

Assessment of application against relevant Development Codes

APPLICATION DETAILS

APPLICATION		PREMISES	
FILE NO:	MCU/17/0007	ADDRESS:	308 Byrnes Street, Mareeba
APPLICANT:	Maisel Ag Pty Ltd	RPD:	Lot 2 on M35663
LODGED BY:	Freshwater Planning Pty Ltd	AREA:	1,381m ²
DATE LODGED:	18 September 2017	OWNER:	Maisel Ag Pty Ltd
TYPE OF APPROVAL:	Development Permit		
PROPOSED DEVELOPMENT:	Material Change of Use - Car Wash		
PLANNING SCHEME:	Mareeba Shire Council Planning Scheme 2016		
ZONE:	Low Density Residential		
LEVEL OF ASSESSMENT:	Impact Assessment		
SUBMISSIONS:	Two (2) Submissions Received		

Relevant Development Codes

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

- 6.2.6 Low density residential zone code
- 9.3.2 Commercial activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

6.2.6 Low density residential zone code

6.2.6.1 Application

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

6.2.6.2 Purpose

- (1) The purpose of the Low density residential zone code is to provide for predominantly dwelling houses supported by community uses and small-scale services and facilities that cater for local residents.
- (2) Mareeba Shire Council's purpose of the Low density residential zone code is to:
 - (a) maintain the integrity of established residential areas, which are characterised primarily by Dwelling houses and Dual occupancy development;
 - (b) provide opportunities for other forms of residential development where existing character and amenity will not be compromised; and
 - (c) facilitate non-residential development that directly supports the day to day needs of the immediate residential community, in new residential areas.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The dominant form of development is detached dwelling houses, on a range of lot sizes;
 - (b) In greenfield areas, in proximity to activity centres, a wider range of higher density residential development may occur where existing low density residential amenity is not compromised;
 - (c) High quality Residential care facilities and Retirement facilities are located on larger sites;
 - (d) Development provides for an efficient land use pattern and is well connected to other developments;
 - (e) Development is designed to provide safe and walkable neighbourhoods that connect residents to desirable destinations including schools, parks, shops and community facilities;
 - (f) Development facilitates other small-scale uses that integrate personal employment and residential activities, provided they complement local residential amenity;
 - (g) Development maintains a high level of residential amenity avoiding uses that introduce impacts associated with noise, hours of operation, traffic, advertising devices, visual amenity, privacy, lighting, odour and emissions;
 - (h) Development reflects and enhances the existing low density scale and character of the area;
 - (i) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
 - (j) Development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure to meet the needs of the local community;
 - (k) Non-residential development may be supported in new residential areas where such uses directly support the day to day needs of the immediate residential community;
 - (l) Development takes account of the environmental constraints of the land; and

- (m) Any unavoidable impacts are minimised through location, design, operation and management requirements.

6.2.6.3 Criteria for assessment

Table 6.2.6.3A—Low density residential zone code - For self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Height			
<p>PO1 Building height takes into consideration and respects the following:</p> <p>(a) the height of existing buildings on adjoining premises;</p> <p>(b) the development potential, with respect to height, on adjoining premises;</p> <p>(c) the height of buildings in the vicinity of the site;</p> <p>(d) access to sunlight and daylight for the site and adjoining sites;</p> <p>(e) privacy and overlooking; and</p> <p>(f) site area and street frontage length.</p>	<p>AO1 Development has a maximum building height of:</p> <p>(a) 8.5 metres; and</p> <p>(b) 2 storeys above ground level.</p>	✓	Complies - the maximum building height achieved on site is 6.5 metres (super wash bay only).
Outbuildings and residential scale			
<p>PO2 Domestic outbuildings:</p> <p>(a) do not dominate the lot on which they are located; and</p> <p>(b) are consistent with the scale and character of development in the Low-density residential zone.</p>	<p>AO2 Domestic outbuildings do not exceed:</p> <p>(a) 100m² in gross floor area; and</p> <p>(b) 5.5 metres in height above natural ground level.</p>	n/a	Not applicable.
Siting, where not involving a Dwelling house			
Note—Where for Dwelling house, the setbacks of the Queensland Development Code apply.			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO3 Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) opportunities for casual surveillance of adjoining public spaces; (e) air circulation and access to natural breezes; and (f) appearance of building bulk; and (g) relationship with road corridors. 	<p>AO3.1 Buildings and structures include a minimum setback of:</p> <ul style="list-style-type: none"> (a) 6 metres from the primary road frontage; and (b) 3 metres from any secondary road frontage. 	<p style="text-align: center;">✓ Complies with PO3</p>	<p>The development achieves the desired 6 metre setback from Byrnes Street, however does not achieve the desired 3 metre setback from Lerra Street with auto wash bay 2 sited approximately 0.775 metres from this boundary. Despite this non-compliance, the proposed development is considered to achieve compliance with performance outcome PO3 in that:</p> <ul style="list-style-type: none"> - the encroachment is not likely to impact on adjoining premises; - will not impact on the availability of sunlight and daylight; - will not cause privacy or overlooking issues; - will not impact on casual surveillance; - is not likely to impact on air circulation; - the building bulk will be softened by landscaping; and - is not likely to impact on Lerra Street which is a lower order street. <p>The proposed development is considered to comply with PO3</p>
	<p>AO3.2 Buildings and structures include a minimum setback of 2 metres from side and rear boundaries.</p>	<p style="text-align: center;">✓ Complies with PO3</p>	<p>The proposed development will include structures built right to the northern and western boundaries of the site and is therefore non-compliant with AO3.2.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>The proposed vacuum/dog wash bays and bin area/oil separator room will be constructed right up to the western boundary of the site and will include a 3.6 metre high concrete panel wall constructed along the full length of the western boundary. The super wash bay and bin area/oil separator room will also be constructed right up to the northern boundary of the site and will also include concrete panel walls ranging from 3.6 metres to 6.2 metres in height constructed part way across the northern boundary.</p> <p>Although these concrete walls are likely to have some degree of visual impact on immediate adjoining properties, their presence is considered necessary in order to minimise other impacts relative to the proposed use such as noise, hours of operation, lighting and privacy.</p> <p>In terms of setbacks, given the height and type of walls proposed, the desired 2 metre setback would be unlikely to alleviate any visual impact and would more likely result in ongoing maintenance issues resulting from a poorly accessible 2 metre wide section of land between the proposed walls and the</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>property boundaries. The application does note that for purpose of helping to minimise the visual impact of the concrete panel walls, the applicant/developer has agreed to paint each wall a colour agreed to by the respective adjoining landowners.</p> <p>Despite the non-compliance with AO3.2, on balance, the proposed development is still considered to reasonably comply with PO3 considering the likely effectiveness of the concrete panel walls at alleviating other amenity impacts the development might have on adjoining residential uses.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
Accommodation density			
<p>PO4 The density of Accommodation activities:</p> <p>(a) contributes to housing choice and affordability;</p> <p>(b) respects the nature and density of surrounding land use;</p> <p>(c) does not cause amenity impacts beyond the reasonable expectation of accommodation density for the zone; and</p> <p>(d) is commensurate to the scale and frontage of the site.</p>	<p>AO4 Development provides a maximum density for Accommodation activities in compliance with Table 6.2.6.3B.</p>	n/a	Not applicable - The proposed development does not include an accommodation component.
Gross floor area			
<p>PO5 Buildings and structures occupy the site in a manner that:</p> <p>(a) makes efficient use of land;</p> <p>(b) is consistent with the bulk and scale of surrounding buildings; and</p> <p>(c) appropriately balances built and natural features.</p>	<p>AO5 Gross floor area does not exceed 600m².</p>	✓	Complies - The developments GFA is approximately 552m ² .
For assessable development			
Building design			
<p>PO6 Building facades are appropriately designed to:</p> <p>(a) include visual interest and architectural variation;</p> <p>(b) maintain and enhance the</p>	<p>AO6 Buildings include habitable space, pedestrian entrances and recreation space facing the primary road frontage.</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
character of the surrounds; (c) provide opportunities for casual surveillance; (d) include a human scale; and (e) encourage occupation of outdoor space.			
PO7 Development complements and integrates with the established built character of the Low density residential zone, having regard to: (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location.	AO7 No acceptable outcome is provided.	✓ Complies with PO7	<p>The proposed development is situated along Byrnes Street on the southern approach to Mareeba's CBD and despite being within the Low Density Residential zone, is sited in close proximity to other commercial/business uses of a similar scale (Mazda/Mitsubishi dealership, Cardinal Roofing/sheds and the BP Service Station).</p> <p>Given the presence of these existing commercial/business uses, the proposed development will not be inconsistent in scale and appearance as existing development in the immediate surrounds. Although it is acknowledged that the area is predominately characterised by residential uses the prevalence of commercial/business development along the southern approach to Mareeba's CBD is only likely to increase over time given that the Planning Scheme zoning encourages commercial/business</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>development along the eastern side of Byrnes Street.</p> <p>Conditions have been recommended to minimise the developments impacts on surrounding residential uses and the development will incorporate landscape treatments along the Byrnes Street and Lerra Street frontages in order to soften the appearance of the development when viewed from adjoining properties and road users.</p> <p>The development is considered to achieve compliance with the relevant aspects of performance outcome PO7.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
Non-residential development			
<p>PO8 Non-residential development is only located in new residential areas and:</p> <ul style="list-style-type: none"> (a) is consistent with the scale of existing development; (b) does not detract from the amenity of nearby residential uses; (c) directly supports the day to day needs of the immediate residential community; and (d) does not impact on the orderly provision of non-residential development in other locations in the shire. 	<p>AO8 No acceptable outcome is provided.</p>	<p>n/a</p>	<p>The proposed development is situated along Byrnes Street on the southern approach to Mareeba's CBD and despite being within the Low Density Residential zone, is sited in close proximity to other commercial/business uses of a similar scale (Mazda/Mitsubishi dealership, Cardinal Roofing/sheds and the BP Service Station).</p> <p>Given the presence of these existing commercial/business uses, the proposed development will not be inconsistent in scale and appearance as existing development in the immediate area. Although it is acknowledged that the area is predominately characterised by residential uses the prevalence of commercial/business development along the southern approach to Mareeba's CBD is only likely to increase over time given that the Planning Scheme zoning encourages commercial/business development along the eastern side of Byrnes Street.</p> <p>Conditions have been recommended to minimise the developments impacts on surrounding residential uses and the development will</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
			<p>incorporate landscape treatments along the Byrnes Street and Lerra Street frontages in order to soften the appearance of the development when viewed from adjoining properties and road users.</p> <p>The proposed use is the first commercial car wash development in Mareeba and will satisfy the day to day needs of both locals and tourists passing through. The development is appropriate for Mareeba which is the Shire's major regional activity centre and will not detract from the orderly delivery of other forms of non-residential development across the Shire.</p> <p>The development is considered to achieve compliance with performance outcome PO8.</p>
Amenity			
<p>PO9 Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	<p>AO9 No acceptable outcome is provided.</p>	<p>✓ Complies with PO9</p>	<p>Refer to Planning Discussion section of report.</p>
PO10	AO10	n/a	Not applicable - There

Performance outcomes	Acceptable outcomes	Complies	Comments
Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions.	No acceptable outcome is provided.		are not considered to be any negative environmental impacts emitted from the site pre-development.

Table 6.2.6.3B—Maximum densities for Accommodation activities

Use	Maximum density
Dual occupancy	1 dwelling per 400m ² of site area
Dwelling house	1 dwelling per lot
Multiple dwelling	(a) 1 dwelling per 400m ² of site area; and (b) 1 bedroom per 200m ² of site area.
Residential care facility	1 dwelling or accommodation unit per 250m ² of site area.
Retirement facility	1 dwelling or accommodation unit per 400m ² of site area

9.3.2 Commercial activities code

9.3.2.1 Application

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

9.3.2.2 Purpose

- (1) The purpose of the Commercial activities code is to ensure Commercial activities are appropriately located, designed and operated to service the Shire while not impacting on the character and amenity of the area.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Commercial activities meet the needs of the local community, visitors and tourists through safe, accessible and convenient points of service;
 - (b) Commercial activities have minimal impacts on the natural environment or the environmental values of the area;
 - (c) Commercial activities reinforce and do not prejudice the role and function of established or designated centres;
 - (d) Commercial activities minimise impacts on the character and amenity of the surrounding area and surrounding land uses, particularly residential uses; and
 - (e) Commercial activities do not compromise the viability of the hierarchy and network of centres.

9.3.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
PO1 Buildings are finished with high quality materials, selected for their durability and contribution to the character of the area.	AO1 Building design does not incorporate: <ol style="list-style-type: none"> (a) highly reflective materials such as high performance glass or untreated galvanised metals; or (b) unrelieved, unpainted or un-rendered finishes; or (c) unarticulated concrete finishes; or (d) unarticulated cladding systems; or (e) fluorescent or iridescent paints; or (f) use of single colour or surface treatment. 	✓	The development can be conditioned to comply.
If for Sales office			

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>PO2 A Sales office is compatible with the built form, character and amenity of the surrounding area, having regard to:</p> <p>(a) duration of use; (b) size and scale; (c) intensity and nature of use; (d) number of employees; and (e) hours of operation.</p>	<p>AO2.1 The Sales office is limited in its duration to a period not greater than:</p> <p>(a) 2 years, where involving selling or displaying land or buildings (including a dwelling house, multiple dwelling, commercial or industrial buildings); or (b) 6 months, where involving land or buildings that can be won as a prize.</p>	n/a	Not applicable - The proposed development is for a car wash and does not include a sales office use.
	<p>AO2.2 The Sales office does not exceed 100m² gross floor area.</p> <p>Note—The Sales office may be located within part of a Dwelling house, Dual occupancy or Multiple dwelling for sale or that can be won as a prize.</p>	n/a	Not applicable - The proposed development is for a car wash and does not include a sales office use.
	<p>AO2.3 No more than 3 employees work within the sales office at any one time.</p>	n/a	Not applicable - The proposed development is for a car wash and does not include a sales office use.
	<p>AO2.4 The Sales office does not operate outside the hours of 8.00am to 6.00pm.</p>	n/a	Not applicable - The proposed development is for a car wash and does not include a sales office use.
<p>PO3 A Sales office is located to be accessible to visitors.</p>	<p>PO3 The Sales office is established at the entrance to:</p> <p>(a) the estate or stage of the estate where involving multiple properties or dwellings; or (b) the building or land where involving a single property or dwelling.</p>	n/a	Not applicable - The proposed development is for a car wash and does not include a sales office use.
For assessable development			
Visual amenity and character			
<p>PO4 Commercial activities protect and enhance the character and amenity of</p>	<p>AO4 No acceptable outcome is provided.</p>	✓	The development can be conditioned to ensure all air-conditioning units, refrigeration plant,

Performance outcomes	Acceptable outcomes	Complies	Comments
<p>the locality and streetscape through the appropriate location and screening of:</p> <ul style="list-style-type: none"> (a) air conditioning; (b) refrigeration plant; (c) mechanical plant; and (d) refuse bin storage areas. 			<p>mechanical plant and refuse storage bins are screened from view from Byrnes and Lerra Street users. Mechanical plant associated with the development will be contained in buildings on-site. These components of the development will be effectively screened from view from immediate adjoining land owners by solid boundary fencing.</p>
Location and size			
<p>PO5 Commercial activities are located and designed:</p> <ul style="list-style-type: none"> (a) to be commensurate to the scale and nature of land uses located and intended to be located in the immediate vicinity; and (b) consistent with the intent of the activity centre hierarchy for Mareeba Shire. 	<p>AO5 No acceptable outcome is provided.</p>	<p>✓ Complies with PO5.</p>	<p>The subject site is within proximity to existing ribbon or strip commercial development along Byrnes Street of a similar scale (Mazda/Mitsubishi dealership, Cardinal Roofing and BP Service Station) and is sited directly opposite centre zoned land (on the eastern side of Byrnes Street).</p> <p>The subject site is not considered an inappropriate location for a car wash development and appropriate conditions have been recommended to minimise amenity impacts on nearby residential uses.</p> <p>The development complies with PO5.</p>

Performance outcomes	Acceptable outcomes	Complies	Comments
If for Service station or Car wash			
<p>PO6 The site is of a suitable size, shape and configuration to accommodate all aspects of the use, such as:</p> <p>(a) the building/s and associated storage areas;</p> <p>(b) any ancillary activities;</p> <p>(c) fuel delivery and service vehicles;</p> <p>(d) vehicle access and on site manoeuvrability; and</p> <p>(e) landscaping.</p>	<p>AO6.1 The site has a:</p> <p>(a) minimum area of 1500m²; and</p> <p>(b) minimum frontage of:</p> <p>(i) 30 metres to each road where the site is a corner site; or</p> <p>(ii) 40 metres otherwise.</p>	✓	The subject site has an area of just 1,381m ² and is therefore non-compliant with AO6. As shown on the submitted plans, which include vehicle swept paths, all aspects of the development are able to be accommodated on site. The propose development achieves compliance with PO6.
	<p>AO6.2 Bulk fuel storage tanks are situated on the site no closer than 8 metres to any road frontage.</p>	n/a	Not applicable - The proposed development is for a car wash and does not propose bulk storage of fuel.
	<p>AO6.3 Bulk fuel storage tanks are situated on the site:</p> <p>(a) so that fuel delivery vehicles are standing wholly within the site when discharging fuel into the tanks; and</p> <p>(b) ensuring that the movement of other vehicles on the site is not restricted when fuel delivery occurs.</p>	n/a	Not applicable - The proposed development is for a car wash and does not propose bulk storage of fuel.
	<p>AO6.4 Fuel pumps, car wash bays and facilities including air and water points are:</p> <p>(a) orientated to minimise vehicle conflicts associated with manoeuvring on site; and</p> <p>(b) located so that vehicles using or waiting to use the facilities are standing wholly within the site and in locations which do not restrict the movement of other vehicles on the site.</p>	✓	Complies - refer to vehicle swept path plan (17-025 DA Sheet 7 of 7 dated November 2017).

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

9.4.2 Landscaping code

9.4.2.1 Application

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

9.4.2.2 Purpose

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

9.4.2.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
<p>PO1 Development, other than in the Rural zone, includes landscaping that:</p> <ul style="list-style-type: none"> (a) contributes to the landscape character of the Shire; (b) compliments the character of the immediate surrounds; (c) provides an appropriate balance between built and natural elements; and (d) provides a source of visual interest. 	<p>AO1 Development, other than in the Rural zone, provides:</p> <ul style="list-style-type: none"> (a) a minimum of 10% of the site as landscaping; (b) planting in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species; (c) for the integration of retained significant vegetation into landscaping areas; (d) on-street landscaping works in accordance with the Design Guidelines set out in Section D9 Landscaping, of the Planning Scheme Policy 4 - FNQROC Regional Development Manual. <p>Note—Where development exceeds a site cover of 90%, areas of landscaping may be provided above ground level to achieve a total supply of landscaping equivalent to 10% of the site area.</p>	✓	Complies - The proposed development includes landscaping over 9.7% of the site which is considered close enough to 10% to be compliant.
<p>PO2 Development, other than in the Rural zone, includes landscaping along site frontages that:</p> <ul style="list-style-type: none"> (a) creates an attractive streetscape; (b) compliments the character of the immediate surrounds; (c) assists to break up and soften elements of built form; (d) screen areas of limited visual interest or servicing; 	<p>AO2 Development, other than in the Rural zone, includes a landscape strip along any site frontage:</p> <ul style="list-style-type: none"> (a) with a minimum width of 2 metres where adjoining a car parking area; (b) with a minimum width of 1.5 metres in all other locations; and (c) in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species. 	✓ Complies with PO2	The landscaping proposed, and as included on the submitted landscape plan will create an attractive streetscape, will compliment the character of the immediate surrounds and will assist to break up and soften the developments building bulk. The landscaping proposed will achieve compliance with PO2.

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

Performance outcomes	Acceptable outcomes	Complies	Comments
(a) provides visual interest; (b) provides a source of shade for pedestrians; (c) assists to break up and soften elements; and (d) improves legibility.	(a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces; (b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and (c) where involving a car parking area in excess of 500m ² : (i) shade structures are provided for 50% of parking spaces; and (ii) a minimum of 10% of the parking area as landscaping. Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.		site for long periods of time except when in shaded wash bays.
	AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.	n/a	Not applicable - See AO4.1 comment.
PO5 Landscaping areas include a range and variety of planting that: (a) is suitable for the intended purpose and local conditions;	AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.	✓	Can be conditioned to comply.
(b) contributes to the natural character of the Shire; (c) includes native species; (d) includes locally endemic species, where practical; and (e) does not include	AO5.2 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.	✓	Can be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
invasive plants or weeds.			
PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire.	AO6.1 Tree planting is a minimum of (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber.	✓	Complies.
	AO6.2 Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity.	✓	Complies.
	AO6.3 Vegetation adjoining an electricity substation boundary, at maturity, will have: (a) a height of less than 4 metres; and (b) no foliage within 3 metres of the substation boundary, unless the substation has a solid wall along any boundary.	n/a	Not applicable – The subject site does not adjoin an electricity substation.
For assessable development			
PO7 Landscaping areas are designed to: (a) be easily maintained throughout the ongoing use of the site; (b) allow sufficient area and access to sunlight and water for plant growth; (c) not cause a nuisance to occupants of the site or members of the public; and	AO7 No acceptable outcome is provided.	✓	Complies – The landscaping proposed on the submitted landscape plan is considered to comply with PO7.

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

Table 9.4.2.3B—Side and rear boundary landscape treatments

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

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

9.4.3 Parking and access code

9.4.3.1 Application

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

9.4.3.2 Purpose

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

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

9.4.3.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Complies	Comments
For self-assessable and assessable development			
Car parking spaces			
<p>PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:</p> <ol style="list-style-type: none"> (a) nature of the use; (b) location of the site; (c) proximity of the use to public transport services; (d) availability of active transport infrastructure; and (e) accessibility of the use to all members of the community. 	<p>AO1 The number of car parking spaces provided for the use is in accordance with Table 9.4.3.3B.</p> <p>Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1.</p>	✓	Complies – Each wash bay and vacuum bay is considered to be a car parking space as this is the primary use of the site. As demonstrated on the submitted plans, a dedicated employee parking space is included as well as multiple spaces for queuing vehicles.

Performance outcomes	Acceptable outcomes	Complies	Comments
Vehicle crossovers			
<p>PO2 Vehicle crossovers are provided to::</p> <p>(a) ensure safe and efficient access between the road and premises;</p> <p>(b) minimize interference with the function and operation of roads; and</p> <p>(c) minimise pedestrian to vehicle conflict.</p>	<p>AO2.1 Vehicular access to/from Council roads is designed and constructed in accordance with the Standard drawings in Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p>	✓	Will be conditioned to comply.
	<p>AO2.2 Development on a site with two or more road frontages provides vehicular access from:</p> <p>(a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or</p> <p>(b) from the lowest order road in all other instances.</p>	✓	Complies where relevant. The subject site contains frontage to both Byrnes Street which is State controlled and the Council controlled Lerra Street. Access to the car wash facilities will be via Byrnes Street only (exiting via Lerra Street) as a one-way arrangement. Access to the vacuum bays and dog wash facilities will be via Byrnes Street (if used after car washes) or via Lerra Street (if only using vacuum/dog wash bays).
	<p>AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E.</p>	✓	Will be conditioned to comply where relevant.
<p>PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to:</p> <p>(a) the intensity of anticipated vehicle movements;</p> <p>(b) the nature of the use that they service; and</p> <p>(c) the character of the</p>	<p>AO3 Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C.</p>	✓	Will comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
surrounding locality.			
For assessable development			
Parking area location and design			
PO4 Car parking areas are located and designed to: (a) ensure safety and efficiency in operation; and (b) be consistent with the character of the surrounding locality.	AO4.1 Car parking spaces, access and circulation areas have dimensions in accordance with AS/NZS 2890.1 Off-street car parking.	✓	Complies.
	AO4.2 Disabled access and car parking spaces are located and designed in accordance with AS/NZS 2890.6 Parking facilities - Off-street parking for people with disabilities.	✓	Can be conditioned to comply.
	AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances.	✓	Complies.
	AO4.4 Parking and any set down areas are: (a) wholly contained within the site; (b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone; (c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling,	✓	Complies where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
	Residential care facility or Retirement facility; and (d) provided at the side or rear of a building in all other instances.		
Site access and manoeuvring			
PO5 Access to, and manoeuvring within, the site is designed and located to: (a) ensure the safety and efficiency of the external road network; (b) ensure the safety of pedestrians; (c) provide a functional and convenient layout; and (d) accommodate all vehicles intended to use the site.	AO5.1 Access and manoeuvrability is in accordance with : (a) AS28901 – Car Parking Facilities (Off Street Parking); and (b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities. Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.	✓	Complies.
	AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTRROADS.	✓	Complies.
	AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.	✓	Complies.
	AO5.4 Pedestrian and cyclist access to the site: (a) is clearly defined; (b) easily identifiable; and (c) provides a connection between the site frontage and the	✓	Complies

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

Performance outcomes	Acceptable outcomes	Complies	Comments
	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.		
	AO6.6 Where involving an accommodation activity, internal roads facilitate unobstructed access to every dwelling, accommodation unit, accommodation site and building by emergency services vehicles.	n/a	Not applicable.
	AO6.7 For an Energy and infrastructure activity or Rural activity, internal road gradients: (a) are no steeper than 1:5; or (b) are steeper than 1:5 and are sealed.	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
Servicing			
<p>PO7 Development provides access, maneuvering and servicing areas on site that:</p> <p>(a) accommodate a service vehicle commensurate with the likely demand generated by the use;</p> <p>(b) do not impact on the safety or efficiency of internal car parking or maneuvering areas;</p> <p>(c) do not adversely impact on the safety or efficiency of the road network;</p> <p>(d) provide for all servicing functions associated with the use; and</p> <p>(e) are located and designed to minimise their impacts on adjoining sensitive land uses and streetscape quality.</p>	<p>AO7.1 All unloading, loading, service and waste disposal areas are located:</p> <p>(a) on the site;</p> <p>(b) to the side or rear of the building, behind the main building line;</p> <p>(c) not adjacent to a site boundary where the adjoining property is used for a sensitive use.</p>	✓	Complies.
	<p>AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p>	✓	Complies.
	<p>AO7.3 Development provides a servicing area, site access and maneuvering areas to accommodate the applicable minimum servicing vehicle specified in Table 9.4.3.3B.</p>	✓	Complies.
Maintenance			
<p>PO8 Parking areas are used and maintained for their intended purpose.</p>	<p>AO8.1 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking and circulation of vehicles.</p>	✓	Will Comply.
	<p>AO8.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases.</p>	✓	Will Comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
End of trip facilities			
<p>PO9 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that:</p> <p>(a) meet the anticipated demand generated from the use;</p> <p>(b) comprise secure and convenient bicycle parking and storage; and</p> <p>(c) provide end of trip facilities for all active transport users.</p>	<p>AO9.1 The number of bicycle parking spaces provided for the use is in accordance with Table 9.4.3.3D.</p>	n/a	Not applicable.
	<p>AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3D.</p>	n/a	Not applicable.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			
<p>PO10 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p>AO10 A traffic impact report is prepared by a suitably qualified person that identifies:</p> <p>(a) the expected traffic movements to be generated by the facility;</p> <p>(b) any associated impacts on the road network; and</p> <p>(c) any works that will be required to address the identified impacts.</p>	n/a	Not applicable.
If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park			
<p>PO11 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users.</p>	<p>AO11 A traffic impact report is prepared by a suitably qualified person that identifies:</p> <p>(d) the expected traffic movements to be generated by the facility;</p> <p>(e) any associated</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	(f) impacts on the road network; and any works that will be required to address the identified impacts.		

Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements

Definition	Minimum number of Car parking spaces	Minimum Service Vehicle Space Provision
Car wash	Minimum of two parking spaces plus 1 car queuing space for each car wash or service bay and parking at rates applicable to ancillary use/s.	One AV space.

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

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

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

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

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

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

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

Definition	Minimum number of bicycle parking spaces	Minimum end of trip facilities
Indoor sport and recreation	One space per employee plus 1 space per 200m ² GFA	As determined by Council.
Park	As determined by Council.	As determined by Council.
Short term accommodation	One space per 4 letting rooms.	As determined by Council.
Shop or Shopping centre	<p>New or redeveloped shopping centres, provide:</p> <ul style="list-style-type: none"> • For employees - secure bicycle storage for 8% of building staff (based on one person per 60m² Gross leasable area). Secure bicycle parking involves a bicycle locker or bicycle rail in a locked compound/cage; and • visitor facilities: <ul style="list-style-type: none"> - one space per 500m² GLA or part thereof for centres under 30,000m²; or - one space per 750m² GLA or part thereof for centres between 30,000m² and 50,000m²; and - bicycle parking is signposted and within 10m of a major public entrance to the building. 	<p>New or redeveloped shopping centres, provide the following employee facilities, which are continually accessible to employees:</p> <ul style="list-style-type: none"> • accessible showers at the rate of one shower per 10 bicycle spaces provided or part thereof; • changing facilities adjacent to showers; and • secure lockers in the changing facilities for 20% of building staff (based on one person per 60m² GLA to cater for walkers, cyclists and other active users.
Theatre	One space per 100m ² GFA.	As determined by Council.

Table 9.4.3.3E—Vehicular Access for Specific Uses

Use	Design
Dwelling house	A secondary dwelling shares a vehicle crossover with the Dwelling house.
Car wash	<p>Site access involves:</p> <p>(a) a maximum width of 9 metres of any vehicle crossover across a</p>

Service station	<p>footpath;</p> <p>(b) a minimum separation of 12 metres between any vehicle crossover and a road intersection;</p> <p>(c) a separate entrance and exit; and</p> <p>(d) a minimum separation between vehicle crossovers of 14 metres.</p>
Industrial activities	Each lot is provided with no more than one access point every 15 metres.
Roadside stall	A single vehicular access point is provided to the site.
Tourist park	<p>(a) a single vehicular access point is provided to the site; and</p> <p>(b) no accommodation site has individual vehicular access.</p>

9.4.5 Works, services and infrastructure code

9.4.5.1 Application

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

9.4.5.2 Purpose

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

9.4.5.3 Criteria for assessment

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

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

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>independent energy system with sufficient capacity to service the development (at near average energy demands associated with the use) may be provided as an alternative to reticulated electricity where:</p> <ul style="list-style-type: none"> (i) it is approved by the relevant regulatory authority; and (ii) it can be demonstrated that no air or noise emissions; and (iii) it can be demonstrated that no adverse impact on visual amenity will occur. 		
Telecommunications infrastructure			
<p>PO5 Each lot is provided with an adequate supply of telecommunication infrastructure</p>	<p>AO5 Development is provided with a connection to the national broadband network or telecommunication services.</p>	✓	Can be conditioned to comply.
Existing public utility services			
<p>PO6 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>AO6 Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	✓	Can be conditioned to comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
Excavation or filling			
PO7 Excavation or filling must not have an adverse impact on the: <ul style="list-style-type: none"> (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or (f) privacy of adjoining premises. 	A07.1 Excavation or filling does not occur within 1.5 metres of any site boundary.	n/a	Not applicable.
	A07.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	n/a	Not applicable.
	A07.3 Earthworks batters: <ul style="list-style-type: none"> (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and (e) are retained. 	n/a	Not applicable.
	A07.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from: <ul style="list-style-type: none"> (a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation. 	n/a	Not applicable.
	A07.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	n/a	Not applicable.
	A07.6 Retaining walls have a	✓	Will comply.

Performance outcomes	Acceptable outcomes	Complies	Comments
	maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.		
	A07.7 Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	n/a	Not applicable.
For assessable development			
Transport network			
PO8 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.	A08.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.	✓	Will be conditioned to comply.
	A08.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.	n/a	Not applicable.
Public infrastructure			
PO9 The design, construction and provision of any	A09 Development is in accordance with the Design Guidelines and	✓	Can be conditioned to comply where relevant.

Performance outcomes	Acceptable outcomes	Complies	Comments
infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.	Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.		
Stormwater quality			
<p>PO10 Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <ul style="list-style-type: none"> (a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters; (b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies; (c) achieve specified water quality objectives; (d) minimise flooding; (e) maximise the use of natural channel design principles; (f) maximise community benefit; and (g) minimise risk to public safety. 	<p>AO10.1 The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <ul style="list-style-type: none"> (a) a Stormwater Management Plan and Report that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; and (b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including: <ul style="list-style-type: none"> (i) drainage control; (ii) erosion control; (iii) sediment control; and (iv) water quality outcomes. 	✓	Will be conditioned to comply.
	<p>AO10.2 For development on land greater than 2,500m² or that result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality</p>	n/a	Not applicable.

Performance outcomes	Acceptable outcomes	Complies	Comments
	<p>Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <ul style="list-style-type: none"> (a) meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline; (b) is consistent with any local area stormwater water management planning; (c) accounts for development type, construction phase, local climatic conditions and design objectives; and (d) provides for stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity. 		
<p>PO11 Storage areas for stormwater detention and retention:</p> <ul style="list-style-type: none"> (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community 	<p>AO11 No acceptable outcome is provided.</p>	✓	Will be conditioned to comply.

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

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

Performance outcomes	Acceptable outcomes	Complies	Comments
levels of contaminants	remediated prior to plan sealing, operational works permit, or issuing of building works permit.		
Fire services in developments accessed by common private title			
PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of: (a) 120 metres for residential development; and (b) 90 metres for any other development.	n/a	Not applicable.
	AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.	n/a	Not applicable.