

## Assessment of application against relevant Development Codes

### APPLICATION DETAILS

APPLICATION		PREMISES	
<b>FILE NO:</b>	RAL/18/0012	<b>ADDRESS:</b>	267 Hastie Road, Mareeba
<b>APPLICANT:</b>	BTM & S Stankovich Pty Ltd	<b>RPD:</b>	Lot 1 on RP735200
<b>LODGED BY:</b>	Freshwater Planning Pty Ltd	<b>AREA:</b>	3.685 hectares
<b>DATE LODGED:</b>	6 April 2018	<b>OWNER :</b>	B Hastie
<b>TYPE OF APPROVAL:</b>	Development Permit		
<b>PROPOSED DEVELOPMENT:</b>	Reconfiguring a Lot - Subdivision (1 into 8 lots)		
<b>PLANNING SCHEME:</b>	Mareeba Shire Council Planning Scheme 2016		
<b>ZONE:</b>	Emerging Community		
<b>LEVEL OF ASSESSMENT:</b>	Impact Assessment		
<b>SUBMISSIONS:</b>	Nil		

### Relevant Development Codes

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

- 6.2.4 Emerging community zone code
- 7.2.2 Mareeba local plan code
- 8.2.2 Airport environs overlay code
- 8.2.3 Bushfire hazard overlay code
- 8.2.4 Environmental significance overlay code
- 8.2.6 Flood hazard overlay code
- 8.2.8 Hill and slope overlay code
- 8.2.9 Regional infrastructure corridors and substations overlay code
- 8.2.12 Transport infrastructure overlay code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.4 Reconfiguring a lot code
- 9.4.5 Works, services and infrastructure code

## 6.2.4 Emerging community zone code

### 6.2.4.1 Application

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

### 6.2.4.2 Purpose

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

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

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

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

### 6.2.4.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Height</b>			
<b>PO1</b> Building height takes into consideration and respects the following: <ul style="list-style-type: none"> <li>(a) the height of existing buildings on adjoining premises;</li> <li>(b) the development potential, with respect to height, on adjoining premises;</li> <li>(c) the height of buildings in the vicinity of the site;</li> <li>(d) access to sunlight and daylight for the site and adjoining sites;</li> <li>(e) privacy and overlooking; and</li> <li>(f) site area and street frontage length.</li> </ul>	<b>AO1.1</b> Development, except where involving industrial activities, has a maximum building height of: <ul style="list-style-type: none"> <li>(a) 8.5 metres; and</li> <li>(b) 2 storeys above ground level.</li> </ul>	n/a	Not applicable.  No buildings are proposed as part of the current reconfiguring a lot application.
	<b>AO1.2</b> Industrial development has a maximum building height of 10 metres.	n/a	Not applicable.  Industrial development is not being proposed.
<b>Outbuildings and residential scale</b>			
<b>PO2</b> Domestic outbuildings: <ul style="list-style-type: none"> <li>(a) do not dominate the lot on which they are located; and</li> <li>(b) are in scale with the character and amenity of the area.</li> </ul>	<b>AO2.1</b> On lots less than 2 hectares, domestic outbuildings do not exceed: <ul style="list-style-type: none"> <li>(a) 150m<sup>2</sup> in gross floor area; and</li> <li>(b) 5.5 metres above natural ground level.</li> </ul>	n/a	Not applicable.  Domestic outbuildings are not proposed by the current application.
	<b>AO2.2</b> On lots greater than 2 hectares, domestic outbuildings do not exceed 200m <sup>2</sup> in gross floor area.	n/a	Not applicable.  Domestic outbuildings are not proposed by the current application.
<b>Siting, where not involving a Dwelling House</b>			
Note—Where for Dwelling house, the setbacks of the Queensland Development Code apply.			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO3</b> Development is sited in a manner that considers and respects:</p> <p>(a) the siting and use of adjoining premises;</p> <p>(b) access to sunlight and daylight for the site and adjoining sites;</p> <p>(c) privacy and overlooking;</p> <p>(d) opportunities for casual surveillance of adjoining public spaces;</p> <p>(e) air circulation and access to natural breezes;</p> <p>(f) appearance of building bulk; and</p> <p>(g) relationship with road corridors.</p>	<p><b>AO3.1</b> Buildings and structures are setback from a State controlled road a minimum of 40 metres where a site is 2 hectares or larger.</p> <p>Note—Where on a site with an area of less than 2 hectares, the setbacks of the Queensland Development Code apply.</p>	n/a	<p>Not applicable.</p> <p>There is no State controlled road within 40 metres of the site.</p>
	<p><b>AO3.2</b> Buildings and structures include a minimum setback of:</p> <p>(a) 6 metres from a frontage to a sealed road that is not a State-controlled road;</p> <p>(b) 20 metres from a frontage to any other road; and</p> <p>(c) 10 metres from a boundary to an adjoining lot.</p>	n/a	<p>Not applicable.</p> <p>No buildings or structures are proposed as part of the current reconfiguring a lot application.</p>
<b>Accommodation density</b>			
<p><b>PO4</b> The density of Accommodation activities does not preclude the future re-development of the land for urban purposes consistent with Structure Plans approved in accordance it PO7.</p>	<p><b>AO4</b> Development provides a minimum density for Accommodation activities of 1 dwelling or accommodation unit per 1,250m<sup>2</sup> site area.</p> <p>Note—Calculation of Accommodation density excludes areas not developed as a result of provisions of an overlay.</p>	n/a	<p>Not applicable.</p> <p>Reconfiguring a lot is not defined as an accommodation activity.</p>
<b>For assessable development</b>			
<p><b>PO5</b> Development where not involving urban purposes:</p> <p>(a) does not compromise the future development potential of the land for urban purposes; and</p> <p>(b) is compatible with residential uses.</p>	<p><b>AO5</b> Non-urban development is limited to Animal husbandry or Cropping.</p>	✓	<p>Complies.</p> <p>The application is not proposing non-urban development.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO6</b> Development involving urban purposes provides:</p> <p>(a) residential areas with a mix of lot sizes to allow for housing mix; and</p> <p>(b) industrial areas with a mix of industrial uses.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>	<p>✓</p>	<p>The proposed development will add to the mix of lot sizes available in Mareeba.</p>
<p><b>Structure planning</b></p>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO7</b> Development occurs as outlined in a Structure Plan that:</p> <p>(a) is prepared in accordance with Planning Scheme Policy 8 Structure Planning;</p> <p>(b) takes into consideration land use need and the type, scale, density of proposed urban development;</p> <p>(c) includes a road network that:</p> <p>(i) is logically designed;</p> <p>(ii) can be delivered sequentially;</p> <p>(iii) includes an urban morphology that is consistent with the surrounding area;</p> <p>(iv) provides pedestrian links to centres and open space;</p> <p>(d) locates any non-residential development:</p> <p>(i) on major roads;</p> <p>(ii) where not introducing non-residential traffic to residential streets; and</p> <p>(iii) to provide the day to day needs of the immediate residential community;</p> <p>(e) scales any non-residential development to:</p> <p>(i) be consistent with the scale of surrounding residential development;</p> <p>(ii) not undermine the viability of nearby centres or the centres network; and</p>	<p><b>AO7</b> No acceptable outcome provided.</p>	<p>✓ / ✗ Does not compromise PO7</p>	<p>A structure plan has not been prepared as part of this development application.</p> <p>The potential for the subject land to be developed together with neighbouring land is limited due to the hard constraints posed by the Barron River and its associated flood hazard, the irregular shape of the land, the topography of the land and its location at the far end of Hastie Road.</p> <p>The proposed lot density and lot layout is considered to be the maximum reasonably achievable from the land due to the beforementioned constraints.</p> <p>All proposed lots will be connected to reticulated water and sewerage. This infrastructure presently runs along the Hastie Road frontage and can be efficiently</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(iii) not unduly detract from the amenity of nearby residences.</p>			<p>connected to each lot.</p> <p>No new roads will be created. Hastie Road will be widened for the frontage of the subject land.</p> <p>No non-residential development is proposed.</p> <p>The proposed development is of a similar nature to that already established in Bundanoon Estate, located directly to the east on the opposite side of Hastie Road.</p> <p>The proposed development does not compromise the fulfilment of Performance Outcome PO7.</p>
<b>Building design</b>			
<p><b>PO8</b> Development assists in the establishment of a consistent built character in the Emerging community zone, having regard to:</p> <ul style="list-style-type: none"> <li>(a) roof form and pitch;</li> <li>(b) eaves and awnings;</li> <li>(c) building materials, colours and textures; and</li> <li>(d) window and door size and location.</li> </ul>	<p><b>AO8</b> No acceptable outcome is provided.</p>	<p>n/a</p>	<p>The application is for reconfiguring a lot only.</p>
<b>Amenity</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO9</b> Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO9</b> No acceptable outcome is provided.</p>	✓	<p>Complies. The proposed development would create 8 residential allotments.</p> <p>These allotments would be consistent with the established residential character and would have no detrimental impact on amenity.</p>
<p><b>PO10</b> Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to:</p> <ul style="list-style-type: none"> <li>(a) noise;</li> <li>(b) hours of operation;</li> <li>(c) traffic;</li> <li>(d) advertising devices;</li> <li>(e) visual amenity;</li> <li>(f) privacy;</li> <li>(g) lighting;</li> <li>(h) odour; and</li> <li>(i) emissions.</li> </ul>	<p><b>AO10</b> No acceptable outcome is provided.</p>	n/a	<p>Not applicable.</p> <p>There are no known negative environmental impacts requiring amelioration as part of the proposed development.</p>

## 7.2.2 Mareeba local plan code

### 7.2.2.1 Application

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

### 7.2.2.2 Purpose

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

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

### 7.2.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>If affected by the vegetated buffer area element</b>			

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

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

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

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

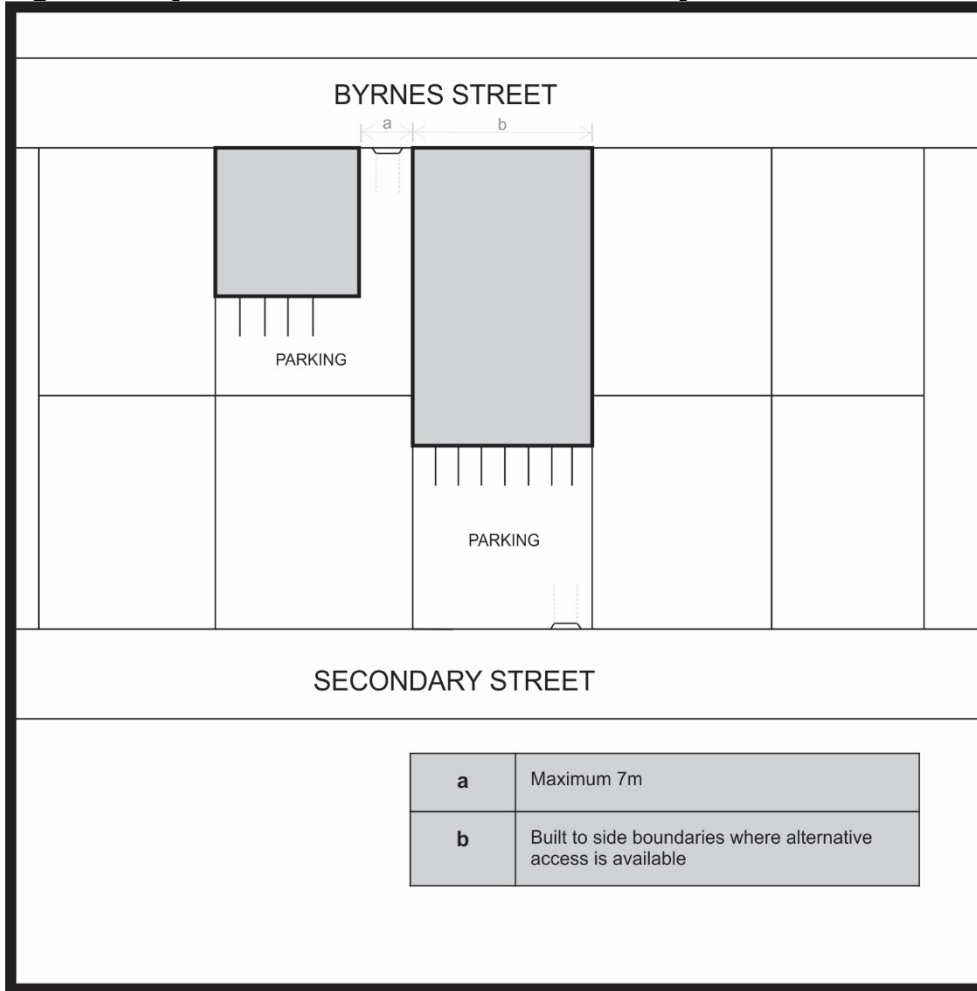
Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO13</b> The character and style of buildings in the main street, including those representing the booming tobacco period of the 1950's and 1960's is maintained and protected.</p>	<p><b>AO13.1</b> Buildings are re-used for new uses without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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO18</b> Development provides an average net accommodation density of at least 12 dwellings or accommodation units per hectare.</p> <p>Note—Calculation of accommodation density excludes areas not developed as a result of provisions of an overlay.</p>	<p><b>AO18</b> No acceptable outcome is provided.</p>	<p>✓</p>	<p>The subject land has an area of 3.685 hectares.</p> <p>Of the total site area, only 1.34 hectares is outside the mapped hazard areas of the Flood Hazard overlay.</p> <p>Excluding the mapped flood hazard area, proposed development would represent 1 dwelling per 1,675m<sup>2</sup>, or 6 dwellings per hectare.</p> <p>All of the subject land is covered by the Bushfire Hazard overlay mapping. Based on the interpretation note for PO18, all of the land outside of the 8 likely future dwelling houses could be excluded from the calculation of accommodation density.</p> <p>The proposed development is of a similar density to already developed and adjacent Bundanoon Estate.</p>

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

**Figure A - Byrnes Street Core vehicle access-ways**



## 8.2.2 Airport environs overlay code

### 8.2.2.1 Application

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

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

### 8.2.2.2 Purpose

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

### 8.2.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Protection of operational airspace</b>			
<b>PO1</b> Development does not interfere with movement of aircraft or the safe operation of an airport or aerodrome where within the: (a) Airport environs: OLS area of Mareeba Airport identified on <b>Airport environs overlay map (OM-002c)</b> ; or (b) Airport environs: OLS area of Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b> ; or (c) 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> ; or (d) 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> .	<b>AO1.1</b> Development does not exceed the height of the Obstacle Limitation Surface (OLS) where located within the Airport environs: OLS area of: (a) Mareeba Airport identified on <b>Airport environs overlay map (OM-002c)</b> ; or (b) Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b> .	✓	Complies.  The land is within the Mareeba OLS.  No development will exceed the height of the OLS.
	<b>AO1.2</b> Development has a maximum height of 10 metres where within the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> .	n/a	Not applicable.
	<b>AO1.3</b> Development has a maximum height of 15 metres where within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> .	n/a	Not applicable.
	<b>Lighting</b>		

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development does not include lighting that:</p> <p>(a) has the potential to impact on the efficient and safe operation of Mareeba Airport or an aerodrome; or</p> <p>(b) could distract or confuse pilots.</p>	<p><b>AO2</b> Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b> or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> does not:</p> <p>(a) involve external lighting, including street lighting, that creates straight parallel lines of lighting that are more than 500 metres long; and</p> <p>(b) does not contain reflective cladding upwards shining lights, flashing lights or sodium lights.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the 3 or 6 kilometre buffers.</p>
<b>Noise exposure</b>			
<p><b>PO3</b> Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.</p>	<p><b>AO3</b> Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on <b>Airport environs overlay map (OM-002d)</b>.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the Airport environs: 20-25 ANEF' area.</p>
<b>Public safety</b>			
<p><b>PO4</b> Development does not compromise public safety or risk to property.</p>	<p><b>AO4</b> Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on <b>Airport environs overlay map (OM-002e)</b>.</p>	n/a	<p>Not applicable.</p> <p>The subject land is not within the Airport environs: Mareeba Airport public safety area.</p>
<b>State significant aviation facilities associated with Mareeba Airport</b>			
<p><b>PO5</b> Development does not impair the function of state significant aviation facilities by creating:</p> <p>(a) physical obstructions; or</p> <p>(b) electrical or electro-magnetic interference;</p>	<p><b>AO5.1</b> Development within 'Airport environs: Zone B (600 metre buffer)' for the 'Saddle Mountain VHF' facility identified on <b>Airport environs overlay map (OM-002a.1)</b> does not exceed a height of 640 metres AHD.</p>	n/a	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
(c) or deflection of signals.	<p><b>AO5.2</b> Development within 'Airport environs: Zone B (4,000 metre buffer)' for the 'Hahn Tableland Radar (RSR)' facility identified on <b>Airport environs overlay map (OM-002a)</b> does not exceed a height of 950 metres AHD, unless associated with Hann Tableland Radar facility.</p>	n/a	Not applicable.
	<p><b>AO5.3</b> Building work does not occur within 'Airport environs: Zone A (200 metre buffer)' of the 'Biboohra CVOR' facility identified on <b>Airport environs overlay map (OM-002a)</b> unless associated with the Biboohra CVOR facility.</p>	n/a	Not applicable.
	<p><b>AO5.4</b> Development within 'Airport environs: Zone B (1,500 metre buffer)' of the 'Biboohra CVOR' facility identified on <b>Airport environs overlay map (OM-002a)</b>, but outside 'Zone A (200 metre buffer)' identified on <b>Airport environs overlay map (OM-002a)</b>, does not include:</p> <ul style="list-style-type: none"> <li>(a) the creation of a permanent or temporary physical line of sight obstruction above 13 metres in height; or</li> <li>(b) overhead power lines exceeding 5 metres in height; or</li> <li>(c) metallic structures exceeding 7.5 metres in height; or</li> <li>(d) trees and open lattice towers exceeding 10 metres in height; or</li> <li>(e) wooden structures exceeding 13 metres in height.</li> </ul>	n/a	Not applicable.
<b>For assessable development</b>			
<b>Mareeba Airport</b>			
<b>Protection of operational airspace</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO6</b> Development within the vicinity of Mareeba Airport or an aerodrome does not interfere with the:</p> <p>(a) movement of aircraft; or</p> <p>(b) safe operation of the airport or facility.</p>	<p><b>AO6.1</b> Development involving sporting and recreational aviation activities such as parachuting, hot air ballooning or hang gliding, does not occur within the Airport environs: OLS area of:</p> <p>(a) Mareeba Airport identified on <b>Airport environs overlay map (OM-002c)</b>; or</p> <p>(b) Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b>.</p>	n/a	<p>Not applicable.</p> <p>The application is not proposing sporting and recreational aviation activities.</p>
	<p><b>AO6.2</b> Development involving temporary or permanent aviation activities does not occur within the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b>.</p>	n/a	<p>Not applicable.</p> <p>The application is not proposing temporary or permanent aviation activities.</p>
<p><b>PO7</b> Development does not affect air turbulence, visibility or engine operation in the operational airspace of Mareeba Airport or regional aerodromes.</p>	<p><b>AO7</b> Development does not result in the emission of a gaseous plume, at a velocity exceeding 4.3 metres per second, or smoke, dust, ash or steam within:</p> <p>(a) the Airport environs: OLS area of Mareeba Airport identified on <b>Airport environs overlay map (OM-002c)</b>; or</p> <p>(b) the Airport environs: OLS area of Cairns Airport identified on <b>Airport environs overlay map (OM-002c.1)</b>; or</p> <p>(c) the 'Airport environs: Airport buffer - 1 kilometre' of a regional aerodrome identified on <b>Airport environs overlay map (OM-002f)</b>.</p>	n/a	<p>Not applicable.</p> <p>The development does not involve the emission of a gaseous plume.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>Managing bird and bat strike hazard to aircraft</b>			
<p><b>PO8</b> Development in the environs of Mareeba Airport or an aerodrome does not contribute to the potentially serious hazard from wildlife (bird or bat) strike.</p>	<p><b>AO8.1</b> Development within the 'Airport environs: Distance from airport - 8 kilometres' Bird and bat strike zone of Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b> or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> provides that potential food and waste sources are covered and collected so that they are not accessible to wildlife.</p>	n/a	Not applicable.
	<p><b>AO8.2</b> Development within the 'Airport environs: Distance from airport - 3 kilometres' Bird and bat strike zone of Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b> or the 'Airport environs: Airport buffer - 1 kilometre' of an aerodrome identified on <b>Airport environs overlay map (OM-002f)</b> does not include: (a) food processing; or (b) abattoir; or (c) intensive horticulture; or (d) intensive animal husbandry; or (e) garden centre; or (f) aquaculture.</p>	n/a	Not applicable.
	<p><b>AO8.3</b> Putrescible waste disposal sites do not occur within the 'Airport environs: Distance from airport - 13 kilometres' Bird and bat strike zone of: (a) Mareeba Airport identified on <b>Airport environs overlay map (OM-002b)</b>; or (b) Cairns Airport identified on <b>Airport environs overlay map (OM-002b.1)</b>.</p>	n/a	Not applicable.

## 8.2.3 Bushfire hazard overlay code

### 8.2.3.1 Application

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

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

### 8.2.3.2 Purpose

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

### 8.2.3.3 Criteria for assessment

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
	(b) a reserve section in the bottom part of the main water supply tank; or (c) a dam; or (d) a swimming pool. Note—Where a water tank is provided for fire-fighting purposes it is fitted with standard rural fire brigade fittings and the tank is provided with a hardstand area for heavy vehicles.		
<b>For assessable development</b>			
<b>Land use</b>			
<b>PO2</b> Development within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b> is appropriate to the bushfire hazard risk having regard to the: (a) the bushfire risk compatibility of development; (b) the vulnerability of and safety risk to persons associated with the use; and (c) consequences of bushfire in regard to impacts on essential infrastructure, buildings and structures.  Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.	<b>AO2</b> All buildings, structures, infrastructure and facilities associated with the following uses are located outside any area of the site located within a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b> : (a) child care centre; or (b) community care centre; or (c) correctional facility; or (d) educational establishment; or (e) emergency services; or (f) hospital; or (g) residential care facility; or (h) retirement facility; or (i) rooming accommodation; or (j) shopping centre; or (k) tourist park; or (l) tourist attraction.	n/a	Not applicable.  The application is not proposing the establishment of an identified use.
<b>Lot design</b>			
<b>PO3</b> Reconfiguring a lot within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b> minimises the potential adverse impacts of bushfire on the safety of people, property and the environment through lot design that: (a) is responsive to the nature and extent of bushfire risk; and (b) allows efficient emergency access to	<b>Where within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o)</b>  <b>AO3.1</b> No new lots are created.  OR  <b>AO3.2</b> All lots include a building envelope that achieves a radiant heat flux level of 29kW/m <sup>2</sup> at the	✓	The development will be conditioned to comply with AO3.2.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>buildings for fire-fighting appliances.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p>	<p>permitter of the building envelope.</p> <p>Note—Where a radiant heat flux of 29kW/m<sup>2</sup> is achieved and this relies on cleared or maintained land external to the land the subject of the development application it must be demonstrated that land external to the site will be maintained to a standard that does not exceed the level of bushfire hazard identified in a Bushfire hazard management plan.</p>		
<b>Firebreaks and access</b>			
<p><b>PO4</b> In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b>, vehicular access is designed to mitigate against bushfire hazard by:</p> <p>(a) ensuring adequate access for fire-fighting and other emergency vehicles;</p> <p>(b) ensuring adequate access for the evacuation of residents and emergency personnel in an emergency situation, including alternative safe access routes should access in one direction be blocked in the event of a fire; and</p> <p>(c) providing for the separation of developed areas and adjacent bushland.</p> <p>Note—Where it is not practicable to provide firebreaks in accordance with A04.2 Fire Maintenance Trails are provided in accordance with the following:</p> <ol style="list-style-type: none"> <li>located as close as possible to the boundaries of the lot and the adjoining hazardous vegetation;</li> <li>the minimum cleared width not less than 6 metres;</li> <li>the formed width is not less than 2.5 metres;</li> <li>the formed gradient is not greater than 15%;</li> <li>vehicular access is provided at both ends;</li> <li>passing bays and turning areas are provided for fire-fighting appliances located</li> </ol>	<p><b>A04.1</b> In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b>, roads are designed and constructed:</p> <ol style="list-style-type: none"> <li>with a maximum gradient of 12.5%;</li> <li>to not use cul-de-sacs; and</li> <li>a constructed road width and weather standard complying with Planning Scheme Policy 4 - FNQROC Regional Development Manual.</li> </ol>	n/a	<p>Not applicable.</p> <p>No new roads are proposed.</p>
	<p><b>A04.2</b> In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b>, firebreaks are provided:</p> <ol style="list-style-type: none"> <li>consisting of a perimeter road that separates lots from areas of bushfire hazard;</li> <li>a minimum cleared width of 20 metre;</li> <li>a maximum gradient of 12.5%; and</li> <li>a constructed road width and weather standard complying with Planning Scheme Policy 4 - FNQROC Regional Development Manual.</li> </ol>	✓	<p>A bushfire hazard management plan will be conditioned.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>on public land.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p>			
<b>Hazardous materials</b>			
<p><b>PO5</b> Public safety and the environment are not adversely affected by the detrimental impacts of bushfire of hazardous materials manufactured or stored in bulk.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p>	<p><b>AO5</b> The processing or storage of dangerous goods or hazardous materials is not undertaken in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b>.</p>	n/a	<p>Not applicable.</p> <p>The processing or storage of dangerous goods or hazardous materials is not proposed.</p>
<b>Landscaping</b>			
<p><b>PO6</b> Landscaping within a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b> does not result in a material increase in the extent, duration or severity of bushfire hazard having regard to:</p> <p>(a) fire ecology; (b) slope of site; and (c) height and mix of plant species.</p> <p>Note—Frost hollows and the associated grass kill facilitates a rapid curing of fuel and exacerbates bushfire hazard.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p>	<p><b>AO6</b> No acceptable outcome is provided.</p>	✓	<p>No landscaping will be conditioned for this development.</p>
<b>Infrastructure</b>			
<p><b>PO7</b> Infrastructure services located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard</b></p>	<p><b>AO7</b> The following infrastructure services are located below ground:</p> <p>(a) water supply; (b) sewer; (c) electricity;</p>	✓	<p>The development will comply.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>overlay maps (OM-003a-o)</b> are protected from damage or destruction in the event of a bushfire.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p>	<p>(d) gas; and (e) telecommunications</p>		
<b>Private driveways</b>			
<p><b>PO8</b> All premises located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the <b>Bushfire hazard overlay maps (OM-003a-o)</b> are provided with vehicular access that enables safe evacuation for occupants and easy access by fire-fighting appliances.</p> <p>Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome.</p>	<p><b>AO8</b> Private driveways: (a) do not exceed a length of 60 metres from the street frontage; (b) do not exceed a gradient of 12.5%; (c) have a minimum width of 3.5 metres; (d) have a minimum vertical clearance of 4.8 metres; (e) accommodate turning areas for fire-fighting appliances in accordance with the Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and (f) serve no more than three dwellings or buildings.</p>	<p>✓</p>	<p>A bushfire hazard management plan will be conditioned.</p>

## 8.2.4 Environmental significance overlay code

### 8.2.4.1 Application

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

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

### 8.2.4.2 Purpose

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

The Environmental significance overlay code ensures that:

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

### 8.2.4.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Regulated vegetation</b>			
<p><b>PO1</b> Vegetation clearing in areas mapped as 'Regulated vegetation' identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b> is avoided unless:</p> <p>(a) it is demonstrated that the area does not support regulated vegetation as mapped;</p> <p>(b) the loss or reduction in regulated vegetation is for community infrastructure and associated access facilities that cannot be avoided;</p> <p>(c) wildlife interconnectivity is maintained or enhanced at a local and regional scale; and</p> <p>(d) the loss or reduction in regulated vegetation is minimised and any residual impacts are offset.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p>	<p><b>AO1.1</b> No clearing of native vegetation is undertaken within areas of 'Regulated vegetation' identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b>.</p>	✓	The overlay does not identify any vegetation on the site as Regulated vegetation.
<p><b>PO2</b> Development on sites adjacent to areas of 'Regulated vegetation' identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b> protects the environmental significance of regulated vegetation and:</p> <p>(a) does not interrupt, interfere, alter or otherwise impact on underlying natural ecosystem processes such as water quality, hydrology, geomorphology and biophysical processes;</p>	<p><b>AO2</b> Development (excluding roads, earthworks, drainage infrastructure and underground infrastructure) is not located within 20 metres of 'Regulated vegetation' areas identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b>.</p>	n/a	There is no mapped regulated vegetation within 20 metres of the site.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(b) does not negatively impact the movement of wildlife at a local or regional scale; and</p> <p>(c) avoids noise, light, vibration or other edge affects, including weed and pest incursion on identified environmental values.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p>			
<b>Regulated vegetation intersecting a watercourse</b>			
<p><b>PO3</b> Vegetation clearing in areas mapped as ‘Regulated vegetation intersecting a watercourse’, identified as ‘Waterway’ and ‘Waterway buffer’ on the <b>Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b> is avoided unless wildlife interconnectivity between habitats is maintained or enhanced at a local and regional scale, to the extent that migration or normal movement of significant species between habitats or normal gene flow between populations is not inhibited.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p>	<p><b>Where within a ‘Waterway buffer’ on Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b></p> <p><b>AO3.1</b> A minimum setback in accordance with <b>Table 8.2.4.3B</b> is provided between development and the top of the high bank of a ‘Waterway’ identified on the <b>Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b>.</p>	<p>✓ / x Complies with PO3</p>	<p>A stream order 1 waterway is mapped on the subject land.</p> <p>Table 8.2.4.3B calls for a 10 metre setback from the high bank of a stream order 1 waterway.</p> <p>The proposed development will occur over the previously disturbed (by farming) areas of the subject land.</p> <p>Building pads for proposed Lots 5, 6, 7 and 8 will be constructed in a 30 metre wide band along the Hastie Road frontage. No future building works will be able to occur outside this 30 metre wide band due to flood hazard constraints.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>Regulated vegetation will remain on proposed Lots 5, 6, 7 and 8 outside the building pad area.</p> <p>Proposed Lot 3 will contain the existing dwelling and proposed Lots 1, 2 and 4 have sufficient existing cleared area to accommodate a future dwelling.</p> <p>With the exception of proposed Lot 2, all other lots will have dwelling houses in close proximity to the Hastie Road frontage.</p> <p>The habitat connectivity function provided by the Barron River will continue.</p> <p>No significant clearing of native vegetation is proposed to facilitate the development.</p>
	<p><b>Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b></p> <p><b>AO3.2</b> No clearing of native vegetation is undertaken</p>	✓	<p>See comments for AO3.2.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments	
	within the minimum setback identified at <b>AO3.1</b> .			
<b>Waterways and wetlands</b>				
<p><b>PO4</b> ‘High ecological significance wetlands’ identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b> and ‘Waterways’ on <b>Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b> and are protected by:</p> <p>(a) maintaining adequate separation distances between waterways/wetlands and development;</p> <p>(b) maintaining and enhancing aquatic and terrestrial habitat including vegetated corridors to allow for native fauna (terrestrial and aquatic) movement;</p> <p>(c) maintaining waterway bank stability by minimising bank erosion and slumping;</p> <p>(d) maintaining water quality by providing buffers to allow filtering of sediments, nutrients and other pollutants; and</p> <p>(e) retaining and improving existing riparian vegetation and existing vegetation associated with a wetland.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p>	<p><b>Where within a ‘Waterway buffer’ on Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b> <b>AO4.1</b> A minimum setback in accordance with <b>Table 8.2.4.3B</b> is provided between development and the top of the high bank of a ‘Waterway’ identified on the <b>Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b>.</p>	✓	See comments for AO3.2.	
	<p><b>Where within a ‘High ecological significance wetland buffer’ on Environmental Significance Overlay Maps (OM-004a-o)</b> <b>AO4.2</b> A minimum buffer of 200 metres is provided between development and the edge of a ‘High ecological significance wetland’ identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b>.</p>	n/a	Not applicable.	
	<p><b>Where within a ‘Waterway buffer’ on Environmental Significance - Waterway Overlay Maps (OM-004p-z) or ‘High ecological significance wetland buffer’ on Environmental Significance Overlay Maps (OM-004a-o)</b> <b>AO4.3</b> No stormwater is discharged to a ‘Waterway’ on <b>Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b> or ‘High ecological significance wetland’ identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b>.</p>	✓	See comments for AO3.2.	

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>Note— An alternative outcome is required to demonstrate that the ecological impacts of stormwater discharge to a 'Waterway' or 'High ecological significance wetland' are mitigated in accordance with PO3 through appropriate stormwater management / treatment (where possible).</p> <p><b>Where within a 'Waterway buffer' on Environmental Significance - Waterway Overlay Maps (OM-004p-z) or 'High ecological significance wetland buffer' on Environmental Significance Overlay Maps (OM-004a-o)</b>  <b>AO4.4</b>            No wastewater is discharged to a 'Waterway' on <b>Environmental Significance - Waterway Overlay Maps (OM-004p-z)</b> or 'High ecological significance wetland' identified on the <b>Environmental Significance Overlay Map (OM-004a-z)</b>.</p> <p>Note— A alternative outcome is required to demonstrate that the ecological impacts of wastewater discharge to a 'Waterway' or 'High ecological significance wetland' are mitigated in accordance with PO3 through appropriate wastewater management / treatment (where possible).</p>	<p>✓</p>	<p>See comments for AO3.2.</p>
<b>For assessable development</b>			
<b>Wildlife Habitat</b>			
<p><b>PO5</b>            Development within a 'Wildlife habitat' area identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b>:</p> <p>(a) protects and enhances the habitat of Endangered, Vulnerable and Near Threatened (EVNT) species and local species of significance;</p> <p>(b) incorporates siting and design measures to protect and retain identified ecological values and underlying ecosystem processes</p>	<p><b>AO5</b>            No acceptable outcome is provided</p>	<p>n/a</p>	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>(c) within or adjacent to the development site; maintains or enhances wildlife interconnectivity at a local and regional scale; and</p> <p>(d) mitigates the impact of other forms of potential disturbance (such as presence of vehicles, pedestrian use, increased exposure to domestic animals, noise and lighting impacts) to protect critical life stage ecological processes (such as feeding, breeding or roosting).</p> <p>Note—Development applications must identify any EVNT species or their habitats that may be affected by the proposal. In particular, applications are to identify and describe how the development avoids adverse impacts on ecological processes within or adjacent to the development area.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p>			
<b>Legally secured offset areas</b>			
<p><b>PO6</b> Development within a 'Legally secured offset area' identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b> or other known Legally Secured Offset Area is consistent with the binding requirements of the offset and does not prejudice, undermine, or negatively impact the inherent ecological values, including all naturally occurring native flora, fauna and their habitat within the Legally Secured Offset Area.</p> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p>	<p><b>AO6</b> No acceptable outcome is provided.</p>	n/a	Not applicable.
<b>Protected areas</b>			
<b>PO7</b>	<b>AO7</b>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>Development within a 'Protected area' identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b> is consistent with the values of the Protected Area and:</p> <ul style="list-style-type: none"> <li>(a) supports the inherent ecological and community values of the Protected Area asset;</li> <li>(b) maintains or enhances wildlife interconnectivity at a local and regional scale; and</li> <li>(c) does not prejudice, undermine, or negatively impact the inherent ecological values, including all naturally occurring native flora, fauna and their habitat within the Protected Area.</li> </ul> <p>Note—A supporting Ecological Assessment Report is prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports.</p>	<p>No acceptable outcome is provided</p>		

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>Ecological corridors and Habitat linkages</b>			
<p><b>PO8</b> Development located:</p> <p>(a) in the Conservation zone, Emerging community zone, Recreation and open space zone, Rural zone or Rural residential zone; and</p> <p>(b) within an 'Ecological corridor' or a 'Habitat linkage' identified on the <b>Environmental Significance Overlay Maps (OM-004a-o)</b></p> <p>does not compromise the provision of habitat connectivity of the corridor/linkage, having regard to:</p> <p>(a) the environmental values of the area of the site identified in the 'Ecological corridor' or 'Habitat linkage';</p> <p>(b) the environmental values of adjoining and nearby land within the 'Ecological corridor' or 'Habitat linkage';</p> <p>(c) the extent of any modification proposed to the natural environment including (but not limited to) vegetation and topography;</p> <p>(d) the location and design of proposed improvements that may impact on the functions of the 'Ecological corridor' or 'Habitat linkage' including (but not limited to) buildings, structures, fences, lighting, vehicle movement areas and infrastructure services; and</p> <p>(e) the ability for the 'Ecological corridor' or 'Habitat linkage' to be enhanced to improve ecological connectivity.</p>	<p><b>AO8</b> No acceptable outcome is provided</p>	<p>✓</p>	<p>The proposed development will occur over the previously disturbed (by farming) areas of the subject land.</p> <p>With the exception of proposed Lot 2, all other lots will have dwelling houses in close proximity to the Hastie Road frontage.</p> <p>The habitat linkage function provided by the Barron River will continue.</p> <p>No significant clearing of native vegetation is proposed to facilitate the development.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
Note—A supporting Ecological Assessment Report prepared in accordance with Planning Scheme Policy 2 – Ecological Assessment Reports may be appropriate to demonstrate compliance with PO8.			

**Table 8.2.4.3B - Setback and buffer distances from waterways**

Stream order	Setback and buffer from waterways
1	10 metres from top of high bank
2-4	25 metres from top of high bank
5 or more	50 metres from top of high bank

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

## 8.2.6 Flood hazard overlay code

### 8.2.6.1 Application

- (1) This code applies to assessing development where:
  - (a) land the subject of development is located within a Flood hazard area identified on the **Flood hazard overlay maps (OM-006a-o)**; and
  - (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

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

Note—where new information, including flood studies or flood modelling supersedes the Flood hazard overlay maps (OM-006a-o) Council may have regard to this new information in the application of the Flood hazard overlay code in the interests of the precautionary principle and the safety of persons and property.

### 8.2.6.2 Purpose

- (1) The purpose of the Flood hazard overlay code is to manage development outcomes in flood hazard areas identified on the **Flood hazard overlay maps (OM-006a-o)** so that risk to life, property, community and the environment during flood events is minimised, and to ensure that development does not increase the potential for flood damage on site or to other property.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development in the 'Extreme flood hazard area':
    - i. maintains and enhances the hydrological function of the land;
    - ii. does not involve filling (earthworks) or changes to existing landform or drainage lines that results in a loss of the flood conveyance and flood storage capacity of the land;
    - iii. is limited to:
      - A. flood proofed Sport and recreation activities;
      - B. Rural activities where for Animal husbandry, Cropping or Permanent plantation;
      - C. flood proofed Utility installations, Substations or Major electricity infrastructure;
      - D. conservation and natural area management; and
      - E. replacement of existing lawful development, including Accommodation activities where habitable rooms are elevated above the defined flood level and include freeboard;Where there is no increase to the number of persons at risk of flood and where development reduces existing or potential risks to life and property.
  - (b) Development in the 'High flood hazard area':
    - i. maintains the hydrological function of the land;
    - ii. does not involve filling (earthworks) or changes to the existing landform or drainage lines that results in a loss of the flood conveyance and flood storage capacity of the land;
    - iii. is limited to:
      - A. flood proofed Sport and recreation activities and Club uses;
      - B. Non-resident workforce accommodation, Relocatable home park, Resort complex, Rooming accommodation, Short term accommodation and Tourist park uses where these uses comprise permanent on-site management and a flood evacuation management plan ensures the health and safety of persons during a flood event;

- C. a Dwelling house only where the lot existed or had a lawful reconfiguring a lot approval at the commencement of the planning scheme and the land is included in a Residential zone or the Centre zone or where for minor intensification of existing Dwelling houses;
- D. Rural activities where for Animal husbandry, Cropping or Permanent plantation;
- E. Industrial activities and Commercial activities where it is accepted development that flood damage is incurred as an operational cost and where flood sensitive elements of the development or use are elevated above the defined flood level, including freeboard;
- F. flood proofed Utility installations, Substations or Major electricity infrastructure;
- G. conservation and natural area management; and
- H. replacement of existing lawful development;

where there is no increase to the number of persons at risk of flood and where development reduces existing or potential risks to life and property.

- iv. protects surrounding land and land uses from increased flood hazard impacts;
  - v. elevates habitable rooms for all accommodation activities (including where for minor building work) above the defined flood level, including freeboard.
- (c) Development in the 'Significant flood hazard area':
- i. minimises risk to life and property from flood events;
  - ii. involves changes to the existing landform and drainage lines in this area only where detrimental impacts to the flood hazard risk of surrounding areas is avoided;
  - iii. is limited to:
    - A. Sport and recreation activities;
    - B. Industrial activities and Commercial activities where it is accepted development that flood damage is incurred as an operational cost and where flood sensitive elements of the development or use are elevated above the defined flood level, including freeboard;
    - C. Rural activities;
    - D. Accommodation activities, excluding Residential care facility and Retirement facility;
    - E. flood proofed Community activities, excluding Child care centre, Hospital and Community use where a flood emergency evacuation plan ensures the safety of people during a flood event;
    - F. flood proofed Utility installations, Substations or Major electricity infrastructure;
    - G. conservation and natural area management;
  - iv. locates habitable rooms for all accommodation activities above the defined flood level, including freeboard; and
  - v. locates the minimum floor level for all buildings other than accommodation activities, industrial activities and business activities above the defined flood level.
- (d) Development in the 'Low flood hazard area':
- i. minimises risk to life and property from flood events;
  - ii. locates habitable rooms for all Accommodation activities above the defined flood level, including freeboard; and
  - iii. locates the minimum floor level for all buildings other than Accommodation activities above the defined flood level, including freeboard.

- (e) Development in the 'Potential flood hazard area':
- i. maintains the safety of people on the development site from flood events and minimises the potential damage from flooding to property;
  - ii. does not result in adverse impacts on people's safety, the environment or the capacity to use land within the floodplain;
  - iii. locates habitable rooms for all Accommodation activities above a 1% Annual Exceedance Probability (AEP), including freeboard; and
  - iv. locates the minimum floor level for all building work other than Accommodation activities above the 1% AEP flood level, including freeboard.

### 8.2.6.3 Criteria for assessment

**Table 8.2.6.3A - Flood hazard overlay code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>All flood hazard areas</b>			
<b>PO1</b> Development prevents the carriage or dispersal of contaminants or pollutants into the receiving environment.	<b>AO1</b> The processing or storage of dangerous goods or hazardous materials is: (a) not undertaken in a flood hazard area identified on the <b>Flood hazard overlay maps (OM-006a-o)</b> ; or (b) is located above the defined flood level plus 0.3 metre freeboard.	n/a	Not applicable.  The application is not proposing the processing or storage of dangerous goods or hazardous materials.
<b>PO2</b> Essential community infrastructure is able to function effectively during and immediately after flood events.	<b>AO2</b> Design levels for buildings must comply with the flood immunity standards specified in <b>Table 8.2.6.3.B</b> and <b>Table 8.2.6.3.C</b> where within a flood hazard area identified on the <b>Flood hazard overlay maps (OM-006a-o)</b> .	n/a	No essential community infrastructure is proposed within the flood hazard area.
<b>Extreme flood hazard area</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO3</b> Development, where involving a Material change of use within an 'Extreme flood hazard area' on the <b>Flood hazard overlay maps (OM006a-o)</b>, is appropriate to the flood hazard risk having regard to the:</p> <p>(a) likelihood and frequency of flooding;</p> <p>(b) flood risk acceptability of development;</p> <p>(c) vulnerability of and safety risk to persons associated with the use;</p> <p>(d) associated consequences of flooding in regard to impacts on proposed buildings, structures, and supporting infrastructure; and</p> <p>(e) associated consequences of flooding in respect to undue burden on disaster response recovery capacity and capabilities.</p>	<p><b>AO3.1</b> Uses within the following activity groups are not located within an 'Extreme flood hazard area identified' on the <b>Flood hazard overlay maps (OM006a-o)</b>:</p> <p>(a) Accommodation activities;</p> <p>(b) Commercial activities;</p> <p>(c) Community activities except where for a Club with a maximum gross floor area of 100m<sup>2</sup>;</p> <p>(d) Industrial activities;</p> <p>(e) Rural activities, except where for Animal husbandry, Cropping, or Permanent plantation.</p>	✓	Each proposed lot will be provided with a building envelope outside the extreme flood hazard area.
	<p><b>AO3.2</b> Sport and recreation activities are not located within an 'Extreme flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b> except where for:</p> <p>(a) Environment facility;</p> <p>(b) Park; or</p> <p>(c) Outdoor sport and recreation (excluding the provision of ancillary facilities or amenities conducted within a building).</p>	n/a	Not applicable.
<p><b>PO4</b> Development is located and designed to:</p> <p>(a) maintain and enhance the flood conveyance capacity of the premises;</p> <p>(b) not increase the number of people calculated to be at risk from flooding;</p> <p>(c) not increase the flood impact on adjoining premises;</p> <p>(d) ensure the safety of all persons by</p>	<p><b>AO4.1</b> Buildings, including extensions to existing buildings, are:</p> <p>(a) not located within an 'Extreme flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b>; or</p> <p>(b) elevated above the defined flood level, with 0.3 metres freeboard from the defined flood level provided for habitable rooms within a dwelling.</p>	✓	Each proposed lot will be provided with a building envelope outside the extreme flood hazard area.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>ensuring that development levels are set above the defined flood level;</p> <p>(e) reduce property damage; and</p> <p>(f) provide flood immune access to buildings.</p> <p>Note—Buildings may be constructed from flood resistant, waterproof materials below the defined flood level where certified by a qualified structural engineer to be flood proof (including the ability to withstand damage from floodwater and debris) and where an alternative outcome to AO4.1-AO4.4 is also demonstrated.</p> <p>Note—In the event that a lawful building or structure is destroyed by flood or other event the building may be replaced in situ where there is no increase in:</p> <ol style="list-style-type: none"> <li>i. gross floor area; or</li> <li>ii. the number of dwellings or bedrooms on the premises.</li> </ol>	<p><b>AO4.2</b></p> <p>All building work must be high set and retains the flood storage and conveyance capacity of the premises.</p> <p>Note—Building work must be certified by a qualified structural engineer to be flood proof including the ability to withstand damage from floodwater and debris.</p>	✓	Each proposed lot will be provided with a building envelope outside the extreme flood hazard area.
	<p><b>AO4.3</b></p> <p>New buildings are provided with flood free pedestrian and vehicle evacuation access between the building and a flood safe accessible road.</p> <p>Note—A flood safe accessible road includes a road where identified as outside a flood hazard area or within a 'Low flood hazard area', 'Potential flood hazard area' or 'Significant flood hazard area' on the <b>Flood hazard overlay maps (OM006a-o)</b>.</p>	✓	Each proposed lot will be provided with a building envelope outside the extreme flood hazard area.
	<p><b>AO4.4</b></p> <p>Development does not increase the number of lots in the 'Extreme flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b> except where for the purposes of public open space.</p>	✓	Each proposed lot will be provided with a building envelope outside the extreme flood hazard area.
<p><b>PO5</b></p> <p>Development involving earthworks in a Flood hazard area below the defined flood level must protect life and property on premises and off premises through maintaining:</p> <ol style="list-style-type: none"> <li>(a) flood storage capacity of land;</li> <li>(b) flood conveyance function of land;</li> <li>(c) flood and drainage channels;</li> <li>(d) overland flow paths; and</li> <li>(e) flood warning times.</li> </ol>	<p><b>AO5</b></p> <p>Filling above ground level is not undertaken in the 'Extreme flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b>.</p>	✓	The development will involve some filling, however this will occur outside the extreme flood hazard area.
<b>High flood hazard area</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO6</b> Development, where for a Material change of use within a 'High flood hazard area' identified on the <b>Flood hazard overlay maps (OM-006a-o)</b>, is appropriate to the flood hazard risk having regard to the:</p> <p>(a) likelihood and frequency of flooding;</p> <p>(b) flood risk acceptability of development;</p> <p>(c) vulnerability of and safety risk to persons associated with the use;</p> <p>(d) associated consequences of flooding in regard to impacts on proposed buildings, structures and supporting infrastructure; and</p> <p>(e) associated consequences of flooding in respect to undue burden on disaster response recovery capacity and capabilities.</p>	<p><b>AO6.1</b> Uses within the following activity groups are not located within a 'High flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b>:</p> <p>(a) Accommodation activities, except where for Dwelling house and only where the lot existed or had a lawful reconfiguring a lot approval at the commencement of the planning scheme and the land is included in a Residential zone or the Centre zone;</p> <p>(b) Community activities except where for a Club with a maximum gross floor area of 100m<sup>2</sup>;</p> <p>(c) Rural activities, except where for Animal husbandry, Cropping or Permanent plantation.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.
	<p><b>AO6.2</b> Sport and recreation activities are not located within a 'High flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b> except where for:</p> <p>(a) Environment facility;</p> <p>(b) Park; or</p> <p>(c) Outdoor sport and recreation (excluding the provision of ancillary facilities or amenities conducted within a building).</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO7</b> Development is located and designed to:</p> <p>(a) maintain hydrological function of the premises;</p> <p>(b) not increase the number of people calculated to be at risk from flooding;</p> <p>(c) minimises the flood impact on adjoining premises;</p> <p>(d) ensure the safety of all persons by ensuring that an appropriate proportion of buildings are set above the defined flood level;</p> <p>(e) reduce the carriage of debris in flood waters;</p> <p>(f) reduce property damage; and</p> <p>(g) provide flood immune access to buildings.</p> <p>Note—Buildings may be constructed from flood resistant, waterproof materials below the defined flood level where certified by a qualified structural engineer to be flood proof (including the ability to withstand damage from floodwater and debris) and where an alternative outcome to AO8.1-AO8.9 is also demonstrated.</p>	<p><b>AO7.1</b> Buildings, including extensions to existing buildings are:</p> <p>(a) not located within the ‘High flood hazard area’ identified on the <b>Flood hazard overlay maps (OM006a-o)</b>; or</p> <p>(b) elevated above the defined flood level, with 0.3 metres freeboard from the defined flood level provided for habitable rooms within a dwelling.</p> <p>OR</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.
	<p><b>AO7.2</b> Buildings used for Commercial activities or Industrial activities include a minimum floor level of 0.3 metres above the defined flood where for the following components of the use:</p> <p>(a) administrative areas; or</p> <p>(b) services, plant and equipment associated with the building.</p> <p>Note—AO8.2 accepts that the cost of flood impact is an operational cost of the Commercial activity or Industrial activity.</p> <p>Note—Building work must be certified by a qualified structural engineer to be flood proof including the ability to withstand damage from floodwater and debris.</p>	n/a	Not applicable.
	<p><b>AO7.3</b> All building work below the defined flood level must be high set (comprising pier and beam construction) and retains the flood storage and conveyance capacity of the premises.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>A07.4</b> New buildings are provided with flood free pedestrian and vehicle evacuation access between the building and a flood safe accessible road.</p> <p>Note—A flood safe accessible road includes a road where identified as outside a flood hazard area or within a 'Low flood hazard area', 'Potential flood hazard area' or 'Significant flood hazard area' on the <b>Flood hazard overlay maps (OM006a-o)</b>.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.
	<p><b>A07.5</b> New temporary, relocatable or impermanent buildings and structures are to be anchored with the ability to withstand transportation by floodwater.</p> <p>Note—Building work must be certified by a qualified structural engineer.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.
	<p><b>A07.6</b> Dwellings do not exceed four bedrooms.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.
	<p><b>A07.7</b> Building work on an existing dwelling does not comprise additional bedrooms.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.
	<p><b>A07.8</b> Building work on an existing dwelling is limited to a maximum increase of 20 percent of the lawfully approved gross floor area of the existing dwelling.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.
	<p><b>A07.9</b> Development does not increase the number of lots in the 'High flood hazard area'; as identified on the <b>Flood hazard overlay maps (OM006a-o)</b> except where for the purposes of public open space.</p>	✓	Each proposed lot will be provided with a building envelope outside the high flood hazard area.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO8</b> Development involving earthworks in a Flood hazard area below the defined flood level must protect life and property on premises and off premises through maintaining:</p> <ul style="list-style-type: none"> <li>(a) flood storage capacity of land;</li> <li>(b) flood conveyance function of land;</li> <li>(c) flood and drainage channels;</li> <li>(d) overland flow paths; and</li> <li>(e) flood warning times.</li> </ul>	<p><b>AO8</b> Filling above ground level is not undertaken in the 'High flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b>.</p>	✓	The development will involve some filling, however this will occur outside the high flood hazard area.
<b>Significant flood hazard area</b>			
<p><b>PO9</b> Development, involving a Material change of use, within a 'Significant flood hazard area' on the <b>Flood hazard overlay maps (OM006a-o)</b> is appropriate to the flood hazard risk having regard to the:</p> <ul style="list-style-type: none"> <li>(a) likelihood and frequency of flooding;</li> <li>(b) flood risk acceptability of development;</li> <li>(c) vulnerability of and safety risk to persons associated with the use;</li> <li>(d) associated consequences of flooding in regard to impacts on proposed buildings, structures and supporting infrastructure; and</li> <li>(e) associated consequences of flooding in respect to undue burden on disaster response recovery capacity and capabilities.</li> </ul>	<p><b>AO9</b> The following uses are not located within a 'Significant flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b>:</p> <ul style="list-style-type: none"> <li>(a) Residential care facility;</li> <li>(b) Retirement facility;</li> <li>(c) Child care centre;</li> <li>(d) Hospital; or</li> <li>(e) Community use.</li> </ul>	✓	The application does not propose any of the nominated land uses.
<b>Significant flood hazard area, Low flood hazard area or Potential flood hazard area</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO10</b> Development, where involving a Material change of use or Building work, is located and designed to:</p> <p>(a) maintain hydrological function of the premises;</p> <p>(b) not increase the number of people calculated to be at risk from flooding;</p> <p>(c) minimises the flood impact on adjoining premises;</p> <p>(d) ensure the safety of all persons by ensuring that a proportion of buildings are set above the defined flood level;</p> <p>(e) reduce the carriage of debris in flood waters;</p> <p>(f) reduce property damage; and</p> <p>(g) provide flood immune access to buildings.</p> <p>Note—Where the development is located in a 'Potential flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b> and there is no defined flood level a hydraulic (flood hazard assessment) report prepared by a RPEQ is required in substantiation of an alternative outcome is required or the defined flood level from the adjacent representative hazard zone is used.</p>	<p><b>AO10.1</b> Buildings, including extensions to existing buildings are:</p> <p>(a) elevated above the defined flood level; and</p> <p>(b) the defined flood event does not exceed a depth of 600mm; and</p> <p>(c) elevated above the defined flood level plus 0.3 metres freeboard where for habitable rooms within a dwelling.</p> <p>OR</p>	✓	<p>Complies.</p> <p>Each vacant lot will be provided with the building pad/area above 395.5m AHD (modelled 100 year flood level).</p>
	<p><b>AO10.2</b> Buildings used for Commercial activities or Industrial activities include a minimum floor level of 0.3 metres above the defined flood where for the following components of the use:</p> <p>(a) administrative areas; or</p> <p>(b) services, plant and equipment associated with the building.</p> <p>Note—AO10.2 accepts that the cost of flood impact is an operational cost of the Commercial activity or Industrial activity.</p> <p>Note—Building work must be certified by a qualified structural engineer to be flood proof including the ability to withstand damage from floodwater and debris.</p>	n/a	No commercial buildings are proposed.
	<p><b>AO10.3</b> All building work below the defined flood level must be high set (comprising pier and beam construction) and retains the flood storage and conveyance capacity of the premises.</p> <p>Note—Building work must be certified by a qualified structural engineer to be flood proof including the ability to withstand damage from floodwater and debris.</p>	n/a	<p>Not applicable.</p> <p>No building work is proposed below the defined flood level.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO11</b> Development involving earthworks in a Flood hazard area below the defined flood level must protect life and property on premises and off premises through maintaining:</p> <ul style="list-style-type: none"> <li>(a) flood storage capacity of land;</li> <li>(b) flood conveyance function of land;</li> <li>(c) flood and drainage channels;</li> <li>(d) overland flow paths; and</li> <li>(e) flood warning times.</li> </ul>	<p><b>AO11</b> Development does not involve in excess of 50m<sup>3</sup> of fill above ground level per 1,000m<sup>2</sup> of site area.</p>	<p style="text-align: center;">✓ Complies with PO11</p>	<p>Where necessary, filling will be carried out in order to construct building pads to a height of 395.5m AHD.</p> <p>Filling for this purpose is expected over a 30 metre wide band along the Hastie Road frontages of proposed Lots 5, 6, 7 and 8.</p> <p>The minor filling will not impact on the criteria identified in PO11.</p>
<p><b>For assessable development</b></p>			
<p><b>Where for Material change of use or Reconfiguring a lot that involves new gross floor area or increases the number of persons living, working or residing in the Extreme flood hazard area, High flood hazard area or Significant flood hazard area other than a Dwelling house.</b></p>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO12</b> Flood risk management minimises the impact on property and appropriately protects the health and safety of persons at risk of Extreme, high or significant flood hazard, and:</p> <p>(a) indicates the position and path of all safe evacuation routes off the site; and</p> <p>(b) if the site contains or is within 100 metres of a flood hazard area, hazard warning signage and depth indicators are provided at key hazard points, such as at floodway crossings.</p> <p>Note—A Material change of use or Reconfiguring a lot that involves new gross floor area or increases the number of persons living, working or residing in the 'Extreme flood hazard area' identified on the <b>Flood hazard overlay map (OM006a-o)</b> is supported by a Flood Emergency Evacuation Plan prepared by suitably qualified persons having regard to Floodplain Management in Australia: Best Practice Principles and Guidelines (2000), prepared by Standing Committee on Agriculture and Resource Management (SCARM), CSIRO.</p>	<p><b>AO12</b> No acceptable outcome is provided.</p>	<p>✓</p>	<p>All proposed allotments will contain building pads outside the mapped areas of extreme, high and significant flood hazard.</p> <p>Access to each proposed lot is through low or no flood hazard areas.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>Significant flood hazard area, Low flood hazard area or Potential flood hazard area</b>			
<p><b>PO13</b> Development, where involving Reconfiguring a lot, is located and designed to:</p> <ul style="list-style-type: none"> <li>(a) maintain hydrological function of the premises;</li> <li>(b) not increase the number of people calculated to be at risk from flooding;</li> <li>(c) minimises the flood impact on adjoining premises;</li> <li>(d) ensure the safety of all persons by ensuring that a proportion of buildings are set above the defined flood level;</li> <li>(e) reduce the carriage of debris in flood waters;</li> <li>(f) reduce property damage; and</li> <li>(g) provide flood immune access to buildings.</li> </ul> <p>Note—Where the development is located in a 'Potential flood hazard area' identified on the <b>Flood hazard overlay maps (OM006a-o)</b> and there is no defined flood level a hydraulic (flood hazard assessment) report prepared by a RPEQ is required in substantiation of an alternative outcome is required or the defined flood level from the adjacent representative hazard zone is used.</p>	<p><b>AO13</b> No acceptable outcome is provided.</p>	<p>✓ Complies with PO13</p>	<p>Where necessary, filling will be carried out in order to construct building pads to a height of 395.5m AHD.</p> <p>Filling for this purpose is expected over a 30 metre wide band along the Hastie Road frontages of proposed Lots 5, 6, 7 and 8.</p> <p>The minor filling will not impact on the hydrological function of the premises.</p> <p>Each proposed lot will contain a building pad/area above the defined flood level.</p> <p>Access to each proposed lot is through low or no flood hazard areas.</p> <p>The development will comply.</p>

**Table 8.2.6.3B Flood immunity levels**

Development Category	Minimum design floor or pavement levels (mAHD)
Category A	1% AEP + 0.5 metres
Category B	1% AEP + 0.3 metres

Category C	1% AEP
Category D	1% AEP
Category E	2% AEP

Note—Refer Table 8.2.6.3D for building classification by Category.

**Table 8.2.6.3C Community infrastructure flood immunity levels**

Development Type	Minimum design floor or pavement levels (mAHD)
Emergency services, where for:	
• Emergency Shelters	0.1% AEP
• Police facilities	0.5% AEP
• Other Emergency services	0.1% AEP + 0.5 metres
Hospital	0.1% AEP+ 0.5 metres
Community use (where for the storage of valuable records or items of historic or cultural significance including libraries and museums)	0.5% AEP
Special industry (where for power station)	0.5% AEP
Substations	0.5% AEP
Utility installation (where for a sewage treatment plant)	Defined flood level
Utility installation (where for a water treatment plant)	0.5% AEP
Utility installation (other)	Alternative outcome required.
Air services	Alternative outcome required.

**Table 8.2.6.3D Development category**

Building Code of Australia Building classification <sup>(1)</sup>	Development types and design levels, assigned design floor or pavement levels	Category – refer to Table 8.2.6.3B for flood planning levels
Class 1–4	Habitable room	Category A
	Non-habitable room including patio and courtyard	Category B
	Non-habitable part of a Class 2 or Class 3 building excluding the essential services <sup>(2)</sup> control room	Category B
	Parking located in the building undercroft of a multiple dwelling	Category C
	Carport, unroofed car park; vehicular manoeuvring area	Category D
	Essential electrical services <sup>(2)</sup> of a Class 2 or Class 3 building only	Category A
	Basement parking entry	Category C + 0.3 metres
Class 5, Class 6, or Class 8	Building floor level	Category C
	Garage or car park located in the building undercroft	Category C
	Carport or unroofed car park	Category D
	Vehicular access and manoeuvring areas	Category D

<b>Building Code of Australia Building classification<sup>(1)</sup></b>	<b>Development types and design levels, assigned design floor or pavement levels</b>	<b>Category – refer to Table 8.2.6.3B for flood planning levels</b>
	Basement parking entry	Category C
	Essential electrical services <sup>(2)</sup>	Class 8 – Category Class 5 & 6 – Category A
Class 7a	Refer to the relevant building class specified in this table	
Class 7b	Building floor level	Category C
	Vehicular access and manoeuvring area	Category D
	Essential electrical services <sup>(2)</sup>	Category C
Class 9	Building floor level	Category A
	Building floor level for habitable rooms in Class 9a or 9c where for a Residential care facility	0.2% AEP flood
	Building floor level for habitable rooms in Class 9b where involving children, such as a child care centre	0.2% AEP flood
	Garage or car park located in the building undercroft	Category C
	Carport or unroofed car park	Category D
	Vehicular access and manoeuvring areas	Category D
	Essential electrical services <sup>(2)</sup>	Category A
Class 10a	Car parking facility	Refer to the relevant building class specified in this table
	Shed or the like	Category D
Class 10b	Swimming pool	Category E
	Associated mechanical and electrical pool equipment	Category C
	Other structures	Flood planning levels do not apply

<sup>(1)</sup> Refer to the Building Code of Australia for definitions of building classifications.

<sup>(2)</sup> Essential electrical services include any area or room used for fire control panel, telephone PABX, sensitive substation equipment including transformers, low voltage switch gear, high voltage switch gear, battery chargers, protection control and communication equipment, low voltage cables, high voltage cables, and lift or pump controls.

## 8.2.8 Hill and slope overlay code

### 8.2.8.1 Application

- (1) This code applies to assessing development where:
  - (a) land the subject of development is located within a 'Hill and slope area' identified on the **Hill and slope overlay maps (OM-008a-o)**; and
  - (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

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

### 8.2.8.2 Purpose

- (1) The purpose of the Hill and slope overlay code is to ensure the ongoing stability of land within a hill and slope area to prevent risk to people or property.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development is located to avoid sloping land where practical; and
  - (b) Development on sloping land maintains slope stability and does not increase the potential for erosion or landslide.

### 8.2.8.3 Criteria for assessment

**Table 8.2.8.3 – Hill and slope overlay code - For assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comment
<b>For assessable development</b>			
<b>Slope stability</b>			

Performance outcomes	Acceptable outcomes	Complies	Comment
<p><b>PO1</b> Where clearing of vegetation, building work or filling or excavation occurs on land within a 'Hill and slope area' identified on the <b>Hill and slope overlay maps (OM-008a-o)</b>, a geotechnical report is prepared in accordance with Planning Scheme Policy 5 - Preparation of Geotechnical Reports that demonstrates:</p> <ul style="list-style-type: none"> <li>(a) the long term stability of the development site;</li> <li>(b) development will not be adversely affected by landslide activity originating on sloping land above the development site; and</li> <li>(c) development will not adversely affect other property outside the development site through landslide activity or alterations to surface or groundwater.</li> </ul>	<p><b>AO1</b> No acceptable outcome is provided.</p>	✓	<p>Not applicable.</p> <p>No significant development is proposed within a hill and slope area.</p>
<p><b>PO2</b> Development is designed and located to ensure that the use can appropriately function in the 'Hill and slope area' identified on the <b>Hill and slope overlay maps (OM-008a-o)</b> having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature and scale of the proposed use;</li> <li>(b) the gradient of the land;</li> <li>(c) the extent of land disturbance proposed;</li> <li>(d) stormwater discharge and its potential for erosion.</li> </ul>	<p><b>AO2.1</b> Development for a Child care centre or Educational establishment is not located on land in a 'Hill and slope area' identified on the <b>Hill and slope overlay maps (OM-008a-o)</b>.</p>	n/a	<p>Not applicable.</p> <p>A child care centre is not proposed.</p>
	<p><b>AO2.2</b> Development is not located on land with a gradient of greater than 25%.</p>	✓	<p>Not applicable.</p> <p>No significant development is proposed within a hill and slope area.</p>

Performance outcomes	Acceptable outcomes	Complies	Comment
	<p><b>AO2.3</b> No lot less than 2,000m<sup>2</sup> is created in a 'Hill and slope area' identified on the <b>Hill and slope overlay maps (OM-008a-o)</b>.</p> <p>Note – Where a minimum lot size of less than 2,000m<sup>2</sup> applies under the Reconfiguring a lot code, the lot size requirements of the Hill and slope overlay code prevail.</p>	✓	Not applicable, although no lots less than 2,000m <sup>2</sup> are proposed.
<b>Community infrastructure and essential services</b>			
<p><b>PO3</b> Community infrastructure and essential services located within a 'Hill and slope area' identified on the <b>Hill and slope overlay maps (OM-008a-o)</b> are able to function effectively during and immediately after landslide events.</p>	<p><b>AO3</b> No acceptable outcome is provided.</p>	n/a	Not applicable.

## 8.2.9 Regional infrastructure corridors and substations overlay code

### 8.2.9.1 Application

- (1) This code applies to assessing development where:
  - (a) land the subject of development is affected by a constraint category identified on the **Regional infrastructure corridors and substations overlay maps (OM-009a-d)**; and
  - (b) it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

Note—Energy is appropriately reflected in Overlay Map 9 and is required to be mapped by State Government in response to Infrastructure State Interests.

### 8.2.9.2 Purpose

- (1) The purpose of the Regional infrastructure corridors and substations overlay code is to ensure that:
  - (a) ‘Stock routes’ facilitate the proper and safe movement of stock and maintain public health and safety; and
  - (b) ‘Major electricity infrastructure’ and ‘Substations’ are protected from development that may prejudice its ongoing operation.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) ‘Stock routes’ are maintained free of impediments, obstructions or diversions;
  - (b) development, other than for rural activities, is not located where it will increase the health and safety risk of people by exposure to vector borne disease; and
  - (c) ‘Major electricity infrastructure’ and ‘Substations’ are appropriately separated from other land uses.

### 8.2.9.3 Criteria for assessment

**Table 8.2.9.3 – Regional infrastructure corridors and substations overlay code - For accepted development subject to requirements and assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Where on land comprising or adjoining a stock route</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Development maintains:</p> <p>(a) the operational efficiency and safety of a 'Stock route' identified on the <b>Regional infrastructure corridors and substations overlay maps (OM-009a-d)</b>; and</p> <p>(b) public health and safety.</p>	<p><b>AO1.1</b> Buildings and structures are setback from a 'Stock route' identified on the <b>Regional infrastructure corridors and substations overlay maps (OM-009a-d)</b>:</p> <p>(a) where in the Conservation zone, Rural zone or Rural residential zone and on a site with a land area of 2 hectares or greater, a minimum of:</p> <p>(i) 50 metres where involving Accommodation activities; or</p> <p>(ii) 20 metres where not involving Accommodation activities; or</p> <p>(b) a minimum of 6 metres otherwise.</p>	n/a	Not applicable.
	<p><b>AO1.2</b> Any new access from a road servicing a 'Stock route' identified on the <b>Regional infrastructure corridors and substations overlay maps (OM-009a-d)</b> includes a gate or grid to prevent stock entry to premises.</p>	n/a	Not applicable.
	<p><b>AO1.3</b> Boundary fencing to prevent stock entry to premises is maintained along a 'Stock route' identified on the <b>Regional infrastructure corridors and substations overlay maps (OM-009a-d)</b>.</p>	n/a	Not applicable.
<b>Where on land comprising or adjoining major electricity infrastructure or a substation</b>			
<p><b>PO2</b> Development:</p> <p>(a) allows for the continued operation of the 'Major electricity infrastructure' or 'Substation' identified on the <b>Regional infrastructure corridors and substations</b></p>	<p><b>AO2.1</b> Where involving Forestry for wood production, development is setback 1.5 times the maximum anticipated height of the tree at harvest from 'Major electricity infrastructure' identified on the <b>Regional infrastructure corridors and substations overlay maps (OM-009a-d)</b>.</p>	n/a	<p>Not applicable.</p> <p>The application does not involve forestry for wood production.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
(b) <b>overlay maps (OM-009a-d)</b> ; and is located and designed to ensure a high quality of amenity is achieved for the use.	<b>A02.2</b> Buildings and structures are setback a minimum of 20 metres from 'Major electricity infrastructure' or a 'Substation' identified on the <b>Regional infrastructure corridors and substations overlay maps (OM-009a-d)</b> .	✓	The development will comply.

## 8.2.12 Transport infrastructure overlay code

### 8.2.12.1 Application

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

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

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

### 8.2.12.2 Purpose

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

### 8.2.12.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>PO1</b> Development does prejudice the: <ol style="list-style-type: none"> <li>(a) ongoing operation of an active 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b>; or</li> <li>(b) the potential future use of an inactive 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b>.</li> </ol>	<b>AO1</b> Buildings and structures are setback from a boundary with an active or inactive 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b> a minimum of: <ol style="list-style-type: none"> <li>(a) 40 metres where:               <ol style="list-style-type: none"> <li>(i) in the Rural zone; and</li> <li>(ii) on a site with an area of 2 hectares or greater; or</li> </ol> </li> <li>(b) 5 metres otherwise.</li> </ol>	n/a	Not applicable.  The land is not in proximity to rail corridor land.
<b>For assessable development</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Non-residential development adjoining a rail corridor identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b> is designed to allow for the future use of the 'Rail corridor' by the land use.</p>	<p><b>AO2</b> No acceptable outcome is provided</p>	n/a	<p>Not applicable.</p> <p>The land is not in proximity to rail corridor land.</p>
<p><b>PO3</b> Development adjoining a 'Rail corridor' identified on the <b>Transport infrastructure overlay maps (OM-012a-j)</b> used for the transportation of tourists is designed to:</p> <ul style="list-style-type: none"> <li>(a) provide visual interest;</li> <li>(b) screen or enhance areas of limited visual interest; and</li> <li>(c) complement and enhance the character of the shire.</li> </ul>	<p><b>AO3</b> No acceptable outcome is provided</p>	n/a	<p>Not applicable.</p> <p>The land is not in proximity to rail corridor land.</p>

## 9.4.2 Landscaping code

### 9.4.2.1 Application

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

### 9.4.2.2 Purpose

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

### 9.4.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<p><b>PO1</b> Development, other than in the Rural zone, includes landscaping that:</p> <ul style="list-style-type: none"> <li>(a) contributes to the landscape character of the Shire;</li> <li>(b) compliments the character of the immediate surrounds;</li> <li>(c) provides an appropriate balance between built and natural elements; and</li> <li>(d) provides a source of visual interest.</li> </ul>	<p><b>AO1</b> Development, other than in the Rural zone, provides:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 10% of the site as landscaping;</li> <li>(b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species;</li> <li>(c) for the integration of retained significant vegetation into landscaping areas;</li> <li>(d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual.</li> </ul> <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	n/a	<p>Not applicable.</p> <p>The proposed development is for reconfiguring a lot (1 into 8 lots) only.</p> <p>Landscaping is not considered necessary in this instance.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> <li>(a) creates an attractive streetscape;</li> <li>(b) compliments the character of the immediate surrounds;</li> <li>(c) assists to break up and soften elements of built form;</li> <li>(d) screen areas of limited visual interest or servicing;</li> <li>(e) provide shade for pedestrians; and</li> <li>(f) includes a range and variety of planting.</li> </ul>	<p><b>AO2</b> Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> <li>(a) with a minimum width of 2 metres where adjoining a car parking area;</li> <li>(b) with a minimum width of 1.5 metres in all other locations; and</li> <li>(c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</li> </ul> <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p>	n/a	See comments for AO1 above.
<p><b>PO3</b> Development includes landscaping and fencing along side and rear boundaries that:</p> <ul style="list-style-type: none"> <li>(a) screens and buffer land uses;</li> <li>(b) assists to break up and soften elements of built form;</li> <li>(c) screens areas of limited visual interest;</li> <li>(d) preserves the amenity of sensitive land uses; and</li> <li>(e) includes a range and variety of planting.</li> </ul>	<p><b>AO3.1</b> Development provides landscape treatments along side and rear boundaries in accordance with <b>Table 9.4.2.3B</b>.</p>	n/a	See comments for AO1 above.
	<p><b>AO3.2</b> Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <ul style="list-style-type: none"> <li>(a) are planted at a maximum spacing of 1 metre;</li> <li>(b) will grow to a height of at least 2 metres;</li> <li>(c) will grow to form a screen of no less than 2 metres in height; and</li> <li>(d) are mulched to a minimum depth of 0.1 metres with organic mulch.</li> </ul>	n/a	See comments for AO1 above.
	<p><b>AO3.3</b> Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	n/a	See comments for AO1 above.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO4</b> Car parking areas are improved with a variety of landscaping that:</p> <ul style="list-style-type: none"> <li>(a) provides visual interest;</li> <li>(b) provides a source of shade for pedestrians;</li> <li>(c) assists to break up and soften elements; and</li> <li>(d) improves legibility.</li> </ul>	<p><b>AO4.1</b> Landscaping is provided in car parking areas which provides:</p> <ul style="list-style-type: none"> <li>(a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces;</li> <li>(b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and</li> <li>(c) where involving a car parking area in excess of 500m<sup>2</sup>: <ul style="list-style-type: none"> <li>(i) shade structures are provided for 50% of parking spaces; and</li> <li>(ii) a minimum of 10% of the parking area as landscaping.</li> </ul> </li> </ul> <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p>	n/a	See comments for AO1 above.
	<p><b>AO4.2</b> Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	n/a	See comments for AO1 above.
<p><b>PO5</b> Landscaping areas include a range and variety of planting that:</p> <ul style="list-style-type: none"> <li>(a) is suitable for the intended purpose and local conditions;</li> <li>(b) contributes to the natural character of the Shire;</li> <li>(c) includes native species;</li> <li>(d) includes locally endemic species, where practical; and</li> <li>(e) does not include invasive plants or</li> </ul>	<p><b>AO5.1</b> Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.</p>	n/a	See comments for AO1 above.

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

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

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

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

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

### 9.4.3 Parking and access code

#### 9.4.3.1 Application

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

#### 9.4.3.2 Purpose

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

#### 9.4.3.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>For accepted development subject to requirements and assessable development</b>			
<b>Car parking spaces</b>			
<b>PO1</b> 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"> <li>(a) nature of the use;</li> <li>(b) location of the site;</li> <li>(c) proximity of the use to public transport services;</li> <li>(d) availability of active transport infrastructure; and</li> <li>(e) accessibility of the use to all members of the community.</li> </ol>	<b>AO1</b> The number of car parking spaces provided for the use is in accordance with <b>Table 9.4.3.3B</b> .  Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.	n/a	Not applicable.  The development is for reconfiguring a lot only and does not propose any new uses.
<b>Vehicle crossovers</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO2</b> 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><b>AO2.1</b> Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p>	✓	<p>The Hastie Road frontage will be widened with layback kerbing on the development side.</p> <p>The inclusion of layback kerbing will negate the need for crossovers.</p>
	<p><b>AO2.2</b> 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>	n/a	Not applicable.
	<p><b>AO2.3</b> Vehicular access for particular uses is provided in accordance with <b>Table 9.4.3.3E</b>.</p>	n/a	Not applicable.
<p><b>PO3</b> 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><b>AO3</b> Access, manoeuvring and car parking areas include pavements that are constructed in accordance with <b>Table 9.4.3.3C</b>.</p>	n/a	Not applicable.
<b>For assessable development</b>			
<b>Parking area location and design</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO4</b> 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><b>AO4.1</b> Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.</p>	n/a	Not applicable.
	<p><b>AO4.2</b> Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.</p>	n/a	Not applicable.
	<p><b>AO4.3</b> The car parking area includes designated pedestrian routes that provide connections to building entrances.</p>	n/a	Not applicable.
	<p><b>AO4.4</b> 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 activities, Industrial activities or a use in the Recreation and open space zone;</p> <p>(c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and</p> <p>(d) provided at the side or rear of a building in all other instances.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<b>Site access and manoeuvring</b>			
<b>PO5</b> Access to, and manoeuvring within, the site is designed and located to: <ul style="list-style-type: none"> <li>(a) ensure the safety and efficiency of the external road network;</li> <li>(b) ensure the safety of pedestrians;</li> <li>(c) provide a functional and convenient layout; and</li> <li>(d) accommodate all vehicles intended to use the site.</li> </ul>	<b>AO5.1</b> Access and manoeuvrability is in accordance with : <ul style="list-style-type: none"> <li>(a) AS28901 – Car Parking Facilities (Off Street Parking); and</li> <li>(b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.</li> </ul> <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p>	n/a	Not applicable.
	<b>AO5.2</b> Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRROADS.	n/a	Not applicable.
	<b>AO5.3</b> Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.	n/a	Not applicable.
	<b>AO5.4</b> Pedestrian and cyclist access to the site: <ul style="list-style-type: none"> <li>(a) is clearly defined;</li> <li>(b) easily identifiable; and</li> <li>(c) provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).</li> </ul>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO6</b> 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><b>AO6.1</b> 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><b>AO6.2</b> For a Tourist park, internal road design avoids the use of cul-de-sacs in favour of circulating roads, where unavoidable, cul-de-sacs provide a full turning circle for vehicles towing caravans having:</p> <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><b>AO6.3</b> Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p>	n/a	Not applicable.
	<p><b>AO6.4</b> Speed control devices are installed along all internal roads, apart from those for an Energy and infrastructure activity or Rural activity, in accordance with Complete Streets.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO6.5</b> Internal roads, apart from those for an Energy and infrastructure activity or Rural activity, are illuminated in accordance with AS 4282 (as amended) - Control of Obtrusive effects of outdoor lighting.</p>	n/a	Not applicable.
	<p><b>AO6.6</b> Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.</p>	n/a	Not applicable.
	<p><b>AO6.7</b> For an Energy and infrastructure activity or Rural activity, internal road gradients: (a) are no steeper than 1:5; or (b) are steeper than 1:5 and are sealed.</p>	n/a	Not applicable.
<b>Servicing</b>			
<p><b>PO7</b> Development provides access, maneuvering and servicing areas on site that: (a) accommodate a service vehicle commensurate with the likely demand generated by the use; (b) do not impact on the safety or efficiency of internal car parking or maneuvering areas; (c) do not adversely impact on the safety or efficiency of the road network; (d) provide for all servicing functions associated</p>	<p><b>AO7.1</b> All unloading, loading, service and waste disposal areas are located: (a) on the site; (b) to the side or rear of the building, behind the main building line; (c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
(e) with the use; and are located and designed to minimise their impacts on adjoining sensitive land uses and streetscape quality.	<b>AO7.2</b> Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.	n/a	Not applicable.
	<b>AO7.3</b> Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in <b>Table 9.4.3.3B</b> .	n/a	Not applicable.
<b>Maintenance</b>			
<b>PO8</b> Parking areas are used and maintained for their intended purpose.	<b>AO8.1</b> Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.	n/a	Not applicable.
	<b>AO8.2</b> All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.	n/a	Not applicable.
<b>End of trip facilities</b>			
<b>PO9</b> Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: (a) meet the anticipated demand generated from the use; (b) comprise secure and convenient bicycle parking and storage; and (c) provide end of trip facilities for all active transport users.	<b>AO9.1</b> The number of bicycle parking spaces provided for the use is in accordance with <b>Table 9.4.3.3D</b> .	n/a	Not applicable.
	<b>AO9.2</b> End of trip facilities are provided in accordance with <b>Table 9.4.3.3D</b> .	n/a	Not applicable.

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

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Adult store</b>	<p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 20m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	One SRV space.
<b>Agricultural supplies store</b>	<p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 30m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p>Queuing for 3 vehicles should be supplied where a GFA is greater than 600m<sup>2</sup>.</p>	One HRV space.
<b>Air services</b>	<p><u>If accepted development subject to requirements development:</u> One space per 90m<sup>2</sup> or part thereof of net lettable area; or</p> <p><u>If Assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> One space per 200m<sup>2</sup> or part thereof of net lettable area.</p> <p><u>If assessable development:</u> As determined by Council.</p>
<b>Animal husbandry</b>	<p><u>If accepted development subject to requirements :</u> One space.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Animal keeping</b>	Minimum of three spaces or one space per 200m <sup>2</sup> of use area, whichever is greater.	One SRV space.
<b>Aquaculture</b>	<p>If <u>accepted development subject to requirements:</u></p> <ul style="list-style-type: none"> <li>In the rural or rural residential zones - two spaces; or</li> <li>Enclosed within a building - one space per 90m<sup>2</sup> of net lettable area.</li> </ul> <p>If <u>assessable development:</u> As determined by Council.</p>	<p>If <u>accepted development subject to requirements:</u> Nil.</p> <p>If <u>assessable development:</u> As determined by Council.</p>
<b>Brothel</b>	As determined by Council.	As determined by Council.
<b>Bulk landscape supplies</b>	Minimum of five spaces or one space per 250m <sup>2</sup> of use area, whichever is greater.	One AV if the site has an area of greater than 2,000m <sup>2</sup> ; or One HRV space.
<b>Car wash</b>	Minimum of two parking spaces plus 1 car queuing space for each car wash or service bay and parking at rates applicable to ancillary use/s.	One AV space.
<b>Caretaker's accommodation</b>	One space per dwelling unit.	Nil.
<b>Cemetery</b>	As determined by Council.	As determined by Council.
<b>Child care centre</b>	A minimum of 3 spaces will be required to be used for setting down and picking up of children, plus one space per 10 children for staff parking.	One SRV space.
<b>Club</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space; and One HRV space if greater than 500m <sup>2</sup> .
<b>Community care centre</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space.
<b>Community residence</b>	Three spaces.	Nil.
<b>Community use</b>	Minimum of 5 spaces per use or one space per 50m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space if greater than 500m <sup>2</sup> GFA.

<b>Definition</b>	<b>Minimum number of Car parking spaces</b>	<b>Minimum Service Vehicle Space Provision</b>
<b>Crematorium</b>	One space per 30m <sup>2</sup> GFA or part thereof.	As determined by Council.
<b>Cropping</b>	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
<b>Detention facility</b>	As determined by Council.	As determined by Council.
<b>Dual occupancy</b>	One covered space per dwelling; and One visitor space.	Nil.
<b>Dwelling house</b>	One covered space per dwelling house. One space per secondary dwelling.	Nil.
<b>Dwelling unit</b>	One covered space per dwelling unit.  A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.	Nil
<b>Educational establishment</b>	<p><u>For all establishments:</u> 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><u>For accepted development subject to requirements:</u> One HRV space; and One SRV space; and A minimum of 3 Bus / coach parking / set down areas.</p> <p><u>For assessable development:</u> As determined by Council.</p>
<b>Emergency services</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	As determined by Council.
<b>Environment facility</b>	As determined by Council.	As determined by Council.
<b>Extractive industry</b>	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Food and drink outlet</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Drive-through:</u> Queuing spaces for 6 passenger vehicles within the site boundaries.</p> <p>One service vehicle space per use or one service vehicle space per 1,000m<sup>2</sup> GFA, whichever is greater.</p>	One HRV space.
<b>Function facility</b>	One space per 30m <sup>2</sup> or part thereof of GFA.	One SRV space.
<b>Funeral parlour</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	One SRV space.
<b>Garden centre</b>	<p>A minimum of 5 spaces for customer parking or one space per 150m<sup>2</sup> or part thereof of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m<sup>2</sup> use area, whichever is greater.</p>	One AV if the site has an area of greater than 2,000m <sup>2</sup> , otherwise One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Hardware and trade supplies</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	One AV if the site has an area of greater than 2,000m <sup>2</sup> , otherwise One HRV space.
<b>Health care services</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 40m<sup>2</sup> or part thereof of net lettable area.</p> <p><u>Outside the Centre zone:</u> One space per 20m<sup>2</sup> of or part thereof of net lettable area.</p>	One SRV space per 500m <sup>2</sup> GFA.
<b>High industry impact</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Home based business</b>	<p><u>Bed and breakfasts:</u> One space per guest room.</p> <p><u>Other home based business:</u> One space for home based business and one covered space for the dwelling.</p>	Nil.
<b>Hospital</b>	<p>One space per 6 residential care beds. One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.</p>	<p>One HRV space. One SRV for every 800m<sup>2</sup> of GFA and part thereof; and One space for an emergency vehicle.</p>
<b>Hotel</b>	<p>One space per 10m<sup>2</sup> or part thereof of GFA per bar, beer garden and other public area. One space per 50m<sup>2</sup> or part thereof of GFA per bulk liquor sales area. One space per guest room.</p>	One HRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Indoor sport and recreation</b>	<p><u>If accepted development subject to requirements:</u> One space per 25m<sup>2</sup> 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>
<b>Intensive animal industries</b>	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	One SRV space.
<b>Intensive horticulture</b>	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
<b>Landing</b>	As determined by Council.	As determined by Council.
<b>Low impact industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Major electricity infrastructure</b>	As determined by Council.	As determined by Council.
<b>Major sport, recreation and entertainment facility</b>	As determined by Council.	As determined by Council.

<b>Definition</b>	<b>Minimum number of Car parking spaces</b>	<b>Minimum Service Vehicle Space Provision</b>
<b>Marine industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One HRV space if the site has an area greater than 1,000m <sup>2</sup> , otherwise One SRV space.
<b>Market</b>	As determined by Council.	As determined by Council.
<b>Medium impact industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Motor sport facility</b>	As determined by Council.	As determined by Council.
<b>Multiple dwelling</b>	One covered space per dwelling.  One dedicated vehicle wash-down bay for premises containing 5 or more dwellings.  A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.	Nil.
<b>Nature-based tourism</b>	One space per dwelling; or 0.75 spaces per guest room if in dormitory or shared facilities.	As determined by Council.
<b>Nightclub entertainment facility</b>	One space per 60m <sup>2</sup> GFA or part thereof.	Nil.
<b>Non-resident workforce accommodation</b>	One space per dwelling unit.	Nil.
<b>Office</b>	Accepted in an existing building within the Centre zone.  <u>Inside the Centre zone:</u> One space per 20m <sup>2</sup> or part thereof of GFA up to 400m <sup>2</sup> GFA, and one space per 10m <sup>2</sup> or part thereof of GFA above 400m <sup>2</sup> . <u>Outside the Centre zone:</u> One space per 25m <sup>2</sup> or part thereof of GFA up to 400m <sup>2</sup> GFA, and one space per 15m <sup>2</sup> or part thereof of GFA above 400m <sup>2</sup> .	One SRV space.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Outdoor sales</b>	<p>A minimum of 5 spaces for customer parking or one space per 150m<sup>2</sup> of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m<sup>2</sup>, whichever is greater.</p>	<p>One AV if the site has an area of greater than 2,000m<sup>2</sup>, otherwise One HRV space.</p>
<b>Outdoor sport and recreation</b>	<p>Coursing, horse racing, pacing or trotting:</p> <ul style="list-style-type: none"> <li>• One space per five seated spectators; plus</li> <li>• One space per 5m<sup>2</sup> of other spectator areas.</li> </ul> <p>Football:</p> <ul style="list-style-type: none"> <li>• 50 spaces per field.</li> </ul> <p>Lawn bowls:</p> <ul style="list-style-type: none"> <li>• 30 spaces per green.</li> </ul> <p>Swimming pool:</p> <ul style="list-style-type: none"> <li>• 15 spaces; plus</li> <li>• One space per 100m<sup>2</sup> of useable site area.</li> </ul> <p>Tennis or other Court:</p> <ul style="list-style-type: none"> <li>• Four spaces per court.</li> </ul> <p>Golf Course:</p> <ul style="list-style-type: none"> <li>• Four spaces per tee on the course; plus</li> <li>• One space per 50m<sup>2</sup> of net lettable area.</li> </ul> <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>
<b>Park</b>	As determined by Council.	As determined by Council.
<b>Parking station</b>	Not applicable	Nil.
<b>Permanent plantation</b>	<p><u>If accepted development subject to requirements:</u> Two spaces.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
<b>Place of worship</b>	Minimum of 5 spaces per use or one space per 25m <sup>2</sup> or part thereof of GFA, whichever is greater.	One SRV space.
<b>Port services</b>	As determined by Council.	As determined by Council.

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Relocatable home park</b>	One space for each home site plus 1 space for each 5 home sites or part thereof for visitors.	One HRV space.
<b>Renewable energy facility</b>	As determined by Council.	As determined by Council.
<b>Research and technology industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One HRV space if the site has an area greater than 1,000m <sup>2</sup> , otherwise One SRV space.
<b>Residential care facility</b>	One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements.	One SRV space; and One space for an emergency vehicle.
<b>Resort complex</b>	As determined by Council.	As determined by Council.
<b>Retirement facility</b>	One covered space per unit and 0.5 spaces for visitors parking.	One SRV space; and One space for an emergency vehicle.
<b>Roadside stall</b>	One space per stall.	Nil.
<b>Rooming accommodation</b>	<u>Inside the Centre zone:</u> One space per 15 beds. <u>Outside the Centre zone:</u> One space per 8 beds.	One SRV space. One space for a 20 seater bus.
<b>Rural industry</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space.
<b>Rural workers' accommodation</b>	<u>If accepted development subject to requirements:</u> Nil  <u>If Assessable development:</u> As determined by Council.	<u>If accepted development subject to requirements:</u> Nil  <u>If Assessable development:</u> As determined by Council.
<b>Sales office</b>	One space per 25m <sup>2</sup> GFA or part thereof.	Nil.

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

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Showroom</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 25m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 10m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p> <p><u>Outside the Centre zone:</u> One space per 50m<sup>2</sup> or part thereof of GFA up to 400m<sup>2</sup> GFA, and one space per 15m<sup>2</sup> or part thereof of GFA above 400m<sup>2</sup>.</p>	<p>One AV space and One SRV space if the site is greater than 2,000m<sup>2</sup>; or One HRV space; and One SRV Space.</p>
<b>Special industry</b>	<p>One space per 90m<sup>2</sup> GFA or part thereof.</p>	<p>One AV space if the site has an area greater than 2,000m<sup>2</sup>, otherwise One HRV.</p>
<b>Substation</b>	<p><u>If assessable development:</u> As determined by Council.</p>	<p>As determined by Council.</p>
<b>Telecommunications facility</b>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
<b>Theatre</b>	<p>One space per 15m<sup>2</sup> or part thereof of net lettable area, or one space per 5 seated spectators whichever is the greater.</p>	<p>One SRV space.</p>
<b>Tourist attraction</b>	<p>As determined by Council.</p>	<p>As determined by Council.</p>
<b>Tourist park</b>	<p>One space within each accommodation site plus 1 additional visitor space per 10 accommodation sites.</p> <p>Queuing for 2 vehicles towing caravans and 1 holding bay for a vehicle towing a caravan plus additional queuing for 1 vehicle towing a caravan per 40 accommodation sites.</p>	<p>One HRV space.</p>

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
<b>Transport depot</b>	One space per 125m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Utility installation</b>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>	<p><u>If accepted development subject to requirements:</u> Nil.</p> <p><u>If assessable development:</u> As determined by Council.</p>
<b>Veterinary services</b>	<p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside Centre zone:</u> One space per 40m<sup>2</sup> or part thereof of net lettable area.</p> <p><u>Outside Centre zone:</u> One space per 20m<sup>2</sup> or part thereof of net lettable area.</p>	One HRV space if greater than 500m <sup>2</sup> GFA; and One SRV space per 500m <sup>2</sup> GFA.
<b>Warehouse</b>	One space per 90m <sup>2</sup> GFA or part thereof.	One AV space if the site has an area greater than 2,000m <sup>2</sup> , otherwise One HRV.
<b>Wholesale nursery</b>	As determined by Council.	As determined by Council.
<b>Winery</b>	As determined by Council.	As determined by Council.

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

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

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

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

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

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

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

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

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

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

Use	Design
Dwelling house	A secondary dwelling shares a vehicle crossover with the Dwelling house.
Car wash	Site access involves:
Service station	<ul style="list-style-type: none"> <li>(a) a maximum width of 9 metres of any vehicle crossover across a footpath;</li> <li>(b) a minimum separation of 12 metres between any vehicle crossover and a road intersection;</li> <li>(c) a separate entrance and exit; and</li> <li>(d) a minimum separation between vehicle crossovers of 14 metres.</li> </ul>
Industrial activities	Each lot is provided with no more than one access point every 15 metres.
Roadside stall	A single vehicular access point is provided to the site.
Tourist park	<ul style="list-style-type: none"> <li>(a) a single vehicular access point is provided to the site; and</li> <li>(b) no accommodation site has individual vehicular access.</li> </ul>

#### 9.4.4 Reconfiguring a lot code

##### 9.4.4.1 Application

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

##### 9.4.4.2 Purpose

- (1) The purpose of the Reconfiguring a lot code is to ensure that land is:
  - (a) arranged in a manner which is consistent with the intended scale and intensity of development within the area;
  - (b) provided with access to appropriate movement and open space networks; and
  - (c) contributes to housing diversity and accommodates a range of land uses.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Subdivision of land achieves the efficient use of land and the efficient provision of infrastructure and transport services;
  - (b) Lots are of a suitable size and shape for the intended or potential use having regard to the purpose and overall outcomes of the relevant zone or precinct.
  - (c) Subdivision of land creates lots with sufficient area and dimensions to accommodate the ultimate use, meet user requirements, protect environmental features and account for site constraints;
  - (d) A range and mix of lot sizes is provided to facilitate a variety of industry and housing types;
  - (e) Subdivision design incorporates a road network that provides connectivity and circulation for vehicles and provide safe and efficient access for pedestrians, cyclists and public transport;
  - (f) Subdivision design provides opportunities for walking and cycling for recreation and as alternative methods of travel;
  - (g) Subdivision of land provides and integrates a range of functional parkland, including local and district parks and open space links for the use and enjoyment of the residents of the locality and the shire;
  - (h) Subdivision of land contributes to an open space network that achieves connectivity along riparian corridors and between areas with conservation values;
  - (i) Subdivision within the Rural zone maintains rural landholdings in viable parcels;
  - (j) Land in historical townships is not reconfigured to be used for urban purposes; and
  - (k) Residential subdivision and greenfield development is designed to consider and respect:
    - i. topography;
    - ii. climate responsive design and solar orientation;
    - iii. efficient and sustainable infrastructure provision;
    - iv. environmental values;
    - v. water sensitive urban design;
    - vi. good quality agricultural land; and
    - vii. the character and scale of surrounding development.

### 9.4.4.3 Criteria for assessment

**Table 9.4.4.3A—Reconfiguring a lot code – For assessable development**

Performance outcomes	Acceptable outcomes	Complies	Comments
Area and frontage of lots			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO1</b> Lots include an area and frontage that:</p> <ul style="list-style-type: none"> <li>(a) is consistent with the design of lots in the surrounding area;</li> <li>(b) allows the desired amenity of the zone to be achieved;</li> <li>(c) is able to accommodate all buildings, structures and works associated with the intended land use;</li> <li>(d) allow the site to be provided with sufficient access;</li> <li>(e) considers the proximity of the land to: <ul style="list-style-type: none"> <li>(i) centres;</li> <li>(ii) public transport services; and</li> <li>(iii) open space; and</li> </ul> </li> <li>(f) allows for the protection of environmental features; and</li> <li>(g) accommodates site constraints.</li> </ul>	<p><b>AO1.1</b> Lots provide a minimum area and frontage in accordance with <b>Table 9.4.4.3B</b>.</p>	<p>✓ / ✗ Complies with PO1</p>	<p>For acceptable outcome AO1.1, Table 9.4.4.3B nominates a minimum lot size of ten (10) hectares.</p> <p>The proposed lots will not comply with AO1.1, therefore must demonstrate compliance with PO1.</p> <p>In response to PO1:</p> <p>(a) The design of the lots is consistent with that of those established lots in Bundanoon Court (opposite the subject land);</p> <p>(b) The proposed lots, most with Barron River frontage and full urban services, will provide a very high level of amenity;</p> <p>(c) Each proposed lot will contain a building pad of sufficient area and dimensions to accommodate buildings and structures.</p> <p>(d) Each lot will be provided with good access via the Hastie Road frontage.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>(e) The subject land neighbours Bundanoon Estate and is proximate to Amaroo Park Estate. The developing Amaroo Park neighbourhood centre is conveniently located to service the subject land.</p> <p>(f) &amp; (g) Due to flood hazard constraints associated with the Barron River, development of each lot will be confined to specific building pads/areas. This allows for the protection of environmental features over the balance of each allotment.</p> <p>The development will satisfy PO1.</p>
<b>Existing buildings and easements</b>			
<p><b>PO2</b> Reconfiguring a lot which contains existing land uses or existing buildings and structures ensures:</p> <p>(a) new lots are of sufficient area and dimensions to accommodate existing land uses, buildings and structures; and</p> <p>(b) any continuing use is not compromised by the reconfiguration.</p>	<p><b>AO2.1</b> Each land use and associated infrastructure is contained within its individual lot.</p>	✓	<p>The development would comply.</p> <p>Proposed Lot 3 will contain the existing dwelling house.</p>
	<p><b>AO2.2</b> All lots containing existing buildings and structures achieve the setback requirements of the relevant zone.</p>	✓	<p>The development would comply.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO3</b> Reconfiguring a lot which contains an existing easement ensures:</p> <p>(a) future buildings, structures and accessways are able to be sited to avoid the easement; and</p> <p>(b) the reconfiguration does not compromise the purpose of the easement or the continued operation of any infrastructure contained within the easement.</p>	<p><b>AO3</b> No acceptable outcome is provided.</p>	n/a	Not applicable.
<b>Boundary realignment</b>			
<p><b>PO4</b> The boundary realignment retains all attendant and existing infrastructure connections and potential connections.</p>	<p><b>AO4</b> No acceptable outcome is provided.</p>	n/a	Not applicable.
<b>Access and road network</b>			
<p><b>PO5</b> Access to a reconfigured lot (including driveways and paths) must not have an adverse impact on:</p> <p>(a) safety;</p> <p>(b) drainage;</p> <p>(c) visual amenity;</p> <p>(d) privacy of adjoining premises; and</p> <p>(e) service provision.</p>	<p><b>AO5</b> No acceptable outcome is provided.</p>	✓	Access to the proposed allotments will be off Hastie Road.
<p><b>PO6</b> Reconfiguring a lot ensures that access to a lot can be provided that:</p> <p>(a) is consistent with that provided in the surrounding area;</p> <p>(b) maximises efficiency and safety; and</p> <p>(c) is consistent with the nature of the intended use of the lot.</p> <p>Note—The Parking and access code should be considered in demonstrating compliance with PO6.</p>	<p><b>AO6</b> Vehicle crossover and access is provided in accordance with the design guidelines and specifications set out in Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	<p>Layback kerbing will be installed along the Hastie Road frontage.</p> <p>The access strip for proposed Lot 2 will be conditioned for construction in accordance with the FNQROC development manual.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO7</b> Roads in the Industry zone are designed having regard to:</p> <ul style="list-style-type: none"> <li>(a) the intended use of the lots;</li> <li>(b) the existing use of surrounding land;</li> <li>(c) the vehicular servicing requirements of the intended use;</li> <li>(d) the movement and turning requirements of B-Double vehicles.</li> </ul> <p>Note—The Parking and access code should be considered in demonstrating compliance with PO7.</p>	<p><b>A07</b> No acceptable outcome is provided.</p>	n/a	Not applicable.
<b>Rear lots</b>			
<p><b>PO8</b> Rear lots are designed to:</p> <ul style="list-style-type: none"> <li>(a) provide a high standard of amenity for residents and other users of the site;</li> <li>(b) provide a high standard of amenity for adjoining properties; and</li> <li>(c) not adversely affect the safety and efficiency of the road from which access is gained.</li> </ul>	<p><b>A08.1</b> Rear lots are designed to facilitate development that adjoins or overlooks a park or open space.</p>	✓	Complies.  Proposed Lot 2 overlooks the Barron River.
	<p><b>A08.2</b> No more than two rear lots are created behind any lot with a road frontage.</p>	✓	Complies.  A single rear lot is proposed.
	<p><b>A08.3</b> Access to lots is via an access strip with a minimum width of:</p> <ul style="list-style-type: none"> <li>(a) 4 metres where in the Low density residential zone or Medium density residential zone;</li> <li>or</li> <li>(b) 8 metres otherwise.</li> </ul>	✓	A ten (10) metre wide access strip is proposed for Lot 2.
	<p><b>A08.4</b> A single access strip is provided to a rear lot along one side of the lot with direct frontage to the street.</p> <p>Note—Figure A provides further guidance in relation to the desired outcome.</p>	✓	Complies.  A single access strip is proposed.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<b>AO8.5</b> No more than 1 in 10 lots created in a new subdivision are rear lots.	✓	Complies.  A single rear lot is proposed.
	<b>AO8.6</b> Rear lots are not created in the Centre zone or the Industry zone.	n/a	Not applicable.
<b>Crime prevention and community safety</b>			
<b>PO9</b> Development includes design features which enhance public safety and seek to prevent opportunities for crime, having regard to: <ul style="list-style-type: none"> <li>(a) sightlines;</li> <li>(b) the existing and intended pedestrian movement network;</li> <li>(c) the existing and intended land use pattern; and</li> <li>(d) potential entrapment locations.</li> </ul>	<b>AO9</b> No acceptable outcome is provided.	✓	The proposed development would reasonably achieve the PO.
<b>Pedestrian and cycle movement network</b>			
<b>PO10</b> Reconfiguring a lot must assist in the implementation of a Pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.	<b>AO10</b> No acceptable outcome is provided.	n/a	Not applicable.  No new roads will be constructed.
<b>Public transport network</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO11</b> Where a site includes or adjoins a future public transport corridor or future public transport site identified through a structure planning process, development:</p> <p>(a) does not prejudice the future provision of the identified infrastructure;</p> <p>(b) appropriately treats the common boundary with the future corridor; and</p> <p>(c) provides opportunities to integrate with the adjoining corridor where a it will include an element which will attract pedestrian movement.</p>	<p><b>AO11</b> No acceptable outcome is provided.</p>	n/a	Not applicable.
<b>Residential subdivision</b>			
<p><b>PO12</b> Residential lots are:</p> <p>(a) provided in a variety of sizes to accommodate housing choice and diversity; and</p> <p>(b) located to increase variety and avoid large areas of similar lot sizes.</p>	<p><b>AO12</b> No acceptable outcome is provided.</p>	✓	The proposed development will contribute to the range of fully serviced allotments available in Mareeba.
<b>Rural residential zone</b>			
<p><b>PO13</b> New lots are only created in the Rural residential zone where land is located within the 4,000m<sup>2</sup> precinct, the 1 hectare precinct or the 2 hectare precinct.</p>	<p><b>AO13</b> No acceptable outcome is provided.</p>	n/a	Not applicable.
<b>Additional provisions for greenfield development only</b>			
<p><b>PO14</b> The subdivision design provides the new community with a local identity by responding to:</p> <p>(a) site context</p> <p>(b) site characteristics</p> <p>(c) setting</p> <p>(d) landmarks</p> <p>(e) natural features; and</p> <p>(f) views.</p>	<p><b>AO14</b> No acceptable outcome provided.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO15</b> The road network is designed to provide a high level of connectivity, permeability and circulation for local vehicles, public transport, pedestrians and cyclists.</p>	<p><b>AO15</b> No acceptable outcome provided.</p>	n/a	<p>No additional roads are proposed.</p> <p>The Hastie Road frontage of the subject land will be upgraded with layback kerbing.</p>
<p><b>PO16</b> The road network is designed to:</p> <ul style="list-style-type: none"> <li>(a) minimise the number of cul-de-sacs;</li> <li>(b) provide walkable catchments for all residents in cul-de-sacs; and</li> <li>(c) include open cul-de-sacs heads.</li> </ul> <p>Note—Figure B provides further guidance in relation to the desired outcome.</p>	<p><b>AO16</b> No acceptable outcome provided.</p>	n/a	<p>No additional roads are proposed.</p> <p>The Hastie Road frontage of the subject land will be upgraded with layback kerbing.</p>
<p><b>PO17</b> Reconfiguring a lot provides safe and convenient access to the existing or future public transport network.</p>	<p><b>AO17</b> The subdivision locates 90% of lots within 400 metres walking distance of a future public transport route.</p>	✓	<p>Hastie Road provides for safe and convenient access.</p>
<p><b>PO18</b> The staging of the lot reconfiguration prioritises delivery of link roads to facilitate efficient bus routes.</p>	<p><b>AO18</b> No acceptable outcome provided.</p>	n/a	<p>The application does not propose a staged development.</p>
<p><b>PO19</b> Provision is made for sufficient open space to:</p> <ul style="list-style-type: none"> <li>(a) meet the needs of the occupiers of the lots and to ensure that the environmental and scenic values of the area are protected;</li> <li>(b) retain riparian corridors, significant vegetation and habitat areas and provides linkages between those areas; and</li> <li>(c) meet regional, district and neighbourhood open space</li> </ul>	<p><b>AO19.1</b> A minimum of 10% of the site area is dedicated as open space.</p>	n/a	<p>Not applicable for the proposed development.</p>

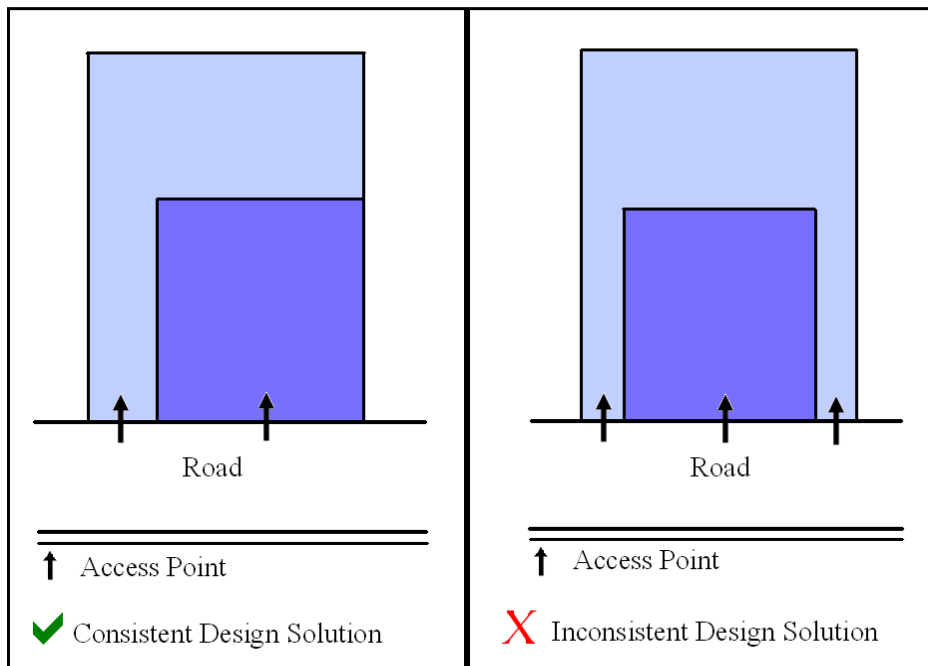
Performance outcomes	Acceptable outcomes	Complies	Comments
requirements.	<b>AO19.2</b> A maximum of 30% of the proposed open space can consist of land identified as significant vegetation or riparian corridor buffer.	n/a	Not applicable for the proposed development.
<b>PO20</b> A network of parks and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

**Table 9.4.4.3B—Minimum area and dimensions for Reconfiguring a lot**

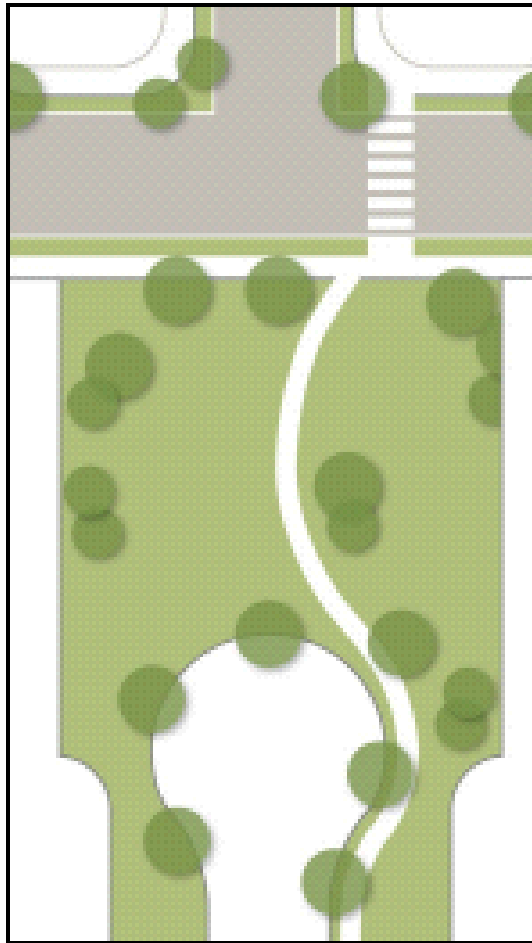
Zone	Type	Minimum area	Minimum frontage
Centre	All lots	800m <sup>2</sup>	20 metres
Community facilities	All lots	Not specified	Not specified
Conservation	All lots	Not specified	Not specified
Emerging community	All lots	10 hectares	100 metres
Low density residential	Where greenfield development and connected to reticulated water and sewerage		
	Rear lot	800m <sup>2</sup>	5 metres
	All other lots	350m <sup>2</sup>	10 metres
	Where connected to reticulated water and sewerage		
	Rear lot	800m <sup>2</sup>	5 metres
	All other lots	600m <sup>2</sup>	16 metres
	Where connected to reticulated water		
	Rear lot	1,000m <sup>2</sup>	5 metres
All other lots	800m <sup>2</sup>	16 metres	

<b>Zone</b>	<b>Type</b>	<b>Minimum area</b>	<b>Minimum frontage</b>
Medium density residential	Rear lot	600m <sup>2</sup>	5 metres
	All other lots	400m <sup>2</sup>	10 metres
Industry	All lots	1,500m <sup>2</sup>	45 metres
Recreation and open space	All lots	Not specified	Not specified
Rural	All lots	60 hectares	400 metres
Rural residential	2 hectare precinct		
	All lots	2 hectares	60 metres
	1 hectare precinct		
	All lots	1 hectare	40 metres
	4,000m <sup>2</sup> precinct		
	All lots	4,000m <sup>2</sup>	40 metres

**Figure A – Examples of access to rear lots**



**Figure B – Example of cul-de-sac design**



## 9.4.5 Works, services and infrastructure code

### 9.4.5.1 Application

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

### 9.4.5.2 Purpose

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

### 9.4.5.3 Criteria for assessment

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

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

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO4</b> Each lot is provided with an adequate supply of electricity</p>	<p><b>AO4</b> The premises: (a) is connected to the electricity supply network; or (b) has arranged a connection to the transmission grid; or (c) where not connected to the network, an independent energy system with sufficient capacity to service the development (at near average energy demands associated with the use) may be provided as an alternative to reticulated electricity where: (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.</p>	✓	The development will be conditioned to comply.
<b>Telecommunications infrastructure</b>			
<p><b>PO5</b> Each lot is provided with an adequate supply of telecommunication infrastructure</p>	<p><b>AO5</b> Development is provided with a connection to the national broadband network or telecommunication services.</p>	✓	The development will be conditioned to comply.
<b>Existing public utility services</b>			
<p><b>PO6</b> Development and associated works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p><b>AO6</b> Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	The development will be conditioned to comply.
<b>Excavation or filling</b>			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p><b>PO7</b> Excavation or filling must not have an adverse impact on the:</p> <ul style="list-style-type: none"> <li>(a) streetscape;</li> <li>(b) scenic amenity;</li> <li>(c) environmental values;</li> <li>(d) slope stability;</li> <li>(e) accessibility; or</li> <li>(f) privacy of adjoining premises.</li> </ul>	<p><b>A07.1</b> Excavation or filling does not occur within 1.5 metres of any site boundary.</p>	<p style="text-align: center;">✓ Will comply with PO7</p>	<p>All filling proposed for the subject land will be conditioned to require appropriate engineering supervision and certification.</p> <p>These works will be assessed in detail as part of the future operational works application.</p> <p>The extent of the filling proposed will not cause permanent negative impacts to the streetscape and scenic amenity.</p> <p>Filling will comply with PO7.</p>
	<p><b>A07.2</b> Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.</p>	<p style="text-align: center;">✓</p>	<p>See comments for A07.1</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO7.3</b> Earthworks batters:</p> <ul style="list-style-type: none"> <li>(a) are no greater than 1.5 metres in height;</li> <li>(b) are stepped with a minimum width 2 metre berm;</li> <li>(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;</li> <li>(d) have a slope no greater than 1 in 4; and</li> <li>(e) are retained.</li> </ul>	✓	See comments for AO7.1
	<p><b>AO7.4</b> Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from:</p> <ul style="list-style-type: none"> <li>(a) adjoining premises; or</li> <li>(b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.</li> </ul>	✓	See comments for AO7.1
	<p><b>AO7.5</b> All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	See comments for AO7.1
	<p><b>AO7.6</b> Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	✓	See comments for AO7.1

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p><b>AO7.7</b> Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	✓	See comments for AO7.1
<b>For assessable development</b>			
<b>Transport network</b>			
<p><b>PO8</b> The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.</p>	<p><b>AO8.1</b> Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	✓	The development will be conditioned to comply.
	<p><b>AO8.2</b> Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.</p>	n/a	Not applicable.
<b>Public infrastructure</b>			
<p><b>PO9</b> The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.</p>	<p><b>AO9</b> Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	The development will be conditioned to comply.
<b>Stormwater quality</b>			

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

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

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

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

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