available. In such instances, vehicular and pedestrian access-ways are not wider than 7 metres. Note—Refer to Figure A for further detail.	n/a	Not applicable.
	AO3.2 Vehicular access is not provided from Byrnes Street where a site has more than one frontage.	n/a	Not applicable.
If on a site affected by the Town centre fringe 6 metre setback element			
PO4 Larger destination-specific premises that require increased provision for car and service vehicle access are supported where it can be demonstrated that sufficient separation is provided between the use and adjoining residential uses to adequately mitigate any potential impacts on the amenity of adjoining premises, having regard to: <ul style="list-style-type: none"> (a) noise; (b) odour; (c) light; and (d) overlooking and privacy. 	AO4 Buildings and structures are setback a minimum of 6 metres from the boundary affected by the Town centre fringe 6 metre setback element.	n/a	Not applicable.
If in the Town centre fringe precinct			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO5 Development's address to the primary street frontage ensures: (a) car parking areas are not a dominant feature; and (b) sources of visual interest and casual surveillance of the street frontage are provided.	AO5.1 No more than 50% of car parking is to be located between the building and the primary street frontage.	n/a	Not applicable.
	AO5.2 Buildings include uses that orientated toward the primary street frontage with entrances and windows addressing the street.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
For assessable development			
PO6 Development in the Mareeba local plan area: (a) promotes and does not prejudice the ongoing operation of Mareeba as the major regional activity centre of the Shire; (b) provides growth or redevelopment in areas within close proximity to the Town centre core precinct; (c) locates Community facilities in accessible locations within walking distance of the Town centre core precinct; and (d) contributes to the vibrancy and local identity of the Mareeba community.	AO6 No acceptable outcome is provided.	✓	Complies.
PO7 Development does prejudice the future construction of the Mareeba Bypass.	AO7 Development involving permanent buildings or structures does not occur on land affected by the Mareeba bypass element.	n/a	Not applicable.
PO8 Development integrates the following elements identified on the Mareeba local plan maps: (a) open space elements; (b) indicative collector roads as higher order road linkages; (c) indicative minor roads in a similar design as shown as mapped; and (d) possible connections as important road linkages between developments.	AO8 No acceptable outcome is provided.	n/a	Not applicable.

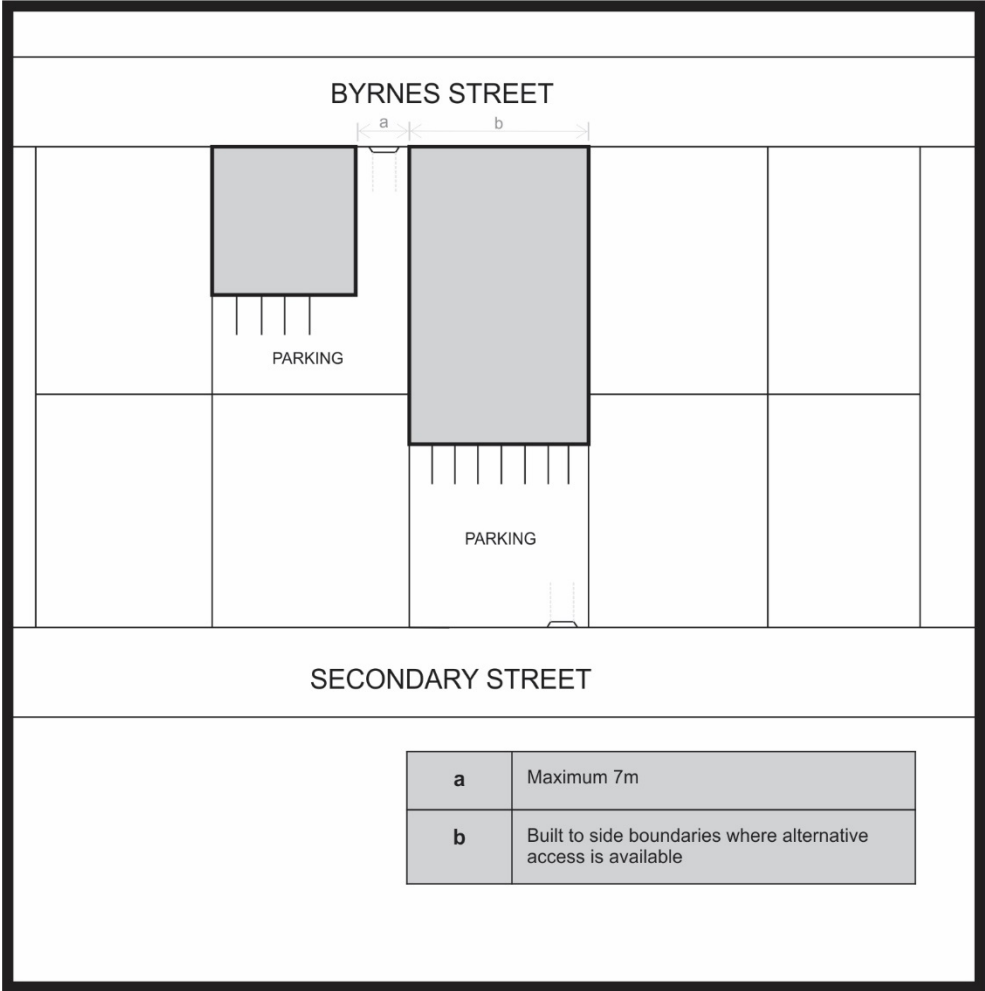
Performance outcomes	Acceptable outcomes	Complies	Comments
PO9 Development integrates small-scale local retail centres that: <ul style="list-style-type: none"> (a) service the local neighbourhood; and (b) do not prejudice the ongoing operation of the Mareeba town centre. 	AO9 No acceptable outcome is provided.	n/a	Not applicable.
If in the Stable precinct			
PO10 Development does not involve a density of residential development that is likely to prejudice the ongoing use of land within the precinct for stables, having regard to the existing level of amenity.	AO10.1 Development does not result in a higher accommodation density than currently exists.	n/a	Not applicable.
	AO10.2 Development does not result in the creation of any new lots.	n/a	Not applicable.
If in the Mareeba Airport precinct			
PO11 Development does not prejudice the ongoing operations or future development intentions of the Mareeba Airport.	AO11 Development is limited to activities which have a direct associated with aviation.	n/a	Not applicable.
If in the Town centre core precinct			
PO12 Development is to be of a scale and form which complements the character of the precinct, having regard to: <ul style="list-style-type: none"> (a) building location; (b) building height; (c) interface with the street; and (d) scale of windows, doors and structural elements 	AO12 No acceptable outcome is provided.	✓	Complies.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
PO15 Appropriate provision is made for siting, managing and buffering uses in the Noxious and hazardous industry precinct to limit impacts on adjoining properties, having regard to: (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.	AO15 No acceptable outcome is provided.	n/a	Not applicable.
If in the Industrial park precinct			
PO16 Development that attracts the public into the Industrial park precinct does not develop within the Industrial park precinct.	AO16 No acceptable outcome is provided.	n/a	Not applicable.
If in the Northern investigation precinct			
PO17 Development does not compromise the long term future urban intent of this precinct.	AO17 No acceptable outcome is provided.	n/a	Not applicable.
If in the North-eastern expansion precinct, South-eastern expansion precinct or South-western expansion precinct			
PO18 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.	AO18 No acceptable outcome is provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO19 Development provides a wide range of housing options, including different dwelling sizes and types that meet the needs of a range of household compositions.	AO19 No acceptable outcome is provided.	n/a	Not applicable.
PO20 The road network is to be developed in a logical and sequential manner to provide for the co-ordinated development of the precinct.	AO20 No acceptable outcome is provided.	n/a	Not applicable.
PO21 The road network provides encourages walking and cycling to daily activities to reduce local vehicle trips by: <ul style="list-style-type: none"> (a) being based on a street grid network; (b) having walkable block sizes; (c) providing safe, efficient and provides for the needs of all users; (d) having a high level of connectivity for all users; and (e) being linked to destinations such as shops, open space and schools. 	AO21 No acceptable outcome is provided.	n/a	Not applicable.

Figure A - Byrnes Street Core vehicle access-ways



8.2.2 Airport environs overlay code

8.2.2.1 Application

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

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

8.2.2.2 Purpose

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

8.2.2.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Development does not include lighting that: <ul style="list-style-type: none"> (a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or (b) could distract or confuse pilots. 	AO2 Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) does not: <ul style="list-style-type: none"> (a) involve external lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and (b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights. 	n/a	Not applicable.
Noise exposure			
PO3 Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.	AO3 Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on Airport environs overlay map (OM-002d) .	n/a	Not applicable.
Public safety			
PO4 Development does not compromise public safety or risk to property.	AO4 Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on Airport environs overlay map (OM-002e) .	n/a	Not applicable.
State significant aviation facilities associated with Mareeba Airport			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO5 Development does not impair the function of state significant aviation facilities by creating: <ul style="list-style-type: none"> (a) physical obstructions; or (b) electrical or electro-magnetic interference; or (c) deflection of signals. 	AO5.1 Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on Airport environs overlay map (OM-002a.1) does not exceed a height of 640 metres AHD.	n/a	Not applicable.
	AO5.2 Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on Airport environs overlay map (OM-002a) does not exceed a height of 950 metres AHD, unless associated with Hann Tableland Radar facility.	n/a	Not applicable.
	AO5.3 Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on Airport environs overlay map (OM-002a) unless associated with the Biboohra CVOR facility.	n/a	Not applicable.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO6.2 Development involving temporary or permanent aviation activities does not occur within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) .	n/a	Not applicable.
PO7 Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.	AO7 Development does not result in the emission of a gaseous plume, at a velocity exceeding 4.3 metres per second, or smoke, dust, ash or steam within: <ul style="list-style-type: none"> (a) the Airport environs: OLS area of Mareeba Airport identified on Airport environs overlay map (OM-002c); or (b) the Airport environs: OLS area of Cairns Airport identified on Airport environs overlay map (OM-002c.1); or (c) the 'Airport environs: Airport buffer - 1 kilometre' of a regional aerodrome identified on Airport environs overlay map (OM-002f). 	n/a	Not applicable.

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

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

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) Bibbohra, 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
For accepted development subject to requirements and assessable development			
PO1 Buildings are finished with high quality materials, selected for their durability and contribution to the character of the area.	AO1 Building design does not incorporate: (a) highly reflective materials such as high performance glass or untreated galvanised metals; or (b) unrelieved, unpainted or un-rendered finishes; or (c) unarticulated concrete finishes; or (d) unarticulated cladding systems; or (e) fluorescent or iridescent paints; or (f) use of single colour or surface treatment.	✓	Complies. The applicant confirms that the propose development will not use highly reflective or distractive materials/finishes.
If for Sales office			
PO2 A Sales office is compatible with the built form, character and amenity of the surrounding area, having regard to: (a) duration of use; (b) size and scale; (c) intensity and nature of use; (d) number of employees; and (e) hours of operation.	AO2.1 The Sales office is limited in its duration to a period not greater than: (a) 2 years, where involving selling or displaying land or buildings (including a dwelling house, multiple dwelling, commercial or industrial buildings); or (b) 6 months, where involving land or buildings that can be won as a prize.	n/a	Not applicable.
	AO2.2 The Sales office does not exceed 100m ² gross floor area. Note—The Sales office may be located within part of a Dwelling house, Dual occupancy or Multiple dwelling for sale or that can be won as a prize.	n/a	Not applicable.
	AO2.3 No more than 3 employees work within the sales office at any one time.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO2.4 The Sales office does not operate outside the hours of 8.00am to 6.00pm.	n/a	Not applicable.
PO3 A Sales office is located to be accessible to visitors.	PO3 The Sales office is established at the entrance to: (a) the estate or stage of the estate where involving multiple properties or dwellings; or (b) the building or land where involving a single property or dwelling.	n/a	Not applicable.
For assessable development			
Visual amenity and character			
PO4 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.	AO4 No acceptable outcome is provided.	✓	The design of the proposed development places these features at the rear.
Location and size			
PO5 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.	AO5 No acceptable outcome is provided.	✓	The proposed development is of an appropriate scale and consistent with its centre zoning.
If for Service station or Car wash			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO6 The site is of a suitable size, shape and configuration to accommodate all aspects of the use, such as: (a) the building/s and associated storage areas; (b) any ancillary activities; (c) fuel delivery and service vehicles; (d) vehicle access and on site manoeuvrability; and (e) landscaping.	AO6.1 The site has a: (a) minimum area of 1500m ² ; and (b) minimum frontage of: (i) 30 metres to each road where the site is a corner site; or (ii) 40 metres otherwise.	n/a	Not applicable.
	AO6.2 Bulk fuel storage tanks are situated on the site no closer than 8 metres to any road frontage.	n/a	Not applicable.
	AO6.3 Bulk fuel storage tanks are situated on the site: (a) so that fuel delivery vehicles are standing wholly within the site when discharging fuel into the tanks; and (b) ensuring that the movement of other vehicles on the site is not restricted when fuel delivery occurs.	n/a	Not applicable.
	AO6.4 Fuel pumps, car wash bays and facilities including air and water points are: (a) orientated to minimise vehicle conflicts associated with manoeuvring on site; and (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.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO7 The use must provide for the collection, treatment and disposal of all solid and liquid wastes such that: (a) the off-site release of contaminants does not occur; and (b) there are no significant adverse impacts on the quality of surface water or ground water resources.	AO7 No acceptable outcome is provided.	n/a	Not applicable.

9.3.3 Community activities code

9.3.3.1 Application

- (1) This code applies to assessing development where:
 - (a) involving Community 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.

9.3.3.2 Purpose

- (1) The purpose of the Community activities code is to ensure Community activities that are appropriately designed and located to:
 - (a) be conveniently accessible to the communities they serve; and
 - (b) not detrimentally impact on local amenity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Community activities do not have an adverse impact on the amenity of the surrounding area;
 - (b) Community activities establish in appropriate locations that are highly accessible;
 - (c) Community activities are located with other community activities when the opportunity to achieve practical co-location of facilities exists;
 - (d) Community activities are designed to be accessible, functional and safe;
 - (e) Community activities are compatible and integrated with surrounding land uses; and
 - (f) Community activities enhance community identity and character.

9.3.3.3 Criteria for assessment

Table 9.3.3.3—Community activities 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			
Amenity and privacy			
PO1 Community activities are appropriately located and designed to avoid adverse impacts on sensitive uses related to: <ol style="list-style-type: none">(a) noise;(b) lighting; and(c) overlooking. Note—These provisions apply to any adjoining sensitive use, both on an adjoining site and on the same site as the Community activity.	AO1 Along any common boundary with a sensitive land use, development incorporates: <ol style="list-style-type: none">(a) a 1.8 metre high solid screen fence; and(b) screening to windows which:<ol style="list-style-type: none">(i) face the boundary;(ii) have a sill height less than 1.5 metres; and(iii) are not wholly screened by the boundary fence.	✓	The subject land does not adjoin a sensitive land use.
If for Educational establishment or Child care centre			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Development is located on a site that is capable of accommodating: (a) all facilities necessary for the use; (b) required landscaping and buffering; and (c) appropriately designed access, manoeuvring and parking areas.	A02 The development is located on a site with a minimum: (a) site area of 800m ² ; (b) road frontage of 20 metres; and (c) road reserve width of 20 metres.	n/a	Not applicable.
PO3 The design of the development does not result in any safety hazard for children or other users of the facility.	A03 A child proof fence or physical barrier is provided to prevent unintended access to the following areas, directly from indoor or outdoor areas intended to accommodate children: (a) Vehicle manoeuvring and parking areas; (b) Refuse storage and servicing areas; and (c) Air conditioning, refrigeration plant and mechanical plant.	n/a	Not applicable.
For assessable development			
Location			
A04 Development is compatible with the amenity of the surrounding area, having regard to: (a) the location and type of vehicular access and parking; (b) hours of operation; (c) waste storage and collection; (d) advertising devices and signage; (e) visual amenity; (f) privacy; and (g) noise, odour and dust emissions.	A04 No acceptable outcome is provided.	✓	The proposed development is compatible with the amenity of the surrounding area.
PO5 Community activities are highly accessible to the	A05.1 Community activities are not located in a cul-de-sac.	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
community they serve and are located to encourage multi-purpose trips.	A05.2 Development is located: <ul style="list-style-type: none"> (a) within 800 metres walking distance of the Centre zone; or (b) within 400 metres walking distance of a public transport stop; or (c) provided with a connection to the pedestrian and cycle network. 	✓	Complies.
Amenity and privacy			
PO6 Community activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of: <ul style="list-style-type: none"> (e) air conditioning; (f) refrigeration plant; (g) mechanical plant; and (h) refuse bin storage areas. 	A06 No acceptable outcome is provided.	✓	The design of the proposed development places these features at the rear.
If for Educational establishment or Child care centre			
PO7 Educational establishments and Child care centres: <ul style="list-style-type: none"> (a) do not detrimentally impact on the amenity or operations of surrounding land uses; and (b) have suitable separation distances and buffering from sensitive uses. 	A07 No acceptable outcome is provided.	n/a	Not applicable.

9.4.2 Landscaping code

9.4.2.1 Application

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

9.4.2.2 Purpose

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

9.4.2.3 Criteria for assessment

Table 9.4.2.3A—Landscaping code - For accepted development subject to requirements and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For accepted development subject to requirements and assessable development			
PO1 Development, other than in the Rural zone, includes landscaping that: <ul style="list-style-type: none"> (a) contributes to the landscape character of the Shire; (b) compliments the character of the immediate surrounds; (c) provides an appropriate balance between built and natural elements; and (d) provides a source of visual interest. 	AO1 Development, other than in the Rural zone, provides: <ul style="list-style-type: none"> (a) a minimum of 10% of the site as landscaping; (b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species; (c) for the integration of retained significant vegetation into landscaping areas; (d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual. <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	✓	No formalised landscaping will be provided which is consistent with development in the local area particularly development within the Centre zone. The proposed development is constructed with a 0m setback to the front and side boundaries and with a setback of 4m to the rear boundary for the purpose of providing a rear loading/unloading area. Section 1.5(e) of the Planning Scheme applies and the provisions of the Centre zone code prevail.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Development, other than in the Rural zone, includes landscaping along site frontages that: <ul style="list-style-type: none"> (a) creates an attractive streetscape; (b) compliments the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing; (e) provide shade for pedestrians; and (f) includes a range and variety of planting. 	AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage: <ul style="list-style-type: none"> (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species. <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	n/a	See comment for AO1.
PO3 Development includes landscaping and fencing along side and rear boundaries that: <ul style="list-style-type: none"> (a) screens and buffer land uses; (b) assists to break up and soften elements of built form; (c) screens areas of limited visual interest; (d) preserves the amenity of sensitive land uses; and (e) includes a range and variety of planting. 	AO3.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B .	n/a	See comment for AO1.
	AO3.2 Shrubs and trees provided in landscape strips along side and rear boundaries: <ul style="list-style-type: none"> (a) are planted at a maximum spacing of 1 metre; (b) will grow to a height of at least 2 metres; (c) will grow to form a screen of no less than 2 metres in height; and (d) are mulched to a minimum depth of 0.1 metres with organic mulch. 	n/a	See comment for AO1.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO3.3 Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	See comment for AO1.
P04 Car parking areas are improved with a variety of landscaping that: (a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility.	AO4.1 Landscaping is provided in car parking areas which provides: (a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces; (b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and (c) where involving a car parking area in excess of 500m ² : (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping. Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.	n/a	See comment for AO1.
	AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	See comment for AO1.
	AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	See comment for AO1.

Performance outcomes	Acceptable outcomes	Complies	Comments
(a) is suitable for the intended purpose and local conditions; (b) contributes to the natural character of the Shire; (c) includes native species; (d) includes locally endemic species, where practical; and (e) does not include invasive plants or weeds.	AO5.2 A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.	n/a	See comment for AO1.
PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.	AO6.1 Tree planting is a minimum of (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber.	n/a	See comment for AO1.
	AO6.2 Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.	n/a	See comment for AO1.
	AO6.3 Vegetation adjoining an electricity substation boundary, at maturity, will have: (a) a height of less than 4 metres; and (b) no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.	n/a	See comment for AO1.
For assessable development			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO7 Landscaping areas are designed to: <ul style="list-style-type: none"> (a) be easily maintained throughout the ongoing use of the site; (b) allow sufficient area and access to sunlight and water for plant growth; (c) not cause a nuisance to occupants of the site or members of the public; and (d) maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles. 	AO7 No acceptable outcome is provided.	n/a	See comment for AO1.

Table 9.4.2.3B—Side and rear boundary landscape treatments

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

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

9.4.3 Parking and access code

9.4.3.1 Application

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

9.4.3.2 Purpose

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

9.4.3.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the: <ul style="list-style-type: none"> (a) nature of the use; (b) location of the site; (c) proximity of the use to public transport services; (d) availability of active transport infrastructure; and (e) accessibility of the use to all members of the community. 	AO1 The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B . Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.	✓	<p>The proposed development replaces the historic land use which was destroyed by fire in 2021.</p> <p>The destroyed land use had no formal on site car parking and was deemed to have an off site car parking allocation.</p> <p>This deemed off site car parking allocation will continue to apply to this proposed development.</p> <p>The scale of the destroyed development and the proposed development are substantially the same and no further car parking will be conditioned.</p>
Vehicle crossovers			
PO2 Vehicle crossovers are provided to: <ul style="list-style-type: none"> (a) ensure safe and efficient access between the road and premises; (b) minimize interference with the function and operation of roads; and 	AO2.1 Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.	✓	<p>The rear access off Walsh Street will be conditioned to comply.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
(c) minimise pedestrian to vehicle conflict.	AO2.2 Development on a site with two or more road frontages provides vehicular access from: <ul style="list-style-type: none"> (a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or (b) from the lowest order road in all other instances. 	✓	Access to the rear service lane will be off Walsh Street.
	AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E .	n/a	Not applicable.
PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to: <ul style="list-style-type: none"> (a) the intensity of anticipated vehicle movements; (b) the nature of the use that they service; and (c) the character of the surrounding locality. 	AO3 Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C .	✓	The development will be conditioned to comply.
For assessable development			
Parking area location and design			
PO4 Car parking areas are located and designed to: <ul style="list-style-type: none"> (a) ensure safety and efficiency in operation; and 	AO4.1 Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) be consistent with the character of the surrounding locality.	AO4.2 Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.	n/a	Not applicable.
	AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.	n/a	Not applicable.
	AO4.4 Parking and any set down areas are: (a) wholly contained within the site; (b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone; (c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and (d) provided at the side or rear of a building in all other instances.	n/a	Not applicable.
Site access and manoeuvring			

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO6.5 Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.	n/a	Not applicable.
	AO6.6 Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.	n/a	Not applicable.
	AO6.7 For an Energy and infrastructure activity or Rural activity, internal road gradients: (a) are no steeper than 1:5; or (b) are steeper than 1:5 and are sealed.	n/a	Not applicable.
Servicing			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO7 Development provides access, maneuvering and servicing areas on site that: <ul style="list-style-type: none"> (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 uses and streetscape quality. 	AO7.1 All unloading, loading, service and waste disposal areas are located: <ul style="list-style-type: none"> (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. 	✓	Complies. <i>"The proposed development includes a small area to the rear of the subject site for loading and access. The proposed Loading area will cater to small delivery vehicles only with deliveries to be on a sporadic and infrequent basis.</i> <i>Vehicles will be required to pull up and reverse into the subject site such that they can exit in a forward direction.</i> <i>Sightlines are limited as a result of the intersection between Hort Street and Walsh Street however, vehicle speeds are reduced which provides for safe egress from the subject site.</i> <i>The safety of users and pedestrians is maintained by providing for clear sightlines to the adjacent movement areas."</i>
	AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.	n/a	See comment for AO7.1.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO7.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B .	n/a	See comment for AO7.1.
Maintenance			
PO8 Parking areas are used and maintained for their intended purpose.	AO8.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.	✓	The development will be conditioned to comply.
	AO8.2 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.
End of trip facilities			
PO9 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: (a) meet the anticipated demand generated from the use; (b) comprise secure and convenient bicycle parking and storage; and (c) provide end of trip facilities for all active transport users.	AO9.1 The number of bicycle parking spaces provided for the use is in accordance with Table 9.4.3.3D .	n/a	Not applicable.
	AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3D .	n/a	Not applicable.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO10 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.	AO10 A traffic impact report is prepared by a suitably qualified person that identifies: <ul style="list-style-type: none"> (a) the expected traffic movements to be generated by the facility; (b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts. 	n/a	Not applicable.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			
PO11 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.	AO11 A traffic impact report is prepared by a suitably qualified person that identifies: <ul style="list-style-type: none"> (d) the expected traffic movements to be generated by the facility; (e) any associated impacts on the road network; and (f) any works that will be required to address the identified impacts. 	n/a	Not applicable.

Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Food and drink outlet	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Drive-through:</u> Queuing spaces for 6 passenger vehicles within the site boundaries.</p> <p>One service vehicle space per use or one service vehicle space per 1,000m² GFA, whichever is greater.</p>	One space. HRV
Health care services	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside the Centre zone:</u> One space per 20m² of or part thereof of net lettable area.</p>	One SRV space per 500m ² GFA.
Office	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Shop	<p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One HRV space if the site is greater than 2,000m ² , otherwise One SRV space.

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

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

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

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

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

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

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

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

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

Table 9.4.3.3E—Vehicular Access for Specific Uses

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

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

9.4.5 Works, services and infrastructure code

9.4.5.1 Application

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

9.4.5.2 Purpose

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

9.4.5.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
PO1 Each lot has an adequate volume and supply of water that: <ul style="list-style-type: none"> (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment. 	AO1.1 Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located: <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated water supply service area. 	✓	The development will comply.
	AO1.2 Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with: <ul style="list-style-type: none"> (a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or (b) on-site water storage tank/s: <ul style="list-style-type: none"> (i) with a minimum capacity of 90,000L; (ii) fitted with a 50mm ball valve with a camlock fitting; and (iii) which are installed and connected prior to the occupation or use of the development. 	n/a	Not applicable.
Wastewater disposal			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 Each lot provides for the treatment and disposal of effluent and other waste water that: <ul style="list-style-type: none"> (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment. 	AO2.1 Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located: <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. 	✓	The development will comply.
	AO2.2 An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located: <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. 	n/a	Not applicable.
Stormwater infrastructure			
PO3 Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.	AO3.1 Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	The development will comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	AO3.2 On-site drainage systems are constructed: <ul style="list-style-type: none"> (a) to convey stormwater from the premises to a lawful point of discharge; and (b) in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual. 	✓	The development will comply.
Electricity supply			
PO4 Each lot is provided with an adequate supply of electricity	AO4 The premises: <ul style="list-style-type: none"> (a) is connected to the electricity supply network; or (b) has arranged a connection to the transmission grid; or (c) where not connected to the network, an independent energy system with sufficient capacity to service the development (at near average energy demands associated with the use) may be provided as an alternative to reticulated electricity where: <ul style="list-style-type: none"> (i) it is approved by the relevant regulatory authority; and (ii) it can be demonstrated that no air or noise emissions; and (iii) it can be demonstrated that no adverse impact on visual amenity will occur. 	✓	The development will comply.
Telecommunications infrastructure			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO5 Each lot is provided with an adequate supply of telecommunication infrastructure	AO5 Development is provided with a connection to the national broadband network or telecommunication services.	✓	The development will comply.
Existing public utility services			
PO6 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.	AO6 Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	The development will comply.
Excavation or filling			
PO7 Excavation or filling must not have an adverse impact on the: (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or (f) privacy of adjoining premises.	AO7.1 Excavation or filling does not occur within 1.5 metres of any site boundary.	n/a	Not applicable.
	AO7.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	n/a	Not applicable.
	AO7.3 Earthworks batters: (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and (e) are retained.	n/a	Not applicable.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
PO8 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.	AO8.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	The development will be conditioned to comply.
	AO8.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	✓	The development will be conditioned to comply.
Public infrastructure			
PO9 The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.	AO9 Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	The development will be conditioned to comply.
Stormwater quality			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO10 Development has a non-worsening effect on the site and surrounding land and is designed to: <ul style="list-style-type: none"> (a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters; (b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies; (c) achieve specified water quality objectives; (d) minimise flooding; (e) maximise the use of natural channel design principles; (f) maximise community benefit; and (g) minimise risk to public safety. 	AO10.1 The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals: <ul style="list-style-type: none"> (a) a Stormwater Management Plan and Report that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; and (b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including: <ul style="list-style-type: none"> (i) drainage control; (ii) erosion control; (iii) sediment control; and (iv) water quality outcomes. 	✓	The development will be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>AO10.2 For development on land greater than 2,500m² or that result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <ul style="list-style-type: none"> (a) meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline; (b) is consistent with any local area stormwater water management planning; (c) accounts for development type, construction phase, local climatic conditions and design objectives; and (d) provides for stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity. 	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO11 Storage areas for stormwater detention and retention: (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community benefit; and (e) minimise risk to public safety.	AO11 No acceptable outcome is provided.	n/a	Not applicable.
Excavation or filling			
PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.	AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.	n/a	Not applicable.
	AO12.2 Transportation of fill to or from the site does not occur: (a) within peak traffic times; and (b) before 7am or after 6pm Monday to Friday; (c) before 7am or after 1pm Saturdays; and (d) on Sundays or Public Holidays.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	AO13.1 Dust emissions do not extend beyond the boundary of the site.	n/a	Not applicable.
	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	n/a	Not applicable.
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	n/a	Not applicable.
PO14 Access to the premises (including driveways and paths) does not have an adverse impact on: (a) safety; (b) drainage; (c) visual amenity; and (d) privacy of adjoining premises.	AO14 Access to the premises (including all works associated with the access): (a) must follow as close as possible to the existing contours; (b) be contained within the premises and not the road reserve, and (c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	n/a	Not applicable.
Weed and pest management			
PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	AO15 No acceptable outcome is provided.	n/a	Not applicable.
Contaminated land			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants	AO16 Development is located where: (a) soils are not contaminated by pollutants which represent a health or safety risk to users; or (b) contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.	n/a	Not applicable.
Fire services in developments accessed by common private title			
PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of: (a) 120 metres for residential development; and (b) 90 metres for any other development.	n/a	Not applicable.
	AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.	n/a	Not applicable.