

## Assessment of application against relevant Development Codes

### APPLICATION DETAILS

APPLICATION		PREMISES	
<b>FILE NO:</b>	MCU/23/0024	<b>ADDRESS:</b>	Doyle Street & Riordan Street, Mareeba
<b>APPLICANT:</b>	Mareeba Leagues Club	<b>RPD:</b>	Lot 13 on CP861033
<b>LODGED BY:</b>	Brazier Motti	<b>AREA:</b>	9,498m <sup>2</sup>
<b>DATE LODGED:</b>	21 November 2023	<b>OWNER:</b>	Mareeba Shire Council
<b>TYPE OF APPROVAL:</b>	Development Permit		
<b>PROPOSED DEVELOPMENT:</b>	Material Change of Use – Club (Leagues Club Expansion)		
<b>PLANNING SCHEME:</b>	Mareeba Shire Council Planning Scheme 2016		
<b>ZONE:</b>	Recreation and Open Space		
<b>LEVEL OF ASSESSMENT:</b>	Code Assessment		
<b>SUBMISSIONS:</b>	N/A – Code assessment only		

### Relevant Development Codes

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

- 6.2.8 Recreation and open space zone code
- 8.2.2 Airport environs overlay code
- 9.3.3 Community activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.4 Reconfiguring a lot code
- 9.4.5 Works, services and infrastructure code

## 6.2.8 Recreation and open space zone code

### 6.2.8.1 Application

- (1) This code applies to assessing development where:
  - (a) located in the Recreation and open space 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.

### 6.2.8.2 Purpose

- (1) The purpose of the Recreation and open space zone code is to provide for a range of sporting, recreation, leisure, cultural and educational activities.

It may provide for local, district and regional scale parks that serve the recreation needs of residents and visitors and may include areas for conservation of natural values.

Areas such as parks, playing fields and playgrounds are generally accessible to the public. However, access may be limited in certain areas and at certain times.

Where required to meet community needs, development may include structures such as shelters, amenity facilities, picnic tables, clubhouses, gymnasiums, swimming pools, tennis courts and other infrastructure to support recreational or sporting activities.

- (2) Mareeba Shire Council's purpose of the Recreation and open space zone code is to ensure that:
  - (a) suitable areas of open space are available for the wide range of recreational activities pursued and enjoyed by the residents of the shire;
  - (b) appropriate open space linkages are provided and maintained; and
  - (c) the natural, environmental, scenic and recreational values of open space are protected and enhanced where possible.
- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Areas are provided for active sport and recreation to meet community needs, including playing fields, equestrian facilities, outdoor cultural facilities, educational activities, public swimming pools and outdoor courts;
  - (b) Impacts on adjacent areas from development and activities within the zone are managed through buffering to adjacent sensitive land uses and appropriate design, siting and operation of facilities and infrastructure;
  - (c) Opportunities for sporting clubs using playing fields to establish club facilities are facilitated;
  - (d) Open space is accessible to the general public for a range of outdoor sport and recreation activities;
  - (e) A range of functional and accessible open spaces, including local and regional parks and linkages, are available for the use and enjoyment of residents and visitors;
  - (f) Development is supported by necessary transport infrastructure that is designed to provide and promote safe and efficient public transport use, walking and cycling;
  - (g) Ancillary structures and buildings such as shelters, amenity facilities, picnic tables and playgrounds are provided where necessary;
  - (h) Where sport and recreation areas include natural habitats such as bushland, wetlands or waterways, or act as a buffer between natural and developed areas, adverse impacts on ecological values are avoided or minimised;

- (i) Sport and recreation areas are planned and designed to enhance community livability and scenic amenity; and
- (j) The use of sport and recreation areas does not affect the amenity of adjacent areas.

### 6.2.8.3 Criteria for assessment

**Table 6.2.8.3—Recreation and open space zone code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Height</b>			
<p><b>PO1</b> Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> <li>(a) the height of existing buildings on adjoining premises;</li> <li>(b) the development potential, with respect to height, on adjoining premises;</li> <li>(c) the height of buildings in the vicinity of the site;</li> <li>(d) access to sunlight and daylight for the site and adjoining sites;</li> <li>(e) privacy and overlooking; and</li> <li>(f) site area and street frontage length.</li> </ul>	<p><b>AO1</b> Development has a maximum building height of:</p> <ul style="list-style-type: none"> <li>(a) 8.5 metres; and</li> <li>(b) 2 storeys above ground level.</li> </ul>	<p style="text-align: center;">✓ <b>Complies with PO1</b></p>	<p>The existing club has a maximum building height of 5.2m whilst the proposed extensions have a maximum height of 4.8m. The proposed second storey extensions to the grandstand building will have a maximum height of 9.4m, however will match what is existing and is therefore considered acceptable. It is not anticipated that there are any amenity impacts. The site adjoins existing playing fields and road reserve with no issues relating to building bulk or shadowing envisaged. The development complies with PO1.</p>
<b>Siting</b>			
<p><b>PO2</b> Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> <li>(a) the siting and use of adjoining premises;</li> <li>(b) access to sunlight and daylight for the site and adjoining sites;</li> </ul>	<p><b>AO2.1</b> Buildings and structures include a minimum setback of:</p> <ul style="list-style-type: none"> <li>(a) 10 metres from a State-controlled road frontage;</li> <li>(b) 6 metres from any other road frontage; and</li> <li>(c) 3 metres from side and rear boundaries.</li> </ul>	<p style="text-align: center;">✓</p>	<p>The proposal is for the redevelopment of an existing club and proposed extensions are well setback from all boundaries. The site is not located adjacent to a State controlled road. The car parking area will remain unchanged.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
(c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural breezes; (f) appearance of building bulk; and (g) relationship with road corridors.	<b>AO2.2</b> Car parking and set down areas are set back: (a) 3 metres from the road frontage; and (b) 2 metres from side and rear boundaries.	n/a	No change to the existing car parking and set down areas are proposed as part of the redevelopment.
<b>For assessable development</b>			
<b>Site cover</b>			
<b>PO3</b> Buildings and structures occupy the site in a manner that: (a) makes efficient use of land for recreation purposes; (b) appropriately balances built and natural features.	<b>A03</b> No acceptable outcome is provided.	✓	Complies – the proposed development is of an appropriate scale for the site, particularly considering the adjacent Davies Park reserve which contains the Rugby League playing field as well as other sporting infrastructure.
<b>Building design</b>			
<b>PO4</b> Building facades are appropriately designed to: (a) include visual interest and architectural variation; (b) maintain and enhance the character of the surrounds; (c) provide opportunities for casual surveillance; (d) include a human scale.	<b>A04</b> No acceptable outcome is provided.	✓	Complies - The redevelopment of the club envisages to improve the building façade by incorporating contemporary architectural features. The elevation plans and renders show external features including building materials.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO5</b> Development complements and integrates with the established built character of the immediate surrounds, having regard to:</p> <ul style="list-style-type: none"> <li>(a) roof form and pitch;</li> <li>(b) eaves and awnings;</li> <li>(c) building materials, colours and textures; and</li> <li>(d) window and door size and location.</li> </ul>	<p><b>AO5</b> No acceptable outcome is provided.</p>	✓	<p>The proposal is merely an extension of the existing leagues club and associated rugby league club/grandstand/football administration building. The existing building will be retained, and extensions will not adversely impact on the surrounding amenity. The extensions are of a contemporary design that integrates well into the existing setting.</p>
<b>Amenity</b>			
<p><b>PO6</b> Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO6</b> No acceptable outcome is provided.</p>	✓	<p>The proposed development will involve the expansion of the existing long established Leagues Club. It seeks to improve an existing use that is well known and understood by the community. It is not anticipated that the redevelopment would result in any additional impacts. As per the TTM report, the proposed expansion results in an increase in GFA of 986m<sup>2</sup>. Based on the adoption of a traffic generation rate of 5vph per 100m<sup>2</sup> GFA, the proposed expansion will generate in order of 50vph in the weekday PM peak-hour. It is expected that the impact on the operational performance of nearby intersections will be negligible. Lighting will continue to comply with the AS provisions. With respect to the other aspects, it is noted that</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>the application is for an extension to the existing club and no further impact assessment is required.</p> <p>The proposed development is not likely to detrimentally impact on the amenity of nearby residential land uses anymore than what occurs at the existing scale.</p>
<p><b>PO7</b> Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>A07</b> No acceptable outcome is provided.</p>	<p>✓</p>	<p>Complies – there are no known negative environmental impacts that require amelioration.</p>

## 8.2.2 Airport environs overlay code

### 8.2.2.1 Application

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

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

### 8.2.2.2 Purpose

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

### 8.2.2.3 Criteria for assessment

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

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



Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development does not include lighting that:</p> <p>(a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or</p> <p>(b) could distract or confuse pilots.</p>	<p><b>AO2</b> Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b> or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> does not:</p> <p>(a) involve external lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and</p> <p>(b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.</p>	✓	<b>Complies.</b>
<b>Noise exposure</b>			
<p><b>PO3</b> Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.</p>	<p><b>AO3</b> Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on <b>Airport environs overlay map (OM-002d)</b>.</p>	n/a	
<b>Public safety</b>			
<p><b>PO4</b> Development does not compromise public safety or risk to property.</p>	<p><b>AO4</b> Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on <b>Airport environs overlay map (OM-002e)</b>.</p>	n/a	
<b>State significant aviation facilities associated with Mareeba Airport</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO5</b> Development does not impair the function of state significant aviation facilities by creating:</p> <p>(a) physical obstructions; or</p> <p>(b) electrical or electro-magnetic interference; or</p> <p>(c) deflection of signals.</p>	<p><b>AO5.1</b> Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on <b>Airport environs overlay map (OM-002a.1)</b> does not exceed a height of 640 metres AHD.</p>	n/a	
	<p><b>AO5.2</b> Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on <b>Airport environs overlay map (OM-002a)</b> does not exceed a height of 950 metres AHD, unless associated with Hann Tableland Radar facility.</p>	n/a	
	<p><b>AO5.3</b> Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on <b>Airport environs overlay map (OM-002a)</b> unless associated with the Biboohra CVOR facility.</p>	n/a	

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

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO6.2</b> Development involving temporary or permanent aviation activities does not occur within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b>.</p>	n/a	
<p><b>PO7</b> Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.</p>	<p><b>A07</b> Development does not result in the emission of a gaseous plume, at a velocity exceeding 4.3 metres per second, or smoke, dust, ash or steam within:</p> <ul style="list-style-type: none"> <li>(a) the Airport environs: OLS area of Mareeba Airport identified on <b>Airport environs overlay map (OM-002c)</b>; or</li> <li>(b) the Airport environs: OLS area of Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b>; or</li> <li>(c) the 'Airport environs: Airport buffer - 1 kilometre' of a regional aerodrome identified on <b>Airport environs overlay map (OM-002f)</b>.</li> </ul>	n/a	

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

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development is located on a site that is capable of accommodating:</p> <ul style="list-style-type: none"> <li>(a) all facilities necessary for the use;</li> <li>(b) required landscaping and buffering; and</li> <li>(c) appropriately designed access, manoeuvring and parking areas.</li> </ul>	<p><b>A02</b> The development is located on a site with a minimum:</p> <ul style="list-style-type: none"> <li>(a) site area of 800m<sup>2</sup>;</li> <li>(b) road frontage of 20 metres; and</li> <li>(c) road reserve width of 20 metres.</li> </ul>	n/a	
<p><b>PO3</b> The design of the development does not result in any safety hazard for children or other users of the facility.</p>	<p><b>A03</b> 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:</p> <ul style="list-style-type: none"> <li>(a) Vehicle manoeuvring and parking areas;</li> <li>(b) Refuse storage and servicing areas; and</li> <li>(c) Air conditioning, refrigeration plant and mechanical plant.</li> </ul>	n/a	
<b>For assessable development</b>			
<b>Location</b>			
<p><b>A04</b> Development is compatible with the amenity of the surrounding area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the location and type of vehicular access and parking;</li> <li>(b) hours of operation;</li> <li>(c) waste storage and collection;</li> <li>(d) advertising devices and signage;</li> <li>(e) visual amenity;</li> <li>(f) privacy; and</li> <li>(g) noise, odour and dust emissions.</li> </ul>	<p><b>A04</b> No acceptable outcome is provided.</p>	✓	Complies – Refer to amenity comments in the Recreation and open space zone code.
<p><b>PO5</b> Community activities are highly accessible to the</p>	<p><b>A05.1</b> Community activities are not located in a cul-de-sac.</p>	✓	Complies.



Performance outcomes	Acceptable outcomes	Complies	Comments
community they serve and are located to encourage multi-purpose trips.	<b>A05.2</b> Development is located: (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.	✓	<b>Complies.</b>
<b>Amenity and privacy</b>			
<b>PO6</b> Community activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of: (a) air conditioning; (b) refrigeration plant; (c) mechanical plant; and (d) refuse bin storage areas.	<b>A06</b> No acceptable outcome is provided.	✓	Will be conditioned to comply.
<b>If for Educational establishment or Child care centre</b>			
<b>PO7</b> Educational establishments and Child care centres: (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.	<b>A07</b> No acceptable outcome is provided.	n/a	

## 9.4.2 Landscaping code

### 9.4.2.1 Application

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

#### 9.4.2.2 Purpose

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

### 9.4.2.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> <li>(a) creates an attractive streetscape;</li> <li>(b) compliments the character of the immediate surrounds;</li> <li>(c) assists to break up and soften elements of built form;</li> <li>(d) screen areas of limited visual interest or servicing;</li> <li>(e) provide shade for pedestrians; and</li> <li>(f) includes a range and variety of planting.</li> </ul>	<p><b>AO2</b> Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> <li>(a) with a minimum width of 2 metres where adjoining a car parking area;</li> <li>(b) with a minimum width of 1.5 metres in all other locations; and</li> <li>(c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</li> </ul> <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	<p>✓ <b>Complies with PO2</b></p>	Refer to comment for PO1.
<p><b>PO3</b> Development includes landscaping and fencing along side and rear boundaries that:</p> <ul style="list-style-type: none"> <li>(a) screens and buffer land uses;</li> <li>(b) assists to break up and soften elements of built form;</li> <li>(c) screens areas of limited visual interest;</li> <li>(d) preserves the amenity of sensitive land uses; and</li> <li>(e) includes a range and variety of planting.</li> </ul>	<p><b>AO3.1</b> Development provides landscape treatments along side and rear boundaries in accordance with <b>Table 9.4.2.3B.</b></p>	✓	Refer to comment for PO1.
	<p><b>AO3.2</b> Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <ul style="list-style-type: none"> <li>(a) are planted at a maximum spacing of 1 metre;</li> <li>(b) will grow to a height of at least 2 metres;</li> <li>(c) will grow to form a screen of no less than 2 metres in height; and</li> <li>(d) are mulched to a minimum depth of 0.1 metres with organic mulch.</li> </ul>	✓	Refer to comment for PO1

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO3.3</b> Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	✓	Can be conditioned to comply.
<p><b>PO4</b> Car parking areas are improved with a variety of landscaping that:</p> <p>(a) provides visual interest;</p> <p>(b) provides a source of shade for pedestrians;</p> <p>(c) assists to break up and soften elements; and</p> <p>(d) improves legibility.</p>	<p><b>AO4.1</b> Landscaping is provided in car parking areas which provides:</p> <p>(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;</p> <p>(b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and</p> <p>(c) where involving a car parking area in excess of 500m<sup>2</sup>:</p> <p>(i) shade structures are provided for 50% of parking spaces; and</p> <p>(ii) a minimum of 10% of the parking area as landscaping.</p> <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p>	n/a	Existing large carpark to the south of the development will remain as is and unchanged. The provision of shade trees within this existing car park is not considered necessary.
	<p><b>AO4.2</b> Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	✓	Can be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO5</b> Landscaping areas include a range and variety of planting that:</p> <p>(a) is suitable for the intended purpose and local conditions;</p> <p>(b) contributes to the natural character of the Shire;</p> <p>(c) includes native species;</p> <p>(d) includes locally endemic species, where practical; and</p> <p>(e) does not include invasive plants or weeds.</p>	<p><b>AO5.1</b> Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	✓	Can be conditioned to comply.
	<p><b>AO5.2</b> A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.</p>	✓	Can be conditioned to comply.
<p><b>PO6</b> Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.</p>	<p><b>AO6.1</b> Tree planting is a minimum of</p> <p>(a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and</p> <p>(b) 4 metres from any inspection chamber.</p>	✓	Can be conditioned to comply.
	<p><b>AO6.2</b> Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.</p>	✓	Can be conditioned to comply.
	<p><b>AO6.3</b> Vegetation adjoining an electricity substation boundary, at maturity, will have:</p> <p>(a) a height of less than 4 metres; and</p> <p>(b) no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.</p>	✓	Can be conditioned to comply.
<b>For assessable development</b>			

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

**Table 9.4.2.3B—Side and rear boundary landscape treatments**

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

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



### 9.4.3 Parking and access code

#### 9.4.3.1 Application

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

#### 9.4.3.2 Purpose

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

#### 9.4.3.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:</p> <ul style="list-style-type: none"> <li>(a) nature of the use;</li> <li>(b) location of the site;</li> <li>(c) proximity of the use to public transport services;</li> <li>(d) availability of active transport infrastructure; and</li> <li>(e) accessibility of the use to all members of the community.</li> </ul>	<p><b>AO1</b> The number of car parking spaces provided for the use is in accordance with <b>Table 9.4.3.3B</b>.</p> <p>Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.</p>	✓	Complies. The amount of carparking already provided on-site exceeds that required by Table 9.4.3.3B when consider the proposed expanded clubs GFA calculations with the appropriate exclusions.
<b>Vehicle crossovers</b>			
<p><b>PO2</b> Vehicle crossovers are provided to::</p> <ul style="list-style-type: none"> <li>(a) ensure safe and efficient access between the road and premises;</li> <li>(b) minimize interference with the function and operation of roads; and</li> <li>(c) minimise pedestrian to vehicle conflict.</li> </ul>	<p><b>AO2.1</b> Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p>	✓	Complies – no access crossover upgrades required.
	<p><b>AO2.2</b> Development on a site with two or more road frontages provides vehicular access from:</p> <ul style="list-style-type: none"> <li>(a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</li> <li>(b) from the lowest order road in all other instances.</li> </ul>	✓	Complies – No change to site access arrangements will occur other than the decommissioning of one of the sites Doyle Street crossovers. service vehicles will continue to use the remaining Doyle Street access and club patrons will continue to use the Riordan Street access.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<b>AO2.3</b> Vehicular access for particular uses is provided in accordance with <b>Table 9.4.3.3E</b> .	✓	Complies.
<b>PO3</b> Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to: (a) the intensity of anticipated vehicle movements; (b) the nature of the use that they service; and (c) the character of the surrounding locality.	<b>AO3</b> Access, manoeuvring and car parking areas include pavements that are constructed in accordance with <b>Table 9.4.3.3C</b> .	✓	Complies.
<b>For assessable development</b>			
<b>Parking area location and design</b>			
<b>PO4</b> Car parking areas are located and designed to: (a) ensure safety and efficiency in operation; and (b) be consistent with the character of the surrounding locality.	<b>AO4.1</b> Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.	✓	Complies – car parking is existing and is not being redeveloped.
	<b>AO4.2</b> Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.	✓	Complies – car parking is existing and is not being redeveloped.
	<b>AO4.3</b> The car parking area includes designated pedestrian routes that provide connections to building entrances.	✓	Complies – car parking is existing and is not being redeveloped.

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>uses on the site and on adjoining sites, having regard to matters of:</p> <ul style="list-style-type: none"> <li>(i) hours of operation;</li> <li>(ii) noise</li> <li>(iii) light; and</li> <li>(iv) odour;</li> </ul> <p>(c) accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</p> <p>(d) allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</p> <p>(e) in the Rural zone, avoids environmental degradation.</p>	<p><b>AO6.2</b> For a Tourist park, internal road design avoids the use of cul-de-sacs in favour of circulating roads, where unavoidable, cul-de-sacs provide a full turning circle for vehicles towing caravans having:</p> <ul style="list-style-type: none"> <li>(a) a minimum approach and departure curve radius of 12 metres; and</li> <li>(b) a minimum turning circle radius of 8 metres.</li> </ul>	<p>n/a</p>	
	<p><b>AO6.3</b> Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p>	<p>n/a</p>	
	<p><b>AO6.4</b> Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.</p>	<p>n/a</p>	
	<p><b>AO6.5</b> Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.</p>	<p>n/a</p>	

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO6.6</b> Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.</p>	n/a	
	<p><b>AO6.7</b> For an Energy and infrastructure activity or Rural activity, internal road gradients: (a) are no steeper than 1:5; or (b) are steeper than 1:5 and are sealed.</p>	n/a	
<b>Servicing</b>			
<p><b>PO7</b> Development provides access, maneuvering and servicing areas on site that: (a) accommodate a service vehicle commensurate with the likely demand generated by the use; (b) do not impact on the safety or efficiency of internal car parking or maneuvering areas; (c) do not adversely impact on the safety or efficiency of the road network; (d) provide for all servicing functions associated with the use; and (e) are located and designed to minimise their impacts on adjoining sensitive land</p>	<p><b>AO7.1</b> All unloading, loading, service and waste disposal areas are located: (a) on the site; (b) to the side or rear of the building, behind the main building line; (c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.</p>	✓	Complies.
	<p><b>AO7.2</b> Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p>	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
uses and streetscape quality.	<b>A07.3</b> Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in <b>Table 9.4.3.3B</b> .	✓	Complies.
<b>Maintenance</b>			
<b>PO8</b> Parking areas are used and maintained for their intended purpose.	<b>A08.1</b> Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.	✓	Complies.
	<b>A08.2</b> All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.	✓	Complies.
<b>End of trip facilities</b>			
<b>PO9</b> Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: (a) meet the anticipated demand generated from the use; (b) comprise secure and convenient bicycle parking and storage; and (c) provide end of trip facilities for all active transport users.	<b>A09.1</b> The number of bicycle parking spaces provided for the use is in accordance with <b>Table 9.4.3.3D</b> .	✓	Can be conditioned to comply.
	<b>A09.2</b> End of trip facilities are provided in accordance with <b>Table 9.4.3.3D</b> .	✓	Can be conditioned to comply.
<b>If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park</b>			



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

**Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements**

<b>Definition</b>	<b>Minimum number of Car parking spaces</b>	<b>Minimum Service Vehicle Space Provision</b>
<b>Club</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space; and One HRV space if greater than 500m <sup>2</sup> .

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

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

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

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

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

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

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

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

**Table 9.4.3.3E—Vehicular Access for Specific Uses**

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

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



## 9.4.5 Works, services and infrastructure code

### 9.4.5.1 Application

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

### 9.4.5.2 Purpose

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

### 9.4.5.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Each lot has an adequate volume and supply of water that:</p> <ul style="list-style-type: none"> <li>(a) meets the needs of users;</li> <li>(b) is adequate for fire-fighting purposes;</li> <li>(c) ensures the health, safety and convenience of the community; and</li> <li>(d) minimises adverse impacts on the receiving environment.</li> </ul>	<p><b>AO1.1</b> Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <ul style="list-style-type: none"> <li>(a) in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>(b) outside a reticulated water supply service area.</li> </ul>	✓	Complies.
	<p><b>AO1.2</b> Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with:</p> <ul style="list-style-type: none"> <li>(a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or</li> <li>(b) on-site water storage tank/s: <ul style="list-style-type: none"> <li>(i) with a minimum capacity of 90,000L;</li> <li>(ii) fitted with a 50mm ball valve with a camlock fitting; and</li> <li>(iii) which are installed and connected prior to the occupation or use of the development.</li> </ul> </li> </ul>	n/a	
<b>Wastewater disposal</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <ul style="list-style-type: none"> <li>(a) meets the needs of users;</li> <li>(b) is adequate for fire-fighting purposes;</li> <li>(c) ensures the health, safety and convenience of the community; and</li> <li>(d) minimises adverse impacts on the receiving environment.</li> </ul>	<p><b>AO2.1</b> Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <ul style="list-style-type: none"> <li>(a) in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>(b) outside a reticulated sewerage service area.</li> </ul>	✓	Complies.
	<p><b>AO2.2</b> An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located:</p> <ul style="list-style-type: none"> <li>(a) in the Conservation zone, Rural zone or Rural residential zone; and</li> <li>(b) outside a reticulated sewerage service area.</li> </ul>	n/a	
<b>Stormwater infrastructure</b>			
<p><b>PO3</b> Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.</p>	<p><b>AO3.1</b> Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	Complies.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>PO5</b> Each lot is provided with an adequate supply of telecommunication infrastructure	<b>A05</b> Development is provided with a connection to the national broadband network or telecommunication services.	✓	Complies.
<b>Existing public utility services</b>			
<b>PO6</b> Development and associated works do not affect the efficient functioning of public utility mains, services or installations.	<b>A06</b> Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	Will be conditioned.
<b>Excavation or filling</b>			
<b>PO7</b> Excavation or filling must not have an adverse impact on the: (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or (f) privacy of adjoining premises.	<b>A07.1</b> Excavation or filling does not occur within 1.5 metres of any site boundary.	n/a	
	<b>A07.2</b> Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	n/a	
	<b>A07.3</b> Earthworks batters: (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and (e) are retained.	n/a	

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>PO8</b> The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.	<b>A08.1</b> Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	Complies.
	<b>A08.2</b> Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	✓	Can be conditioned to comply where relevant.
<b>Public infrastructure</b>			
<b>PO9</b> The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.	<b>A09</b> Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	✓	Will be conditioned to comply.
<b>Stormwater quality</b>			

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



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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>PO13</b> Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	<b>AO13.1</b> Dust emissions do not extend beyond the boundary of the site.	n/a	
	<b>AO13.2</b> No other air pollutants, including odours, are detectable at the boundary of the site.	n/a	
	<b>AO13.3</b> A management plan for control of dust and air pollutants is prepared and implemented.	n/a	
<b>PO14</b> Access to the premises (including driveways and paths) does not have an adverse impact on: <ul style="list-style-type: none"> <li>(a) safety;</li> <li>(b) drainage;</li> <li>(c) visual amenity; and</li> <li>(d) privacy of adjoining premises.</li> </ul>	<b>AO14</b> Access to the premises (including all works associated with the access): <ul style="list-style-type: none"> <li>(a) must follow as close as possible to the existing contours;</li> <li>(b) be contained within the premises and not the road reserve, and</li> <li>(c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</li> </ul>	n/a	
<b>Weed and pest management</b>			
<b>PO15</b> Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	<b>AO15</b> No acceptable outcome is provided.	n/a	
<b>Contaminated land</b>			

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