

Assessment of application against relevant Development Codes

APPLICATION DETAILS

APPLICATION		PREMISES	
FILE NO:	MCU/17/0004	ADDRESS:	126 Byrnes Street, Mareeba
APPLICANT:	Mareeba Shire Job Training Association Inc	RPD:	Lot 2 on M356154
LODGED BY:	Freshwater Planning Pty Ltd	AREA:	893m ²
DATE LODGED:	31 July 2017	OWNER :	Mareeba Shire Job Training Association Inc
TYPE OF APPROVAL:	Development Permit		
PROPOSED DEVELOPMENT:	Material Change of Use - Office		
PLANNING SCHEME:	Mareeba Shire Council Planning Scheme - July 2016		
ZONE:	Community Facilities Zone		
LEVEL OF ASSESSMENT:	Code Assessment		
SUBMISSIONS:	N/A - Code Assessment only		

Relevant Development Codes

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

- 6.2.2 Community facilities zone code
- 7.2.2 Mareeba local plan code
- 9.3.2 Commercial activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

6.2.2 Community facilities zone code

6.2.2.1 Application

- (1) This code applies to assessing development where:
 - (a) located in the Community facilities zone; and
 - (b) it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

6.2.2.2 Purpose

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

6.2.2.3 Criteria for assessment

Table 6.2.2.3—Community facilities zone code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Height			
<p>PO1 Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length. 	<p>AO1 Development has a maximum building height of:</p> <ul style="list-style-type: none"> (a) 8.5 metres; and (b) 2 storeys above ground level. 	✓	Complies - The proposed office development will be established within an existing building which does not exceed 8.5 metres or two storeys.
Siting			
<p>PO2 Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural 	<p>AO2.1 Buildings and structures include a minimum setback of:</p> <ul style="list-style-type: none"> (a) 10 metres from a frontage to a State-controlled road; (b) 6 metres from a frontage to any other road; and (c) 3 metres from a boundary to an adjoining lot. 	✓ Complies with performance outcome	The proposed development will be established on an existing developed site (old Mareeba Fire Station) that is situated within the Mareeba CBD on Byrnes Street. The site contains improvements that are built to the front, side and rear boundaries of the site which is consistent with the majority of development along Byrnes Street in the CBD and is considered to comply with PO2.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>breezes; (f) appearance of building bulk; and (g) relationship with road corridors.</p>	<p>AO2.2 Car parking and set down areas are set back: (a) 3 metres from the road frontage; and (b) 2 metres from side and rear boundaries.</p>	<p>✓ Complies with performance outcome</p>	<p>The proposed development will utilise the sites existing car parking and set down areas which are non-compliant with AO2.2 as there is an open sided undercover car parking structure built to the rear boundary of the site. Given the location of the site within the CBD and the use of the land to the rear of the site (Railway Avenue) this arrangement will not compromise PO2.</p>
Site cover			
<p>PO3 Buildings and structures occupy the site in a manner that: (a) makes efficient use of land; (b) is consistent with the bulk and scale of surrounding buildings; and (c) appropriately balances built and natural features.</p>	<p>AO3 Site cover does not exceed: (a) 90% where adjoining the side boundary of land in the Centre zone; or (b) 50% otherwise.</p>	<p>✓</p>	<p>Complies - The development does not exceed 90% site cover.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
For assessable development			
Building design			
PO4 Building facades are appropriately designed to: <ul style="list-style-type: none"> (a) include visual interest and architectural variation; (b) maintain and enhance the character of the surrounds; (c) provide opportunities for casual surveillance; (d) include a human scale; and (e) encourage occupation of outdoor space. 	AO4.1 Buildings address the principal road frontage of the site through the location of windows and pedestrian access.	✓	Complies - The offices proposed will be directly accessible from Byrnes Street.
	AO4.2 Buildings do not include blank walls to road frontages exceeding 3 metres in length.	Complies with performance outcome	The proposed development will utilise an existing developed site within the CBD fronting Byrnes Street. The proposed development is consistent in scale and appearance with the majority of commercial development along Byrnes Street.
PO5 Development complements and integrates with the established built character of the immediate surrounds, having regard to: <ul style="list-style-type: none"> (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location. 	AO5 No acceptable outcome is provided.	✓	Complies - The development will utilise an existing developed site in the CBD along Byrnes Street. The development will be consistent with surrounding development.
Amenity			
PO6 Development must not detract from the amenity of the local area, 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; 	AO6 No acceptable outcome is provided.	✓	Complies - The proposed development is for office space in an existing building along Byrnes Street. The development will not detract from the amenity of the Mareeba CBD.

Performance outcomes	Acceptable outcomes	Complies	Comments
(g) lighting; (h) odour; and (i) emissions.			
PO7 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	A07 No acceptable outcome is provided.	✓	Complies - The proposed development is for office space in an existing building along Byrnes Street. It is unlikely the site is currently having a negative environmental impact on the surrounding CBD.

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 criteria 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 self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
If affected by the vegetated buffer area element			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO1 Industrial development is appropriately screened from view to minimise impacts on the:</p> <ul style="list-style-type: none"> (a) visual amenity and character of the local plan area; and (b) amenity of nearby land uses. 	<p>AO1 A minimum 5 metre wide vegetated buffer area is provided in all areas of the site affected by the vegetated buffer element.</p>	n/a	Not applicable.
If in the Stable precinct			
<p>PO2 Development facilitates the co-location of houses and stables while maintaining an appropriate level of amenity, having regard to emissions of:</p> <ul style="list-style-type: none"> (a) noise; (b) odour; and (c) light 	<p>AO2 Stables house no more than 10 animals and are:</p> <ul style="list-style-type: none"> (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			
<p>PO3 Development with a frontage to the Byrnes Street core element is designed to minimise the dominance of vehicular access within the streetscape by:</p> <ul style="list-style-type: none"> (a) providing vehicular access from an alternative frontage; (b) minimising the size 	<p>AO3.1 Where development has a frontage to the Byrnes Street core element, buildings are built to side boundaries, except for pedestrian access-ways and where alternative vehicular access is not available. In such instances, vehicular and pedestrian access-ways</p>	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
(c) of necessary vehicle access; and maximising the area of the frontage used for pedestrian focussed activities.	are not wider than 7 metres. Note—Refer to Figure A for further detail.		
	AO3.2 Vehicular access is not provided from Byrnes Street where a site has more than one frontage.	✓	Complies.
If on a site affected by the Town centre fringe 6 metre setback element			
PO4 Larger destination-specific premises that require increased provision for car and service vehicle access are supported where it can be demonstrated that sufficient separation is provided between the use and adjoining residential uses to adequately mitigate any potential impacts on the amenity of adjoining premises, having regard to: (a) noise; (b) odour; (c) light; and (d) overlooking and privacy.	AO4 Buildings and structures are setback a minimum of 6 metres from the boundary affected by the Town centre fringe 6 metre setback element.	n/a	Not applicable.
If in the Town centre fringe precinct			
PO5 Development's address to the primary street frontage ensures: (a) car parking areas are not a dominant feature; and (b) sources of visual	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.

Performance outcomes	Acceptable outcomes	Complies	Comments
interest and casual surveillance of the street frontage are provided.	AO5.2 Buildings include uses that orientated toward the primary street frontage with entrances and windows addressing the street.	✓	Complies.
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 with Performance Outcome.
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.	✓	Complies.
PO8 Development integrates the following elements identified on the Mareeba local plan maps:	AO8 No acceptable outcome is provided.	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
(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.			
PO9 Development integrates small-scale local retail centres that: (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 - the development is sited within the CBD.
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.

Performance outcomes	Acceptable outcomes	Complies	Comments
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: (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 - The development will utilise the sites existing improvements. The large roller doors previously used for access to/from Byrnes Street for fire trucks will be replaced with glass windows which will improve the buildings interface with Byrnes Street.
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.	✓	Complies where relevant. The large roller doors previously used for access to/from Byrnes Street for fire trucks will be replaced with glass windows which will improve the buildings interface with Byrnes Street.
	AO13.2 Development on sites identified as building façade to be retained that retains the external (street	n/a	Not applicable.

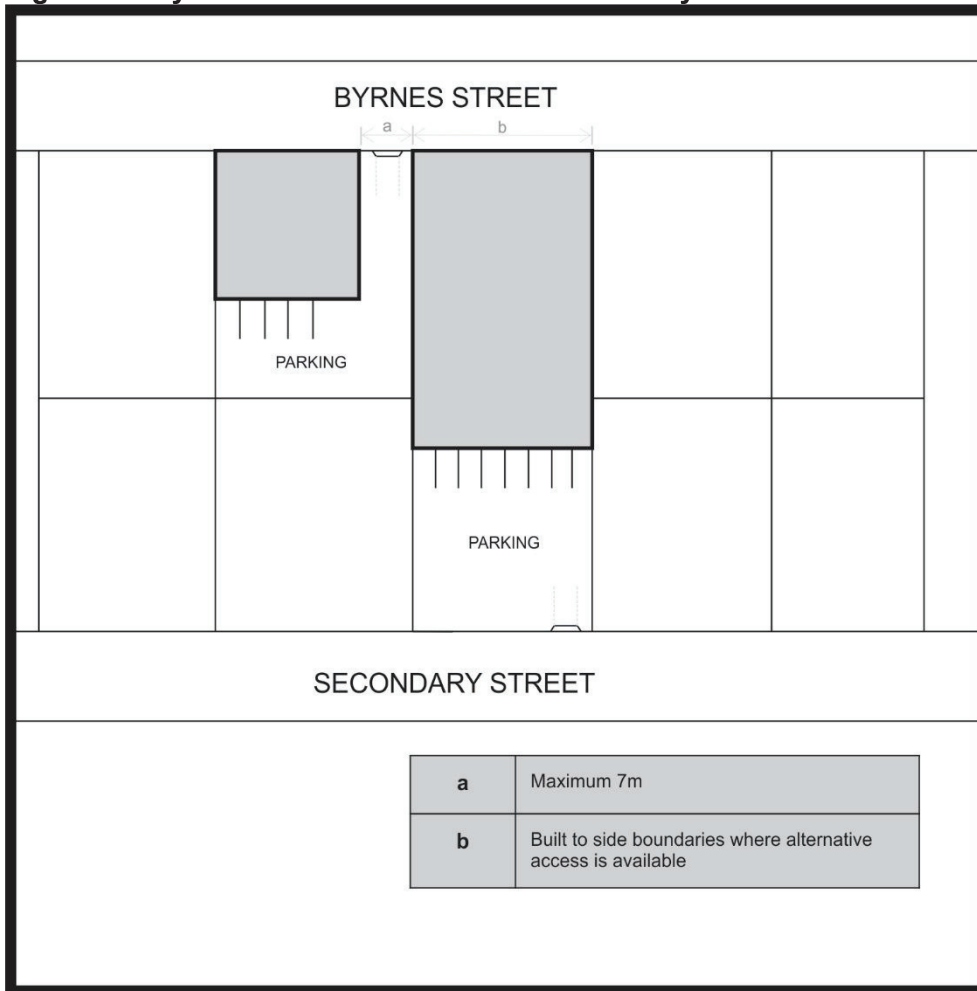
Performance outcomes	Acceptable outcomes	Complies	Comments
	facing) facade(s) of the building will qualify for a 10% reduction on car parking.		
If in the Town centre fringe precinct			
PO14 Development does not undermine the role of the Town centre core precinct as Mareeba's primary retail and commercial precinct.	AO14 No acceptable outcome is provided.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
If in the Noxious and hazardous industry precinct			
<p>PO15 Appropriate provision is made for siting, managing and buffering uses in the Noxious and hazardous industry precinct to limit impacts on adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. <p>Note—A facility management plan can be prepared to demonstrate that the ongoing operation of the use will maintain compliance with this outcome.</p>	<p>AO15 No acceptable outcome is provided.</p>	n/a	Not applicable.
If in the Industrial park precinct			
<p>PO16 Development that attracts the public into the Industrial park precinct does not develop within the Industrial park precinct.</p>	<p>AO16 No acceptable outcome is provided.</p>	n/a	Not applicable.
If in the Northern investigation precinct			
<p>PO17 Development does not compromise the long term future urban intent of this precinct.</p>	<p>AO17 No acceptable outcome is provided.</p>	n/a	Not applicable.
If in the North-eastern expansion precinct, South-eastern expansion precinct or South-western expansion precinct			
<p>PO18 Development provides an</p>	<p>AO18 No acceptable outcome is</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>average net accommodation density of at least 12 dwellings or accommodation units per hectare.</p> <p>Note—Calculation of accommodation density excludes areas not developed as a result of provisions of an overlay.</p>	provided.		
<p>PO19 Development provides a wide range of housing options, including different dwelling sizes and types that meet the needs of a range of household compositions.</p>	<p>AO19 No acceptable outcome is provided.</p>	n/a	Not applicable.
<p>PO20 The road network is to be developed in a logical and sequential manner to provide for the co-ordinated development of the precinct.</p>	<p>AO20 No acceptable outcome is provided.</p>	n/a	Not applicable.
<p>PO21 The road network provides encourages walking and cycling to daily activities to reduce local vehicle trips by:</p> <ul style="list-style-type: none"> (a) being based on a street grid network; (b) having walkable block sizes; (c) providing safe, efficient and provides for the needs of all users; (d) having a high level of connectivity for all users; and (e) being linked to destinations such as shops, open space 	<p>AO21 No acceptable outcome is provided.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
and schools.			

Figure A - Byrnes Street Core vehicle access-ways



8.2.11 Transport infrastructure overlay code

8.2.11.1 Application

- (1) This code applies to assessing development where:
- land the subject of development adjoins a rail corridor identified on the **Transport infrastructure overlay maps (OM-011a-j)**; and
 - it is identified in the assessment criteria column of an assessment table in Part 5 of the planning scheme.

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

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

8.2.11.2 Purpose

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

8.2.11.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
PO1 Development does prejudice the: <ol style="list-style-type: none"> ongoing operation of an active 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-011a-j); or the potential future use of an inactive 'Rail corridor' identified on 	A01 Buildings and structures are setback from a boundary with an active or inactive 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-011a-j) a minimum of: <ol style="list-style-type: none"> 40 metres where: <ol style="list-style-type: none"> in the Rural zone; and on a site with an area of 2 hectares or greater; or 	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
the Transport infrastructure overlay maps (OM-011a-j) .	(b) 5 metres otherwise.		
For assessable development			
PO2 Non-residential development adjoining a rail corridor identified on the Transport infrastructure overlay maps (OM-011a-j) is designed to allow for the future use of the 'Rail corridor' by the land use.	AO2 No acceptable outcome is provided	n/a	Not applicable.
PO3 Development adjoining a 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-011a-j) used for the transportation of tourists is designed to: (a) provide visual interest; (b) screen or enhance areas of limited visual interest; and (c) complement and enhance the character of the shire.	AO3 No acceptable outcome is provided	n/a	Not applicable.

9.2.1 Community residence code

- (1) The purpose of the community residence code is for assessing a material change of use for a community residence.

Table 9.2.1.1—Community residence for self-assessable development only

	Acceptable outcomes (AO)	Complies	Comments
AO	The maximum number of residents is seven.	n/a	Not applicable.
AO	One support worker is permitted to reside on the premises at any time.	n/a	Not applicable.
AO	The maximum number of support workers attending any daytime activity shall not exceed seven people over a 24 hour period.	n/a	Not applicable.
AO	Resident and visitor parking is provided on site for a minimum of two vehicles. One vehicle space must be dedicated for parking for support services.	n/a	Not applicable.

9.3.2 Commercial activities code

9.3.2.1 Application

- (1) This code applies to assessing development where:
- involving Commercial activities; and
 - it is identified in the assessment criteria 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:
- Commercial activities meet the needs of the local community, visitors and tourists through safe, accessible and convenient points of service;
 - Commercial activities have minimal impacts on the natural environment or the environmental values of the area;
 - Commercial activities reinforce and do not prejudice the role and function of established or designated centres;
 - Commercial activities minimise impacts on the character and amenity of the surrounding area and surrounding land uses, particularly residential uses; and
 - Commercial activities do not compromise the viability of the hierarchy and network of centres.

9.3.2.3 Criteria for assessment

Table 9.3.2.3—Commercial activities code – For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable 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.	✓	Can be conditioned to comply where relevant.
If for Sales office			

Performance outcomes	Acceptable outcomes	Complies	Comments
PO2 A Sales office is compatible with the built form, character and amenity of the surrounding area, having regard to: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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 - the proposed development is for business officers and is not a temporary sales office.
	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 - the proposed development is for business officers and is not a temporary sales office.
	AO2.3 No more than 3 employees work within the sales office at any one time.	n/a	Not applicable - the proposed development is for business officers and is not a temporary sales office.
	AO2.4 The Sales office does not operate outside the hours of 8.00am to 6.00pm.	n/a	Not applicable - the proposed development is for business officers and is not a temporary sales office.
PO3 A Sales office is located to be accessible to visitors.	PO3 The Sales office is established at the entrance to: <ul style="list-style-type: none"> (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 - the proposed development is for business officers and is not a temporary sales office.
For assessable development			
Visual amenity and character			
PO4 Commercial activities protect and enhance the character and amenity of	AO4 No acceptable outcome is provided.	✓	Can be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>the locality and streetscape through the appropriate location and screening of:</p> <p>(a) air conditioning;</p> <p>(b) refrigeration plant;</p> <p>(c) mechanical plant; and</p> <p>(d) refuse bin storage areas.</p>			
Location and size			
<p>PO5 Commercial activities are located and designed:</p> <p>(a) to be commensurate to the scale and nature of land uses located and intended to be located in the immediate vicinity; and</p> <p>(b) consistent with the intent of the activity centre hierarchy for Mareeba Shire.</p>	<p>AO5 No acceptable outcome is provided.</p>	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
If for Service station or Car wash			
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 - the development is not a service station or car wash.
	AO6.2 Bulk fuel storage tanks are situated on the site no closer than 8 metres to any road frontage.	n/a	Not applicable - the development is not a service station or car wash.
	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 - the development is not a service station or car wash.
	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 - the development is not a service station or car wash.
PO7 The use must provide for the collection, treatment and disposal of all solid and liquid	AO7 No acceptable outcome is provided.	n/a	Not applicable - the development is not a service station or car wash.

Performance outcomes	Acceptable outcomes	Complies	Comments
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.			

9.4.2 Landscaping code

9.4.2.1 Application

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

9.4.2.2 Purpose

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

9.4.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
<p>PO1 Development, other than in the Rural zone, includes landscaping that:</p> <ul style="list-style-type: none"> (a) contributes to the landscape character of the Shire; (b) compliments the character of the immediate surrounds; (c) provides an appropriate balance between built and natural elements; and (d) provides a source of visual interest. 	<p>AO1 Development, other than in the Rural zone, provides:</p> <ul style="list-style-type: none"> (a) a minimum of 10% of the site as landscaping; (b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species; (c) for the integration of retained significant vegetation into landscaping areas; (d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual. <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	n/a	<p>Not applicable - The subject site is situated within the CBD along Byrnes Street and will utilise the sites existing improvements (former Mareeba Fire Station) which achieve a 0 metre setback from Byrnes Street, consistent with the majority of development within the CBD. Furthermore, Anzac Park is situated immediately to the south of the subject site and extensive landscaping exists along the common boundary of the site and Anzac Park. In this instance any additional landscaping on site would have a negligible impact on streetscape or the development visual attractiveness and is not considered necessary.</p>
<p>PO2 Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> (a) creates an attractive streetscape; (b) compliments the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing; 	<p>AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species. 	n/a	<p>Not applicable - see AO1.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(e) provide shade for pedestrians; and</p> <p>(f) includes a range and variety of planting.</p>	Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip		
<p>PO3 Development includes landscaping and fencing along side and rear boundaries that:</p> <p>(a) screens and buffer land uses;</p> <p>(b) assists to break up and soften elements of built form;</p> <p>(c) screens areas of limited visual interest;</p> <p>(d) preserves the amenity of sensitive land uses; and</p> <p>(e) includes a range and variety of planting.</p>	<p>AO3.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B.</p>	n/a	Not applicable - see AO1.
	<p>AO3.2 Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <p>(a) are planted at a maximum spacing of 1 metre;</p> <p>(b) will grow to a height of at least 2 metres;</p> <p>(c) will grow to form a screen of no less than 2 metres in height; and</p> <p>(d) are mulched to a minimum depth of 0.1 metres with organic mulch.</p>	n/a	Not applicable - see AO1.
	<p>AO3.3 Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	n/a	Not applicable - see AO1.
<p>PO4 Car parking areas are improved with a variety of landscaping that:</p>	<p>AO4.1 Landscaping is provided in car parking areas which provides:</p>	n/a	Not applicable - see AO1.

Performance outcomes	Acceptable outcomes	Complies	Comments
(a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility.	(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.		
	AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	Not applicable - see AO1.
PO5 Landscaping areas include a range and variety of planting that: (a) is suitable for the intended purpose and local conditions;	AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	Not applicable - see AO1.
(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	AO5.2 <u>A minimum of 25%</u> of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.	n/a	Not applicable - see AO1.

Performance outcomes	Acceptable outcomes	Complies	Comments
invasive plants or weeds.			
PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.	AO6.1 Tree planting is a minimum of (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber.	n/a	Not applicable - see 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	Not applicable - see 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	Not applicable - see AO1.
For assessable development			
PO7 Landscaping areas are designed to: (a) be easily maintained throughout the ongoing use of the site; (b) allow sufficient area and access to sunlight and water for plant growth; (c) not cause a nuisance to occupants of the site or members of the public; and	AO7 No acceptable outcome is provided.	n/a	Not applicable - see AO1.

Performance outcomes	Acceptable outcomes	Complies	Comments
(d) maintain or enhance the safety of pedestrians through the use of Crime Prevention Through Environmental Design principles.			

Table 9.4.2.3B—Side and rear boundary landscape treatments

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

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

9.4.3 Parking and access code

9.4.3.1 Application

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

9.4.3.2 Purpose

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

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

9.4.3.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Car parking spaces			
PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the: <ol 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 . <small>Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.</small>	✓ Complies with performance outcome	Sufficient car parking will be provided for the development, particularly considering the nature of the use, the location of the site, the proximity of the site to Mareeba's public transport services and the accessibility of the use to all members of the community. The subject site is situated within the Mareeba CBD and is adjoined by land in the Centre Zone. At the time of development of

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>the 2016 Planning Scheme the subject sites "Community Facilities" zone designation was appropriate given its use as the Mareeba Fire Station. However, a new Fire Station has since been constructed adjacent Centenary Park and the subject site is no longer used as a community facility. Given the sites location in the CBD fronting Byrnes Street and the Centre Zone designation of adjoining and adjacent properties, for the purpose of car parking calculations it is considered reasonable to apply the car parking requirements for a development within the Centre Zone.</p> <p>Table 9.4.3.3B makes Office developments exempt from car parking requirements where within an existing building within the Centre Zone.</p> <p>Notwithstanding this, the subject sites existing improvements do provide 3 undercover car parking spaces and additional hard standing areas which could accommodate a further 3 - 4 vehicles, including shuttle bus/s which are often used by Q.I.T.E for the transport of workers to places of employment.</p> <p>Considering the</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			location of the site and nature of the use, the combination of on-site parking and on-street and public parking will provide sufficient supply to accommodate the demand likely to be generated by the use. The development complies with PO1.
Vehicle crossovers			
<p>PO2 Vehicle crossovers are provided to::</p> <p>(a) ensure safe and efficient access between the road and premises;</p> <p>(b) minimize interference with the function and operation of roads; and</p> <p>(c) minimise pedestrian to vehicle conflict.</p>	<p>AO2.1 Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p>	✓	The rear of the subject site will be access from Railway Avenue. No crossover works are considered necessary.
	<p>AO2.2 Development on a site with two or more road frontages provides vehicular access from:</p> <p>(a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</p> <p>(b) from the lowest order road in all other instances.</p>	✓	Complies.
	<p>AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to:</p> <p>(a) the intensity of anticipated vehicle movements;</p> <p>(b) the nature of the use that they service; and</p> <p>(c) the character of the surrounding locality.</p>	<p>AO3 Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C.</p>	✓	Complies where relevant - car parking spaces on site are sealed and generally delineated.
For assessable development			
Parking area location and design			
<p>PO4 Car parking areas are located and designed to:</p> <p>(a) ensure safety and efficiency in operation; and</p> <p>(b) be consistent with the character of the surrounding locality.</p>	<p>AO4.1 Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.</p>	✓	Complies where relevant.
	<p>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.</p>	n/a	Not applicable.
	<p>AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.</p>	✓	Complies - the proposed offices will be directly accessible from Byrnes Street.
	<p>AO4.4 Parking and any set down areas are:</p> <p>(a) wholly contained within the site;</p> <p>(b) visible from the street where involving Commercial activities, Community</p>	✓	Complies where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>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.</p>		
Site access and manoeuvring			
<p>PO5 Access to, and manoeuvring within, the site is designed and located to:</p> <p>(a) ensure the safety and efficiency of the external road network; (b) ensure the safety of pedestrians; (c) provide a functional and convenient layout; and (d) accommodate all vehicles intended to use the site.</p>	<p>AO5.1 Access and manoeuvrability is in accordance with :</p> <p>(a) AS28901 – Car Parking Facilities (Off Street Parking); and (b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.</p> <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	✓	Complies where relevant.
	<p>AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRROADS.</p>	✓	Complies where relevant.
	<p>AO5.3 Vehicular access is located and designed so</p>	✓	Complies where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
	that all vehicles enter and exit the site in a forward gear.		
	<p>AO5.4 Pedestrian and cyclist access to the site: (a) is clearly defined; (b) easily identifiable; and (c) provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).</p>	✓	Complies where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO6 Development that involves an internal road network ensures that it's design:</p> <p>(a) ensure safety and efficiency in operation;</p> <p>(b) does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of:</p> <p>(i) hours of operation;</p> <p>(ii) noise</p> <p>(iii) light; and</p> <p>(iv) odour;</p> <p>(c) accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</p> <p>(d) allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</p> <p>(e) in the Rural zone, avoids environmental degradation.</p>	<p>AO6.1 Internal roads for a Tourist park have a minimum width of:</p> <p>(a) 4 metres if one way; or</p> <p>(b) 6 metres if two way.</p>	n/a	Not applicable.
	<p>AO6.2 For a Tourist park, internal road design avoids the use of cul-de-sacs in favour of circulating roads, where unavoidable, cul-de-sacs provide a full turning circle for vehicles towing caravans having:</p> <p>(a) a minimum approach and departure curve radius of 12 metres; and</p> <p>(b) a minimum turning circle radius of 8 metres.</p>	n/a	Not applicable.
	<p>AO6.3 Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p>	n/a	Not applicable.
	<p>AO6.4 Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.</p>	n/a	Not applicable.
	<p>AO6.5 Internal roads, apart from those for an Energy and</p>	n/a	Not applicable.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
Servicing			
<p>PO7 Development provides access, maneuvering and servicing areas on site that:</p> <p>(a) accommodate a service vehicle commensurate with the likely demand generated by the use;</p> <p>(b) do not impact on the safety or efficiency of internal car parking or maneuvering areas;</p> <p>(c) do not adversely impact on the safety or efficiency of the road network;</p> <p>(d) provide for all servicing functions associated with the use; and</p> <p>(e) are located and designed to minimise their impacts on adjoining sensitive land uses and streetscape quality.</p>	<p>AO7.1 All unloading, loading, service and waste disposal areas are located:</p> <p>(a) on the site;</p> <p>(b) to the side or rear of the building, behind the main building line;</p> <p>(c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.</p>	✓	Can be conditioned to comply.
	<p>AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p>	✓	Can be conditioned to comply.
	<p>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.</p>	✓	Can be conditioned to comply.
Maintenance			
<p>PO8 Parking areas are used and maintained for their intended purpose.</p>	<p>AO8.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.</p>	✓	Can be conditioned to comply.
	<p>AO8.2 All parking areas will be compacted, sealed, drained, line marked</p>	✓	Can be conditioned to comply where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
	and maintained until such time as the development ceases.		
End of trip facilities			
PO9 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: <ul style="list-style-type: none"> (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 .	✓	Can be conditioned to comply where relevant.
	AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3D .	✓	Can be conditioned to comply where relevant.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			
PO10 The level of traffic generated 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	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 	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
adjacent land and local road users.	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.		

Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Adult store	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 20m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p>	One SRV space.
Agricultural supplies store	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 30m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p>Queuing for 3 vehicles should be supplied where a GFA is greater than 600m².</p>	One HRV space.
Air services	<p><u>If Self-assessable development:</u> One space per 90m² or part thereof of net lettable area; or</p> <p><u>If Assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> One space per 200m² or part thereof of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>

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

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Educational establishment	<p>For all establishments: 1 space per every 10 students plus 1 space per employee, and</p> <p>Provision for 3 vehicles for loading and unloading of passengers in addition to the requirements above.</p>	<p>For self-assessable development: One HRV space; and One SRV space; and A minimum of 3 Bus / coach parking / set down areas.</p> <p>For assessable development: As determined by Council.</p>
Emergency services	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	As determined by Council.
Environment facility	As determined by Council.	As determined by Council.
Extractive industry	As determined by Council.	As determined by Council.
Food and drink outlet	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Drive-through:</u> Queuing spaces for 6 passenger vehicles within the site boundaries.</p> <p>One service vehicle space per use or one service vehicle space per 1,000m² GFA, whichever is greater.</p>	One HRV space.
Function facility	One space per 30m ² or part thereof of GFA.	One SRV space.

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
High industry impact	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Home business based	<u>Bed and breakfasts:</u> One space per guest room. <u>Other home based business:</u> One space for home based business and one covered space for the dwelling.	Nil.
Hospital	One space per 6 residential care beds. One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.	One HRV space. One SRV for every 800m ² of GFA and part thereof; and One space for an emergency vehicle.
Hostel	<u>Inside the Centre zone:</u> One space per 15 beds. <u>Outside the Centre zone:</u> One space per 8 beds.	One SRV space. One space for a 20 seater bus.
Hotel	One space per 10m ² or part thereof of GFA per bar, beer garden and other public area. One space per 50m ² or part thereof of GFA per bulk liquor sales area. One space per guest room.	One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Indoor sport and recreation	<p><u>If self-assessable development:</u> One space per 25m² of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p>An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite</p> <p>Internal dedicated taxi bays provided within 200 metres of the site entrance.</p>
Intensive animal industries	<p><u>If self-assessable development:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	One SRV space.
Intensive horticulture	<p><u>If self-assessable development:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Landing	As determined by Council.	As determined by Council.
Low impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Major electricity infrastructure	As determined by Council.	As determined by Council.
Major sport, recreation and entertainment facility	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Marine industry	One space per 90m ² GFA or part thereof.	One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space.
Market	As determined by Council.	As determined by Council.
Medium impact industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Motor sport facility	As determined by Council.	As determined by Council.
Multiple dwelling	<p>One covered space per dwelling.</p> <p>One dedicated vehicle wash-down bay for premises containing 5 or more dwellings.</p> <p>A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.</p>	Nil.
Nature-based tourism	One space per dwelling; or 0.75 spaces per guest room if in dormitory or shared facilities.	As determined by Council.
Nightclub entertainment facility	One space per 60m ² GFA or part thereof.	Nil.
Non-resident workforce accommodation	One space per dwelling unit.	Nil.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Office	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One SRV space.
Outdoor sales	<p>A minimum of 5 spaces for customer parking or one space per 150m² of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m², whichever is greater.</p>	One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space.
Outdoor sport and recreation	<p>Coursing, horse racing, pacing or trotting:</p> <ul style="list-style-type: none"> • One space per five seated spectators; plus • One space per 5m² of other spectator areas. <p>Football:</p> <ul style="list-style-type: none"> • 50 spaces per field. <p>Lawn bowls:</p> <ul style="list-style-type: none"> • 30 spaces per green. <p>Swimming pool:</p> <ul style="list-style-type: none"> • 15 spaces; plus • One space per 100m² of useable site area. <p>Tennis or other Court:</p> <ul style="list-style-type: none"> • Four spaces per court. <p>Golf Course:</p> <ul style="list-style-type: none"> • Four spaces per tee on the course; plus • One space per 50m² of net lettable area. <p><u>Any other use:</u> As determined by council.</p>	<p>An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite</p> <p>Internal dedicated taxi bays provided within 200 metres of the site entrance.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Park	As determined by Council.	As determined by Council.
Parking station	Not applicable	Nil.
Permanent plantation	<p><u>If self-assessable development:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Place of worship	Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater.	One SRV space.
Port services	As determined by Council.	As determined by Council.
Relocatable home park	One space for each home site plus 1 space for each 5 home sites or part thereof for visitors.	One HRV space.
Renewable energy facility	As determined by Council.	As determined by Council.
Research and technology industry	One space per 90m ² GFA or part thereof.	One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space.
Residential care facility	One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.	One SRV space; and One space for an emergency vehicle.
Resort complex	As determined by Council.	As determined by Council.
Retirement facility	One covered space per unit and 0.5 spaces for visitors parking.	One SRV space; and One space for an emergency vehicle.
Roadside stall	One space per stall.	Nil.
Rural industry	One space per 90m ² GFA or part thereof.	One AV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Rural workers' accommodation	<p><u>If Self-assessable development:</u> Nil</p> <p><u>If Assessable development:</u> As determined by Council.</p>	<p><u>If Self-assessable development:</u> Nil</p> <p><u>If Assessable development:</u> As determined by Council.</p>
Sales office	One space per 25m ² GFA or part thereof.	Nil.
Service industry	<p>Exempt where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	One HRV space if the site is greater than 2,000m ² , otherwise One SRV space.
Service station	Minimum of four spaces plus car parking at rates applicable to ancillary use/s.	One AV space.
Shop	<p>Exempt 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.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Shopping centre	<p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 25m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p>	<p>One AV space per 1,000m²; and One SRV space per 500m²; or One SRV space per every 2 specialty uses, whichever the greater.</p>
Short-term accommodation	One space per unit.	<p>One HRV space if involves the serving of food or beverage; otherwise One SRV space.</p>
Showroom	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p>	<p>One AV space and One SRV space if the site is greater than 2,000m²; or One HRV space; and One SRV Space.</p>
Special industry	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Substation	<p><u>If assessable development:</u> As determined by Council.</p>	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Telecommunications facility	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
Theatre	One space per 15m ² or part thereof of net lettable area, or one space per 5 seated spectators whichever is the greater.	One SRV space.
Tourist attraction	As determined by Council.	As determined by Council.
Tourist park	<p>One space within each accommodation site plus 1 additional visitor space per 10 accommodation sites.</p> <p>Queuing for 2 vehicles towing caravans and 1 holding bay for a vehicle towing a caravan plus additional queuing for 1 vehicle towing a caravan per 40 accommodation sites.</p>	One HRV space.
Transport depot	One space per 125m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Utility installation	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If self-assessable development:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Veterinary services	<p>Exempt in an existing building within the Centre zone.</p> <p><u>Inside Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside Centre zone:</u> One space per 20m² or part thereof of net lettable area.</p>	One HRV space if greater than 500m ² GFA; and One SRV space per 500m ² GFA.
Warehouse	One space per 90m ² GFA or part thereof.	One AV space if the site has an area greater than 2,000m ² , otherwise One HRV.
Wholesale nursery	As determined by Council.	As determined by Council.
Winery	As determined by Council.	As determined by Council.

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

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

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

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

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

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

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

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

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

Service station	<p>footpath;</p> <p>(b) a minimum separation of 12 metres between any vehicle crossover and a road intersection;</p> <p>(c) a separate entrance and exit; and</p> <p>(d) a minimum separation between vehicle crossovers of 14 metres.</p>
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	<p>(a) a single vehicular access point is provided to the site; and</p> <p>(b) no accommodation site has individual vehicular access.</p>

9.4.5 Works, services and infrastructure code

9.4.5.1 Application

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

9.4.5.2 Purpose

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

9.4.5.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Water supply			
PO1 Each lot has an adequate volume and supply of water that: <ol style="list-style-type: none"> meets the needs of users; is adequate for fire-fighting purposes; ensures the health, 	AO1.1 Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
(d) safety and convenience of the community; and minimises adverse impacts on the receiving environment.	(a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated water supply service area.		
	AO1.2 Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with: (a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or (b) on-site water storage tank/s: (i) with a minimum capacity of 90,000L; (ii) fitted with a 50mm ball valve with a camlock fitting; and (iii) which are installed and connected prior to the occupation or use of the development.	n/a	Not applicable.
Wastewater disposal			
PO2 Each lot provides for the treatment and disposal of effluent and other waste water that: (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment.	AO2.1 Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located: (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area.	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>A02.2 An effluent disposal system is provided in accordance with AS/NZS 1547 On-Site Domestic Wastewater Management (as amended) where development is located:</p> <p>(a) in the Conservation zone, Rural zone or Rural residential zone; and</p> <p>(b) outside a reticulated sewerage service area.</p>	n/a	Not applicable.
Stormwater infrastructure			
<p>PO3 Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.</p>	<p>A03.1 Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	n/a	Not applicable - The development will utilise the sites existing improvements only and will not alter the sites stormwater discharge.
	<p>A03.2 On-site drainage systems are constructed:</p> <p>(a) to convey stormwater from the premises to a lawful point of discharge; and</p> <p>(b) in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	Complies. The development will utilise the sites existing drainage infrastructure.
Electricity supply			
<p>PO4 Each lot is provided with an adequate supply of electricity</p>	<p>A04 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</p>	✓	Complies.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>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> <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. 		
Telecommunications infrastructure			
<p>PO5 Each lot is provided with an adequate supply of telecommunication infrastructure</p>	<p>AO5 Development is provided with a connection to the national broadband network or telecommunication services.</p>	✓	Complies. It is assumed the development will have a telecommunications connection.
Existing public utility services			
<p>PO6 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>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.</p>	✓	Can be conditioned to comply where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
Excavation or filling			
PO7 Excavation or filling must not have an adverse impact on the: <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and (e) are retained. 	n/a	Not applicable.
	AO7.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from: <ul style="list-style-type: none"> (a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation. 	n/a	Not applicable.
	AO7.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	n/a	Not applicable.
	AO7.6 Retaining walls have a	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.		
	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			
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.	A08.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	Can be conditioned to comply where relevant.
	A08.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	✓	Complies - The development will be directly accessible from Byrnes Street.
Public infrastructure			
PO9 The design, construction and provision of any	A09 Development is in accordance with the Design Guidelines and	✓	Can be conditioned to comply where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.	Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.		
Stormwater quality			
<p>PO10 Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <p>(a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters;</p> <p>(b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies;</p> <p>(c) achieve specified water quality objectives;</p> <p>(d) minimise flooding;</p> <p>(e) maximise the use of natural channel design principles;</p> <p>(f) maximise community benefit; and</p> <p>(g) minimise risk to public safety.</p>	<p>AO10.1 The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <p>(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</p> <p>(b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including:</p> <p>(i) drainage control;</p> <p>(ii) erosion control;</p> <p>(iii) sediment control; and</p> <p>(iv) water quality outcomes.</p>	✓	Can be conditioned to comply where relevant.
	<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</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>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. 		
<p>PO11 Storage areas for stormwater detention and retention:</p> <ul style="list-style-type: none"> (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community 	<p>AO11 No acceptable outcome is provided.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
(e) benefit; and minimise risk to public safety.			
Excavation or filling			
PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.	AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.	n/a	Not applicable.
	AO12.2 Transportation of fill to or from the site does not occur: (a) within peak traffic times; and (b) before 7am or after 6pm Monday to Friday; (c) before 7am or after 1pm Saturdays; and (d) on Sundays or Public Holidays.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.	AO13.1 Dust emissions do not extend beyond the boundary of the site.	n/a	Not applicable.
	AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.	n/a	Not applicable.
	AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.	n/a	Not applicable.
PO14 Access to the premises (including driveways and paths) does not have an adverse impact on: <ul style="list-style-type: none"> (a) safety; (b) drainage; (c) visual amenity; and (d) privacy of adjoining premises. 	AO14 Access to the premises (including all works associated with the access): <ul style="list-style-type: none"> (a) must follow as close as possible to the existing contours; (b) be contained within the premises and not the road reserve, and (c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual. 	n/a	Not applicable.
Weed and pest management			
PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.	AO15 No acceptable outcome is provided.	n/a	Not applicable.
Contaminated land			
PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable	AO16 Development is located where: <ul style="list-style-type: none"> (a) soils are not contaminated by pollutants which represent a health or safety risk to users; or (b) contaminated soils are 	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
levels of contaminants	remediated prior to plan sealing, operational works permit, or issuing of building works permit.		
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.