

Assessment of application against relevant Development Codes

APPLICATION DETAILS

| APPLICATION | | PREMISES | |
|-----------------------|--|----------|-----------------------|
| FILE NO: | MCU/18/0025 | ADDRESS: | Shaban Close, Mareeba |
| APPLICANT: | M & N Baksaj | RPD: | Lot 9 on SP210185 |
| LODGED BY: | Freshwater Planning Pty Ltd | AREA: | 2.492 hectares |
| DATE LODGED: | 13 August 2018 | OWNER : | M & N Baksaj |
| TYPE OF APPROVAL: | Development Permit | | |
| PROPOSED DEVELOPMENT: | Material Change of Use - Transport Depot | | |
| PLANNING SCHEME: | Mareeba Shire Council Planning Scheme 2016 | | |
| ZONE: | Rural Residential zone - Precinct C | | |
| LEVEL OF ASSESSMENT: | Code Assessment | | |
| SUBMISSIONS: | n/a | | |

Relevant Development Codes

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

- 6.2.10 Rural residential zone code
- 8.2.2 Airport environs overlay code
- 8.2.3 Bushfire hazard overlay code
- 8.2.12 Transport infrastructure overlay code
- 9.3.5 Industrial activities code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.5 Works, services and infrastructure code

6.2.10 Rural residential zone code

6.2.10.1 Application

- (1) This code applies to assessing development where:
 - (a) located in the Rural residential 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.

6.2.10.2 Purpose

- (1) The purpose of the Rural residential zone code is to provide for residential development on large lots where local government infrastructure and services may not be provided on the basis that the intensity of development is generally dispersed.
- (2) Mareeba Shire Council's purpose of the Rural residential zone code is to provide for residential development on a range of larger lots which take account of the history of rural residential development throughout the region. Limited agricultural and animal husbandry activities which contribute to a semi-rural setting may be appropriate on lots with areas in the upper range of lot sizes.
- (3) The Rural residential zone has been broken into three precincts to cater for the distinct lot sizes and levels of servicing that historically occurred in this zone:
 - (a) The 2 hectare precinct is characterised by significant clusters of larger rural residential lifestyle lots that have limited infrastructure and proximity to services. Lots within this precinct will not be reconfigured below 2 hectares in size;
 - (b) The 1 hectare precinct is characterised by significant clusters of rural residential lifestyle lots that have limited access to infrastructure and proximity to services. Lots within this precinct will not be reconfigured below 1 hectare in size; and
 - (c) The 4,000m² precinct is characterised by clusters of smaller rural residential lots in proximity to activity centres, where reticulated water supply and an urban standard of infrastructure (apart from sewerage) can be provided. Lots within this precinct will not be reconfigured below 4,000m².
- (4) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The development of large rural residential lots with attendant provision of onsite infrastructure is facilitated;
 - (b) Development within the zone preserves the environmental and topographical features of the land by integrating an appropriate scale of rural residential activities;
 - (c) Development avoids areas of ecological significance;
 - (d) Low-impact activities such as small-scale eco-tourism and outdoor recreation uses are permitted within the zone where the impacts of such uses are acceptable;
 - (e) Natural features such as creeks, gullies, waterways, wetlands and vegetation and bushland are retained, enhanced and buffered from the impacts of development, with unavoidable impacts minimised through location, design, operation and management requirements;
 - (f) Other uses may be appropriate where meeting the day to day needs of the rural residential catchment or having a direct relationship to the land in which the particular use is proposed. Any such uses should not have any adverse effects on the residential amenity of the area through factors such as noise generation, traffic generation or other factors associated with the use;

- (g) Reconfiguring a lot will maintain the predominant lot size of the precinct or intended for the precinct; and
- (h) Reconfiguring a lot involving the creation of new lots is not undertaken external to a precinct in the Rural residential zone in consideration of the inherent environmental, and/or physical infrastructure and/or social infrastructure constraints of Rural residential zoned land outside of identified precincts.

6.2.10.3 Criteria for assessment

Table 6.2.10.3—Rural residential zone code - For accepted development subject to requirements and assessable development

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|---|
| For accepted development subject to requirements and assessable development | | | |
| Height | | | |
| PO1 Building height takes into consideration and respects the following: <ul style="list-style-type: none"> (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length. | AO1 Development has a maximum building height of: <ul style="list-style-type: none"> (a) 8.5 metres; and (b) 2 storeys above ground level. | ✓ | Complies. The maximum height of the proposed bus shelter shed is 6 metres. |
| Outbuildings and residential scale | | | |
| PO2 Domestic outbuildings: <ul style="list-style-type: none"> (a) do not dominate the lot on which they are located; and (b) are consistent with the scale and character of development in the Rural residential zone. | AO2.1 On lots less than 2 hectares, domestic outbuildings do not exceed: <ul style="list-style-type: none"> (a) 150m² in gross floor area; and (b) 5.5 metres above natural ground level. | n/a | Not applicable. The subject land has an area greater than 2 hectares. |
| | AO2.2 | n/a | The proposed bus shelter shed |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| | On lots greater than 2 hectares, domestic outbuildings do not exceed: <ul style="list-style-type: none"> (a) 200m² in gross floor area; and (b) 8.5 metres above natural ground level. | | is not a domestic outbuilding. |
| Siting | | | |
| PO3 Development is sited in a manner that considers and respects: <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; (f) appearance of building bulk; and (g) relationship with road corridors. | AO3 Buildings and structures include a minimum setback of: <ul style="list-style-type: none"> (a) 40 metres from a frontage to a State-controlled Road; (b) 6 metres from a frontage to any other road; (c) 10 metres from a boundary to an adjoining lot in the 2 hectare precinct, 1 hectare precinct or the Rural zone or Conservation zone; (d) 5 metres from a boundary to an adjoining lot in the 4,000m² precinct; and (e) 3 metres from a side or rear boundary otherwise. | ✓ | Complies. The proposed bus shelter shed will exceed to setbacks nominated by AO3. |
| Accommodation density | | | |
| PO4 The density of Accommodation activities: <ul style="list-style-type: none"> (a) contributes to housing choice and affordability; (b) respects the nature and density of surrounding land use; (c) does not cause amenity impacts beyond the reasonable expectation of accommodation | AO4 Development provides a maximum density for Accommodation activities of 1 dwelling or accommodation unit per lot. | n/a | Not applicable. The proposed development does not alter accommodation density. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| <p>density for the zone; and (d) is commensurate to the scale and frontage of the site.</p> | | | |
| For assessable development | | | |
| Site cover | | | |
| <p>PO5 Buildings and structures occupy the site in a manner that: (a) makes efficient use of land; (b) is consistent with the bulk and scale of surrounding buildings; and (c) appropriately balances built and natural features.</p> | <p>AO5 No acceptable outcome is provided.</p> | ✓ | <p>The proposed bus shelter shed has a site cover of 420m².</p> <p>This equates to a site cover of approximately 1.6%.</p> |
| Building design | | | |
| <p>PO6 Building facades are appropriately designed to: (a) include visual interest and architectural variation; (b) maintain and enhance the character of the surrounds; (c) provide opportunities for casual surveillance; (d) include a human scale; and (e) encourage occupation of outdoor space.</p> | <p>AO6 No acceptable outcome is provided.</p> | ✓ | <p>The proposed bus shelter shed has the appearance of a typical rural shed.</p> <p>Sheds of similar appearance are already established throughout Shaban Estate and Ray Road.</p> <p>The proposed development is an appropriate building design for the intended use.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|------------------------|---|
| <p>PO7 Development complements and integrates with the established built character of the Rural residential zone, having regard to:</p> <ul style="list-style-type: none"> (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location. | <p>AO7 No acceptable outcome is provided.</p> | ✓ | <p>The proposed bus shelter shed has the appearance of a typical rural shed.</p> <p>Sheds of similar appearance are already established throughout Shaban Estate and Ray Road.</p> <p>The proposed development is an appropriate building design for the intended use.</p> |
| Non-residential development | | | |
| <p>PO8 Non-residential development:</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) does not impact on the orderly provision of non-residential development in other locations in the shire; and (d) directly supports the day to day needs of the immediate residential community; or (e) has a direct relationship to the land on which the use is proposed. | <p>AO8 No acceptable outcome is provided.</p> | ✓ Complies with PO8 | <p>The proposed transport depot is non-residential development.</p> <p>The proposed bus shelter shed measures 20m by 21m (420m²), varying in height from 4.2m on the western side to 6m on the eastern side. The scale is governed by the need to house 4 school buses and is sufficient to do this without being unnecessarily larger. The proposed bus shelter shed will</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|----------------------|---------------------|----------|---|
| | | | <p>be less than half the area of an established shed at 63 Shaban Close.</p> <p>The amenity of the locality will be maintained through appropriate landscaping, building colours and the typical hours of operation.</p> <p>The proposed development will not impact on the orderly provision of other non-residential development.</p> <p>The proposed use supports the day to day needs of the Mareeba township through the provision of essential public transport, namely the transportation of school children.</p> <p>The applicants, and owners of the school buses will reside on the subject land.</p> <p>The development complies with PO8.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|--|--|
| 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 style="text-align: center;">✓ Complies with PO9</p> | <p>The proposal will provide a limited use over the site with bus operations restricted to school days and generally between the hours of 6.40am/7.15am to 9.00am in the mornings and 2.40pm to 4.30pm/4.50pm in the afternoons. It is not considered that the proposed use will have significant impact on the adjoining properties or those within Shaban Close.</p> <p>The dwelling houses on adjoining properties are setback at least 25 metres from the boundary of the subject land and are further setback from the actual transport depot shed. The western adjoining property retains natural vegetation buffering and a</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|------------|---|
| | | | <p>new vegetation buffer will be established by the developer to provide visual screening in all directions.</p> <p>It is considered that the proposed development will not have a significant effect on the amenity of the immediate area.</p> |
| <p>PO10 Development must take into account and seek to ameliorate any existing negative environmental impacts, 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>AO10 No acceptable outcome is provided.</p> | <p>n/a</p> | <p>There are no known existing negative environmental impacts requiring amelioration.</p> |

8.2.2 Airport environs overlay code

8.2.2.1 Application

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

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

8.2.2.2 Purpose

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

8.2.2.3 Criteria for assessment

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

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| <p>PO2 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>AO2 Development within the 'Airport environs: Distance from airport - 6 kilometres' area for Mareeba Airport identified on Airport environs overlay map (OM-002b) or the 'Airport environs: Airport buffer - 3 kilometres' of an aerodrome identified on Airport environs overlay map (OM-002f) does not:</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> | ✓ | Complies. |
| Noise exposure | | | |
| <p>PO3 Development not directly associated with Mareeba Airport is protected from aircraft noise levels that may cause harm or undue interference.</p> | <p>AO3 Sensitive land uses are acoustically insulated to at least the minimum standards specified by AS2021 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction where located within the 'Airport environs: 20-25 ANEF' area identified on Airport environs overlay map (OM-002d).</p> | n/a | <p>Not applicable.</p> <p>The land is not sited within the Airport environs: 20-25 ANEF' area.</p> |
| Public safety | | | |
| <p>PO4 Development does not compromise public safety or risk to property.</p> | <p>AO4 Development is not located within the 'Airport environs: Mareeba Airport public safety area' identified on Airport environs overlay map (OM-002e).</p> | n/a | <p>Not applicable.</p> <p>The land is not sited within the Airport environs: Mareeba Airport public safety area.</p> |
| State significant aviation facilities associated with Mareeba Airport | | | |

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

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

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

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|----------------------|---|----------|-----------------|
| | <p>AO8.3 Putrescible waste disposal sites do not occur within the 'Airport environs: Distance from airport - 13 kilometres' Bird and bat strike zone of:</p> <p>(a) Mareeba Airport identified on Airport environs overlay map (OM-002b); or</p> <p>(b) Cairns Airport identified on Airport environs overlay map (OM-002b.1).</p> | 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 |
|---|---|----------|--|
| For accepted development subject to requirements and assessable development | | | |
| Water supply for fire-fighting purposes | | | |
| PO1 Development where within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) 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. | Where within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) AO1.1 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 | ✓ | The subject land was provided with a suitable water supply at the time of subdivision. |
| | AO1.2 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: | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|---|
| | (a) a separate tank; or (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. | | |
| For assessable development | | | |
| Land use | | | |
| PO2 Development within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) 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. | AO2 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 Bushfire hazard overlay maps (OM-003a-o) : (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. |
| Lot design | | | |
| PO3 Reconfiguring a lot within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) minimises the potential adverse impacts of bushfire on the safety of people, | Where within a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) AO3.1 No new lots are created. OR | n/a | Not applicable. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|---|
| <p>property and the environment through lot design that:</p> <p>(a) is responsive to the nature and extent of bushfire risk; and</p> <p>(b) allows efficient emergency access to 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>AO3.2</p> <p>All lots include a building envelope that achieves a radiant heat flux level of 29kW/m² at the perimeter of the building envelope.</p> <p>Note—Where a radiant heat flux of 29kW/m² 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> | | |
| Firebreaks and access | | | |
| <p>PO4</p> <p>In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o), 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> <p>i. located as close as possible to the boundaries of the lot and the adjoining hazardous vegetation;</p> | <p>AO4.1</p> <p>In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o), roads are designed and constructed:</p> <p>(a) with a maximum gradient of 12.5%;</p> <p>(b) to not use cul-de-sacs; and</p> <p>(c) a constructed road width and weather standard complying with Planning Scheme Policy 4 - FNQROC Regional Development Manual.</p> | ✓ | <p>No new roads are proposed.</p> <p>Internal access will comply.</p> |
| | <p>AO4.2</p> <p>In a 'Bushfire hazard area' and 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o), firebreaks are provided:</p> <p>(a) consisting of a perimeter road that separates lots from areas of bushfire hazard;</p> <p>(b) a minimum cleared width of 20 metre;</p> <p>(c) a maximum gradient of 12.5%; and</p> <p>(d) a constructed road width and weather standard complying with Planning Scheme Policy 4 -</p> | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| ii. the minimum cleared width not less than 6 metres; iii. the formed width is not less than 2.5 metres; iv. the formed gradient is not greater than 15%; v. vehicular access is provided at both ends; vi. passing bays and turning areas are provided for fire-fighting appliances located on public land. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome. | FNQROC Regional Development Manual. | | |
| Hazardous materials | | | |
| PO5 Public safety and the environment are not adversely affected by the detrimental impacts of bushfire of hazardous materials manufactured or stored in bulk. Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome. | AO5 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 Bushfire hazard overlay maps (OM-003a-o) . | n/a | Not applicable. |
| Landscaping | | | |
| PO6 Landscaping within a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) does not result in a material increase in the extent, duration or severity of bushfire hazard having regard to: (a) fire ecology; (b) slope of site; and (c) height and mix of plant species. Note—Frost hollows and the associated grass kill facilitates a rapid curing of fuel and exacerbates bushfire hazard. | AO6 No acceptable outcome is provided. | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|---|
| Note— A Bushfire hazard management plan must be prepared by suitably qualified persons in seeking to demonstrate compliance with the Performance outcome. | | | |
| Infrastructure | | | |
| <p>PO7 Infrastructure services located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) 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>AO7 The following infrastructure services are located below ground:</p> <ul style="list-style-type: none"> (a) water supply; (b) sewer; (c) electricity; (d) gas; and (e) telecommunications | ✓ | The development does not require new infrastructure services. |
| Private driveways | | | |
| <p>PO8 All premises located in a 'Bushfire hazard area' and a 'Potential impact buffer (100 metres)' identified on the Bushfire hazard overlay maps (OM-003a-o) 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>AO8 Private driveways:</p> <ul style="list-style-type: none"> (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. | ✓ | 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 |
|--|---------------------|----------|----------|
| For accepted development subject to requirements and assessable development | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|-----------------|
| <p>PO1 Development does prejudice the:</p> <p>(a) ongoing operation of an active 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-012a-j); or</p> <p>(b) the potential future use of an inactive 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-012a-j).</p> | <p>AO1 Buildings and structures are setback from a boundary with an active or inactive 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-012a-j) a minimum of:</p> <p>(a) 40 metres where:</p> <p>(i) in the Rural zone; and</p> <p>(ii) on a site with an area of 2 hectares or greater; or</p> <p>(b) 5 metres otherwise.</p> | n/a | Not applicable. |
| For assessable development | | | |
| <p>PO2 Non-residential development adjoining a rail corridor identified on the Transport infrastructure overlay maps (OM-012a-j) is designed to allow for the future use of the 'Rail corridor' by the land use.</p> | <p>AO2 No acceptable outcome is provided</p> | n/a | Not applicable. |
| <p>PO3 Development adjoining a 'Rail corridor' identified on the Transport infrastructure overlay maps (OM-012a-j) used for the transportation of tourists is designed to:</p> <p>(a) provide visual interest;</p> <p>(b) screen or enhance areas of limited visual interest; and</p> <p>(c) complement and enhance the character of the shire.</p> | <p>AO3 No acceptable outcome is provided</p> | n/a | Not applicable. |

9.3.5 Industrial activities code

9.3.5.1 Application

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

9.3.5.2 Purpose

- (1) The purpose of the Industrial activities code is to ensure Industrial activities are:
 - (a) appropriately located within designated industrial areas;
 - (b) established and operated in an efficient manner with minimal impact on the character, scale, amenity and environmental values of the surrounding area; and
 - (c) managed to allow for progressive rehabilitation where involving Extractive industry.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Industrial activities are appropriately located having regard to topography, surrounding land uses, natural environment, accessibility, local character and potential social and community impacts;
 - (b) Industrial activities meet the needs of the local community and the local economy through well located, safe and convenient points of service;
 - (c) Industrial activities are designed to have minimal impact on the character, amenity and environment of the surrounding area;
 - (d) Industrial activities provide a safe working environment;
 - (e) Industrial activities are designed to promote sustainability and energy efficiency;
 - (f) Industrial activities are co-located with complimentary and compatible uses;
 - (g) External impacts associated with Extractive industry operations do not impact on the character and amenity of the surrounding area and the safety and wellbeing of the community;
 - (h) Extractive industry operations are adequately separated from potentially incompatible land uses; and
 - (i) Extractive industry sites are progressively rehabilitated.

9.3.5.3 Criteria for assessment

Table 9.3.5.3—Industrial activities code— For accepted development subject to requirements and assessable development

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| For accepted development subject to requirements and assessable development | | | |
| Separation | | | |
| <p>PO1 Industrial activities are appropriately separated from sensitive uses to ensure their amenity is maintained, having regard to:</p> <ul style="list-style-type: none"> (a) noise; (b) odour; (c) light; and (d) emissions. <p>Note—Development proposed to be located closer than the separation distances specified in AO2 requires supporting investigations to demonstrate that the expected impacts from the industry use have been adequately mitigated in consideration of the local context.</p> | <p>AO1 Development is separated from sensitive uses as follows:</p> <ul style="list-style-type: none"> (a) medium impact industry—250 metres; or (b) high impact industry—500 metres; or (c) special industry— 1.5 kilometres. | n/a | <p>Not applicable.</p> <p>The application is for a transport depot, not the category of industry nominated in (a), (b) or (c).</p> |
| For assessable development | | | |
| Amenity | | | |
| <p>PO2 Industrial activities protect and enhance the character and amenity of 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>AO2 No acceptable outcome is provided.</p> | ✓ | <p>The development will be conditioned to comply.</p> |
| <p>PO3 Development avoids and, where unavoidable, mitigates impacts on ground water, particularly where ground water is heavily drawn upon for irrigation or domestic purposes.</p> | <p>AO3 No acceptable outcome is provided.</p> | ✓ | <p>The development will not adversely impact on ground water.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| If for Extractive industry | | | |
| <p>PO4 The site has sufficient area and dimensions to safely accommodate:</p> <ul style="list-style-type: none"> (a) the extractive use; (b) vehicular access and on site vehicular movements; (c) buildings including staff facilities; (d) parking areas for visitors and employees; (e) storage areas and stockpiles; (f) any environmentally significant land; and (g) landscaping and buffer areas. <p>Note—Refer to Planning Scheme Policy 3 - Extractive Industry.</p> | <p>AO4 No acceptable outcome is provided.</p> | n/a | <p>Not applicable.</p> <p>The development is not an extractive industry.</p> |
| <p>PO5 Extractive industry is established and operated in a way that does not impact on public safety.</p> | <p>AO5 Safety fencing is provided for the full length of the perimeter of the site and is appropriately signed with warning signs advising of the nature of the use and any danger or hazard.</p> | n/a | <p>Not applicable.</p> <p>The development is not an extractive industry.</p> |
| <p>PO6 Extractive industry is appropriately located to adequately mitigate visual, noise, vibration and dust impacts on sensitive uses.</p> | <p>AO6 All aspects of the Extractive industry are setback from all boundaries:</p> <ul style="list-style-type: none"> (a) 200 metres where not involving blasting or crushing; and (b) 1,000 metres for where involving blasting or crushing. <p>Note—Refer to Planning Scheme Policy 3 - Extractive Industry.</p> | n/a | <p>Not applicable.</p> <p>The development is not an extractive industry.</p> |
| <p>PO7 The Extractive industry is designed and managed to appropriately address its interface with the natural environment and landscape, having regard to:</p> | <p>AO7.1 The Extractive industry does not cause a reduction in the quality of ground water or receiving surface waters.</p> | n/a | <p>Not applicable.</p> <p>The development is not an extractive industry.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|---|
| (a) water quality; (b) existing vegetation; and (c) declared plants. | A07.2 Vegetation is retained on site that contributes towards alleviating the impact of the development on the visual amenity of surrounding sensitive land uses. | n/a | Not applicable. The development is not an extractive industry. |
| | A07.3 No declared plants are transported from the site. | n/a | Not applicable. The development is not an extractive industry. |
| PO8 Extractive industry actively integrates rehabilitation into the ongoing operations on the site to progressively restore the site to its original (or an improved) condition, having regard to matters of: (a) locally prevalent plant species; (b) plant spacing; (c) local climatic conditions; (d) locations of waterways and wetlands; (e) ongoing maintenance; (f) potential habitat opportunities; (g) erosion and sediment control; and (h) fencing. Note—A revegetation plan must be prepared by a suitably experienced person in the field of natural area revegetation and rehabilitation, at a standard acceptable to Council, which addresses the items identified in Performance Outcome PO8. | A08 No acceptable outcome is provided. | n/a | Not applicable. The development is not an extractive industry. |

9.4.2 Landscaping code

9.4.2.1 Application

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

9.4.2.2 Purpose

- (1) The purpose of the Landscaping code is to ensure all development is landscaped to a standard that:
 - (a) complements the scale and appearance of the development;
 - (b) protects and enhances the amenity and environmental values of the site;
 - (c) complements and enhances the streetscape and local landscape character; and
 - (d) ensures effective buffering of incompatible land uses to protect local amenity.

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

9.4.2.3 Criteria for assessment

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| For accepted development subject to requirements and assessable development | | | |
| <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> | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| <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; (e) provide shade for pedestrians; and (f) includes a range and variety of planting. | <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. <p>Note—Where development is setback from a frontage less than 1.5 metres, the setback area is provided as a landscape strip</p> | ✓ | The development will be conditioned to comply. |
| <p>PO3 Development includes landscaping and fencing along side and rear boundaries that:</p> <ul style="list-style-type: none"> (a) screens and buffer land uses; (b) assists to break up and soften elements of built form; (c) screens areas of limited visual interest; (d) preserves the amenity of sensitive land uses; and (e) includes a range and variety of planting. | <p>AO3.1 Development provides landscape treatments along side and rear boundaries in accordance with Table 9.4.2.3B.</p> | ✓ | The development will be conditioned to comply. |
| | <p>AO3.2 Shrubs and trees provided in landscape strips along side and rear boundaries:</p> <ul style="list-style-type: none"> (a) are planted at a maximum spacing of 1 metre; (b) will grow to a height of at least 2 metres; (c) will grow to form a screen of no less than 2 metres in height; and (d) are mulched to a minimum depth of 0.1 metres with organic mulch. | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| | <p>AO3.3 Any landscape strip provided along a side or rear boundary is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> | ✓ | The development will be conditioned to comply. |
| <p>PO4 Car parking areas are improved with a variety of landscaping that:</p> <p>(a) provides visual interest;</p> <p>(b) provides a source of shade for pedestrians;</p> <p>(c) assists to break up and soften elements; and</p> <p>(d) improves legibility.</p> | <p>AO4.1 Landscaping is provided in car parking areas which provides:</p> <p>(a) a minimum of 1 shade tree for every 4 parking spaces, or part thereof, where the car parking area includes 12 or more spaces;</p> <p>(b) a minimum of 1 shade tree for every 6 parking spaces, or part thereof, otherwise; and</p> <p>(c) where involving a car parking area in excess of 500m²:</p> <p>(i) shade structures are provided for 50% of parking spaces; and</p> <p>(ii) a minimum of 10% of the parking area as landscaping.</p> <p>Note—Where a shade structure is provided over part of a car parking area, shade tree planting is not required in this area of the car parking area.</p> | n/a | Not applicable. |
| | <p>AO4.2 Landscaping in car parking areas is designed in accordance with Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> | n/a | Not applicable. |
| <p>PO5 Landscaping areas include a range and variety of planting that:</p> <p>(a) is suitable for the intended purpose</p> | <p>AO5.1 Plant species are selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.</p> | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| and local conditions; (b) contributes to the natural character of the Shire; (c) includes native species; (d) includes locally endemic species, where practical; and (e) does not include invasive plants or weeds. | AO5.2 A minimum of 25% of (new and existing) plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch. | ✓ | The development will be conditioned to comply. |
| PO6 Landscaping does not impact on the ongoing provision of infrastructure and services to the Shire. | AO6.1 Tree planting is a minimum of (a) 2 metres from any underground water, sewer, gas, electricity or telecommunications infrastructure; and (b) 4 metres from any inspection chamber. | n/a | Not applicable. |
| | AO6.2 Vegetation below or within 4 metres of overhead electricity lines and power poles has a maximum height of 3.5 metres at maturity. | n/a | Not applicable. |
| | 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 development does not adjoin a substation. |
| For assessable development | | | |

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

Table 9.4.2.3B—Side and rear boundary landscape treatments

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

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

9.4.3 Parking and access code

9.4.3.1 Application

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

9.4.3.2 Purpose

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

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

9.4.3.3 Criteria for assessment

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

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| <p>PO1 Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:</p> <ul style="list-style-type: none"> (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> | ✓ | <p>The development provides parking for 4 buses and associated car parking for bus drivers.</p> <p>No further car parking is required as the development will not attract members of the general public.</p> |
| Vehicle crossovers | | | |
| <p>PO2 Vehicle crossovers are provided to:</p> <ul style="list-style-type: none"> (a) ensure safe and efficient access between the road and premises; (b) minimize interference with the function and operation of roads; and (c) minimise pedestrian to vehicle conflict. | <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> | ✓ | <p>The development will be conditioned to comply.</p> |
| | <p>AO2.2 Development on a site with two or more road frontages provides vehicular access from:</p> <ul style="list-style-type: none"> (a) the primary frontage where involving Community activities or Sport and recreation activities, unless the primary road frontage is a State-controlled road; or (b) from the lowest order road in all other instances. | n/a | <p>Not applicable.</p> <p>The subject site has one road frontage.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|--|
| | AO2.3 Vehicular access for particular uses is provided in accordance with Table 9.4.3.3E . | n/a | Not applicable. |
| PO3 Access, manoeuvring and car parking areas include appropriate pavement treatments having regard to: (a) the intensity of anticipated vehicle movements; (b) the nature of the use that they service; and (c) the character of the surrounding locality. | AO3 Access, manoeuvring and car parking areas include pavements that are constructed in accordance with Table 9.4.3.3C . | ✓ | The development will be conditioned to comply. |
| For assessable development | | | |
| Parking area location and design | | | |
| PO4 Car parking areas are located and designed to: (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. | ✓ | The development will be conditioned to comply. |
| | 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. | ✓ | The development will be conditioned to comply. |
| | AO4.3 The car parking area includes designated pedestrian routes that provide connections to building entrances. | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|------------------------------------|---|----------|--|
| | <p>AO4.4 Parking and any set down areas are:</p> <ul style="list-style-type: none"> (a) wholly contained within the site; (b) visible from the street where involving Commercial activities, Community activities, Industrial activities or a use in the Recreation and open space zone; (c) are set back behind the main building line where involving a Dual occupancy, Multiple dwelling, Residential care facility or Retirement facility; and (d) provided at the side or rear of a building in all other instances. | ✓ | The development will be conditioned to comply. |
| Site access and manoeuvring | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| <p>PO5 Access to, and manoeuvring within, the site is designed and located to:</p> <p>(a) ensure the safety and efficiency of the external road network;</p> <p>(b) ensure the safety of pedestrians;</p> <p>(c) provide a functional and convenient layout; and</p> <p>(d) accommodate all vehicles intended to use the site.</p> | <p>AO5.1 Access and manoeuvrability is in accordance with :</p> <p>(a) AS2890.1 – Car Parking Facilities (Off Street Parking); and</p> <p>(b) AS2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.</p> <p>Note—Proposal plans should include turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.</p> | ✓ | The development will be conditioned to comply. |
| | <p>AO5.2 Vehicular access has a minimum sight distance in accordance with Part 5 of AUSTROADS.</p> | ✓ | The development will access onto a straight section of road. |
| | <p>AO5.3 Vehicular access is located and designed so that all vehicles enter and exit the site in a forward gear.</p> | ✓ | The development will comply. |
| | <p>AO5.4 Pedestrian and cyclist access to the site:</p> <p>(a) is clearly defined;</p> <p>(b) easily identifiable; and</p> <p>(c) provides a connection between the site frontage and the entrance to buildings and end of trip facilities (where provided).</p> | n/a | Not application. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| <p>PO6 Development that involves an internal road network ensures that it's design:</p> <p>(a) ensure safety and efficiency in operation;</p> <p>(b) does not impact on the amenity of residential uses on the site and on adjoining sites, having regard to matters of:</p> <p>(i) hours of operation;</p> <p>(ii) noise</p> <p>(iii) light; and</p> <p>(iv) odour;</p> <p>(c) accommodates the nature and volume of vehicle movements anticipated to be generated by the use;</p> <p>(d) allows for convenient access to key on-site features by pedestrians, cyclists and motor vehicles; and</p> <p>(e) in the Rural zone, avoids environmental degradation.</p> | <p>AO6.1 Internal roads for a Tourist park have a minimum width of:</p> <p>(a) 4 metres if one way; or</p> <p>(b) 6 metres if two way.</p> | n/a | <p>Not applicable.</p> <p>The development is not for a tourist park.</p> |
| | <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 | <p>Not applicable.</p> <p>The development is not for a tourist park.</p> |
| | <p>AO6.3 Internal roads are imperviously sealed and drained, apart from those for an Energy and infrastructure activity or Rural activity.</p> | ✓ | The development will be conditioned to comply. |
| | <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. |

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| <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> | ✓ | <p>Not applicable.</p> <p>The proposed use will not create waste disposal demands beyond the rural residential living use.</p> |
| | <p>AO7.2 Unloading, loading, service and waste disposal areas allow service vehicles to enter and exit the site in a forward gear.</p> | n/a | <p>Not applicable.</p> <p>See comment for AO7.1.</p> |
| | <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> | n/a | <p>Not applicable.</p> <p>See comment for AO7.1.</p> |
| 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> | ✓ | <p>The development will comply.</p> <p>Only the land owners and employed bus drivers will access the subject land.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|------------------------------|
| | AO8.2 All parking areas will be compacted, sealed, drained, line marked and maintained until such time as the development ceases. | ✓ | The development will comply. |
| End of trip facilities | | | |
| PO9 Development within the Centre zone; Industry zone or Emerging community zone provides facilities for active transport users that: | AO9.1 The number of bicycle parking spaces provided for the use is in accordance with Table 9.4.3.3D . | n/a | Not applicable. |
| (a) meet the anticipated demand generated from the use; (b) comprise secure and convenient bicycle parking and storage; and (c) provide end of trip facilities for all active transport users. | AO9.2 End of trip facilities are provided in accordance with Table 9.4.3.3D . | n/a | Not applicable. |
| If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park | | | |
| PO10 The level of traffic generated by the development on the surrounding local road network must not result in unacceptable impacts on adjacent land and local road users. | AO10 A traffic impact report is prepared by a suitably qualified person that identifies: <ul style="list-style-type: none"> (a) the expected traffic movements to be generated by the facility; (b) any associated impacts on the road network; and (c) any works that will be required to address the identified impacts. | n/a | Not applicable. |
| If for Educational establishment or Child care centre where involving more than 100 vehicle movements per day or Renewable energy facility, Sport and recreation activities or Tourist park | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|------------|------------------------|
| <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> <ul style="list-style-type: none"> (d) the expected traffic movements to be generated by the facility; (e) any associated impacts on the road network; and (f) any works that will be required to address the identified impacts. | <p>n/a</p> | <p>Not applicable.</p> |

Table 9.4.3.3B—Vehicle Parking and Service Vehicle Space Requirements

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

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

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

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

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|------------------------------------|--|---|
| Function facility | One space per 30m ² or part thereof of GFA. | One SRV space. |
| Funeral parlour | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One SRV space. |
| Garden centre | <p>A minimum of 5 spaces for customer parking or one space per 150m² or part thereof of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m² use area, whichever is greater.</p> | One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space. |
| Hardware and trade supplies | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space. |
| Health care services | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside the Centre zone:</u> One space per 20m² of or part thereof of net lettable area.</p> | One SRV space per 500m ² GFA. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|------------------------------------|---|--|
| High industry impact | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Home business based | <u>Bed and breakfasts:</u> One space per guest room. <u>Other home based business:</u> One space for home based business and one covered space for the dwelling. | Nil. |
| Hospital | One space per 6 residential care beds. One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements. | One HRV space. One SRV for every 800m ² of GFA and part thereof; and One space for an emergency vehicle. |
| Hotel | One space per 10m ² or part thereof of GFA per bar, beer garden and other public area. One space per 50m ² or part thereof of GFA per bulk liquor sales area. One space per guest room. | One HRV space. |
| Indoor sport and recreation | <u>If accepted development subject to requirements:</u> One space per 25m ² of net lettable area. <u>If assessable development:</u> As determined by Council. | An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite Internal dedicated taxi bays provided within 200 metres of the site entrance. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|---|---|--|
| Intensive animal industries | <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. |
| Intensive horticulture | <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> |
| Landing | As determined by Council. | As determined by Council. |
| Low impact industry | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Major electricity infrastructure | As determined by Council. | As determined by Council. |
| Major sport, recreation and entertainment facility | As determined by Council. | As determined by Council. |
| Marine industry | One space per 90m ² GFA or part thereof. | One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space. |
| Market | As determined by Council. | As determined by Council. |
| Medium impact industry | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|---|--|---|
| Motor sport facility | As determined by Council. | As determined by Council. |
| Multiple dwelling | <p>One covered space per dwelling.</p> <p>One dedicated vehicle wash-down bay for premises containing 5 or more dwellings.</p> <p>A minimum of 0.25 spaces per dwelling is to remain in common property for visitor use.</p> | Nil. |
| Nature-based tourism | One space per dwelling; or 0.75 spaces per guest room if in dormitory or shared facilities. | As determined by Council. |
| Nightclub entertainment facility | One space per 60m ² GFA or part thereof. | Nil. |
| Non-resident workforce accommodation | One space per dwelling unit. | Nil. |
| Office | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 20m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One SRV space. |
| Outdoor sales | <p>A minimum of 5 spaces for customer parking or one space per 150m² of use area, whichever is greater.</p> <p>One service vehicle space per use or one service vehicle space per 800m², whichever is greater.</p> | One AV if the site has an area of greater than 2,000m ² , otherwise One HRV space. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|-------------------------------------|---|--|
| Outdoor sport and recreation | Coursing, horse racing, pacing or trotting: <ul style="list-style-type: none"> • One space per five seated spectators; plus • One space per 5m² of other spectator areas. Football: <ul style="list-style-type: none"> • 50 spaces per field. Lawn bowls: <ul style="list-style-type: none"> • 30 spaces per green. Swimming pool: <ul style="list-style-type: none"> • 15 spaces; plus • One space per 100m² of useable site area. Tennis or other Court: <ul style="list-style-type: none"> • Four spaces per court. Golf Course: <ul style="list-style-type: none"> • Four spaces per tee on the course; plus • One space per 50m² of net lettable area. <u>Any other use:</u> As determined by council. | An internal bus set down and pick up area that enables the bus to be in a forward motion at all times whilst onsite Internal dedicated taxi bays provided within 200 metres of the site entrance. |
| Park | As determined by Council. | As determined by Council. |
| Parking station | Not applicable | Nil. |
| Permanent plantation | <u>If accepted development subject to requirements:</u> Two spaces. <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. |
| Place of worship | Minimum of 5 spaces per use or one space per 25m ² or part thereof of GFA, whichever is greater. | One SRV space. |
| Port services | As determined by Council. | As determined by Council. |
| Relocatable home park | One space for each home site plus 1 space for each 5 home sites or part thereof for visitors. | One HRV space. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|---|--|--|
| Renewable energy facility | As determined by Council. | As determined by Council. |
| Research and technology industry | One space per 90m ² GFA or part thereof. | One HRV space if the site has an area greater than 1,000m ² , otherwise One SRV space. |
| Residential care facility | One space per 4 hostel unit beds. Visitor parking at 30% of resident parking requirements. | One SRV space; and One space for an emergency vehicle. |
| Resort complex | As determined by Council. | As determined by Council. |
| Retirement facility | One covered space per unit and 0.5 spaces for visitors parking. | One SRV space; and One space for an emergency vehicle. |
| Roadside stall | One space per stall. | Nil. |
| Rooming accommodation | <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. |
| Rural industry | One space per 90m ² GFA or part thereof. | One AV space. |
| Rural workers' accommodation | <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. |
| Sales office | One space per 25m ² GFA or part thereof. | Nil. |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|---------------------------------|--|--|
| Service industry | <p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One HRV space if the site is greater than 2,000m ² , otherwise One SRV space. |
| Service station | Minimum of four spaces plus car parking at rates applicable to ancillary use/s. | One AV space. |
| Shop | <p>Accepted where in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | One HRV space if the site is greater than 2,000m ² , otherwise One SRV space. |
| Shopping centre | <p><u>Inside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA and one space per 25m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA and one space per 15m² or part thereof of GFA above 400m².</p> | One AV space per 1,000m ² ; and One SRV space per 500m ² ; or One SRV space per every 2 specialty uses, whichever the greater. |
| Short-term accommodation | 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 |
|-------------------------------------|--|--|
| Showroom | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside the Centre zone:</u> One space per 25m² or part thereof of GFA up to 400m² GFA, and one space per 10m² or part thereof of GFA above 400m².</p> <p><u>Outside the Centre zone:</u> One space per 50m² or part thereof of GFA up to 400m² GFA, and one space per 15m² or part thereof of GFA above 400m².</p> | <p>One AV space and One SRV space if the site is greater than 2,000m²; or One HRV space; and One SRV Space.</p> |
| Special industry | <p>One space per 90m² GFA or part thereof.</p> | <p>One AV space if the site has an area greater than 2,000m², otherwise One HRV.</p> |
| Substation | <p><u>If assessable development:</u> As determined by Council.</p> | <p>As determined by Council.</p> |
| Telecommunication s facility | <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> |
| Theatre | <p>One space per 15m² or part thereof of net lettable area, or one space per 5 seated spectators whichever is the greater.</p> | <p>One SRV space.</p> |
| Tourist attraction | <p>As determined by Council.</p> | <p>As determined by Council.</p> |

| Definition | Minimum number of Car parking spaces | Minimum Service Vehicle Space Provision |
|-----------------------------|---|--|
| Tourist park | <p>One space within each accommodation site plus 1 additional visitor space per 10 accommodation sites.</p> <p>Queuing for 2 vehicles towing caravans and 1 holding bay for a vehicle towing a caravan plus additional queuing for 1 vehicle towing a caravan per 40 accommodation sites.</p> | One HRV space. |
| Transport depot | One space per 125m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Utility installation | <p><u>If 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> |
| Veterinary services | <p>Accepted in an existing building within the Centre zone.</p> <p><u>Inside Centre zone:</u> One space per 40m² or part thereof of net lettable area.</p> <p><u>Outside Centre zone:</u> One space per 20m² or part thereof of net lettable area.</p> | One HRV space if greater than 500m ² GFA; and One SRV space per 500m ² GFA. |
| Warehouse | One space per 90m ² GFA or part thereof. | One AV space if the site has an area greater than 2,000m ² , otherwise One HRV. |
| Wholesale nursery | As determined by Council. | As determined by Council. |
| Winery | As determined by Council. | As determined by Council. |

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

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

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

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

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

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

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

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

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

Table 9.4.3.3E—Vehicular Access for Specific Uses

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

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

9.4.5 Works, services and infrastructure code

9.4.5.1 Application

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

9.4.5.2 Purpose

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

9.4.5.3 Criteria for assessment

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

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

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

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

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---------------------------|--|----------|--|
| | <p>AO3.2 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> | ✓ | The development will be conditioned to comply. |
| Electricity supply | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|---|
| <p>PO4 Each lot is provided with an adequate supply of electricity</p> | <p>AO4 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> | <p>✓</p> | <p>The established dwelling house is connected to the electricity supply network.</p> |
| <p>Telecommunications infrastructure</p> | | | |
| <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> | <p>✓</p> | <p>The established dwelling house is connected to the telecommunications network.</p> |
| <p>Existing public utility services</p> | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|--|----------|--|
| <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> | ✓ | The development will be conditioned to comply. |
| Excavation or filling | | | |
| <p>PO7 Excavation or filling must not have an adverse impact on the:</p> <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. | <p>AO7.1 Excavation or filling does not occur within 1.5 metres of any site boundary.</p> | n/a | Not applicable. |
| | <p>AO7.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.</p> | n/a | Not applicable. |
| | <p>AO7.3 Earthworks batters:</p> <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. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|-----------------------------------|--|----------|-----------------|
| | <p>AO7.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from:</p> <p>(a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation.</p> | n/a | Not applicable. |
| | <p>AO7.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p> | n/a | Not applicable. |
| | <p>AO7.6 Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p> | n/a | Not applicable. |
| | <p>AO7.7 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.</p> | n/a | Not applicable. |
| For assessable development | | | |
| Transport network | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|---|----------|--|
| <p>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.</p> | <p>AO8.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p> | ✓ | The development will be conditioned to comply. |
| | <p>AO8.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.</p> | n/a | Not applicable. |
| Public infrastructure | | | |
| <p>PO9 The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimise adverse impacts.</p> | <p>AO9 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. |
| Stormwater quality | | | |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|--|--|----------|---|
| <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. | <p>✓</p> | <p>The development will be conditioned to comply.</p> |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|----------------------|---|----------|--|
| | <p>AO10.2 For development on land greater than 2,500m² or that result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <ul style="list-style-type: none"> (a) meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline; (b) is consistent with any local area stormwater water management planning; (c) accounts for development type, construction phase, local climatic conditions and design objectives; and (d) provides for stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity. | ✓ | The development will be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Complies | Comments |
|---|---|----------|--|
| <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 benefit; and (e) minimise risk to public safety. | <p>AO11 No acceptable outcome is provided.</p> | ✓ | The development will be conditioned to comply. |
| Excavation or filling | | | |
| <p>PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.</p> | <p>AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.</p> | n/a | Not applicable. |
| | <p>AO12.2 Transportation of fill to or from the site does not occur:</p> <ul style="list-style-type: none"> (a) within peak traffic times; and (b) before 7am or after 6pm Monday to Friday; (c) before 7am or after 1pm Saturdays; and (d) on Sundays or Public Holidays. | n/a | Not applicable. |

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

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