

ORDINARY MEETING 9 DECEMBER 2009	33
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MATERIAL CHANGE OF USE (IMPACT ASSESSMENT) - INDOOR SPORT & ENTERTAINMENT & PRELIMINARY APPROVAL FOR USES CONSISTENT WITH THE SPORT & RECREATION PLANNING AREA - 304L WALKER ROAD, EDMONTON - DIVISION 2

G Warner : 8/8/1061 : #1916671

PROPOSAL: INDOOR SPORT & ENTERTAINMENT & PRELIMINARY APPROVAL FOR USES CONSISTENT WITH THE SPORT & RECREATION PLANNING AREA

APPLICANT: CAIRNS REGIONAL COUNCIL
C/- PLANZ TOWN PLANNING PTY LTD
2 CROWLEY CLOSE
WHITFIELD QLD 4870

LOCATION OF SITE: 304L WALKER ROAD
EDMONTON QLD 4870

PROPERTY: LOT 304 ON SP213782

PLANNING DISTRICT: WHITE ROCK EDMONTON

PLANNING AREA: RESIDENTIAL 2

PLANNING SCHEME: CAIRNSPLAN 2005

REFERRAL AGENCIES: DEPARTMENT OF MAIN ROADS
QUEENSLAND TRANSPORT
DEPARTMENT OF INFRASTRUCTURE & PLANNING

NUMBER OF SUBMITTERS: ONE (1) - DEPARTMENT OF INFRASTRUCTURE & PLANNING

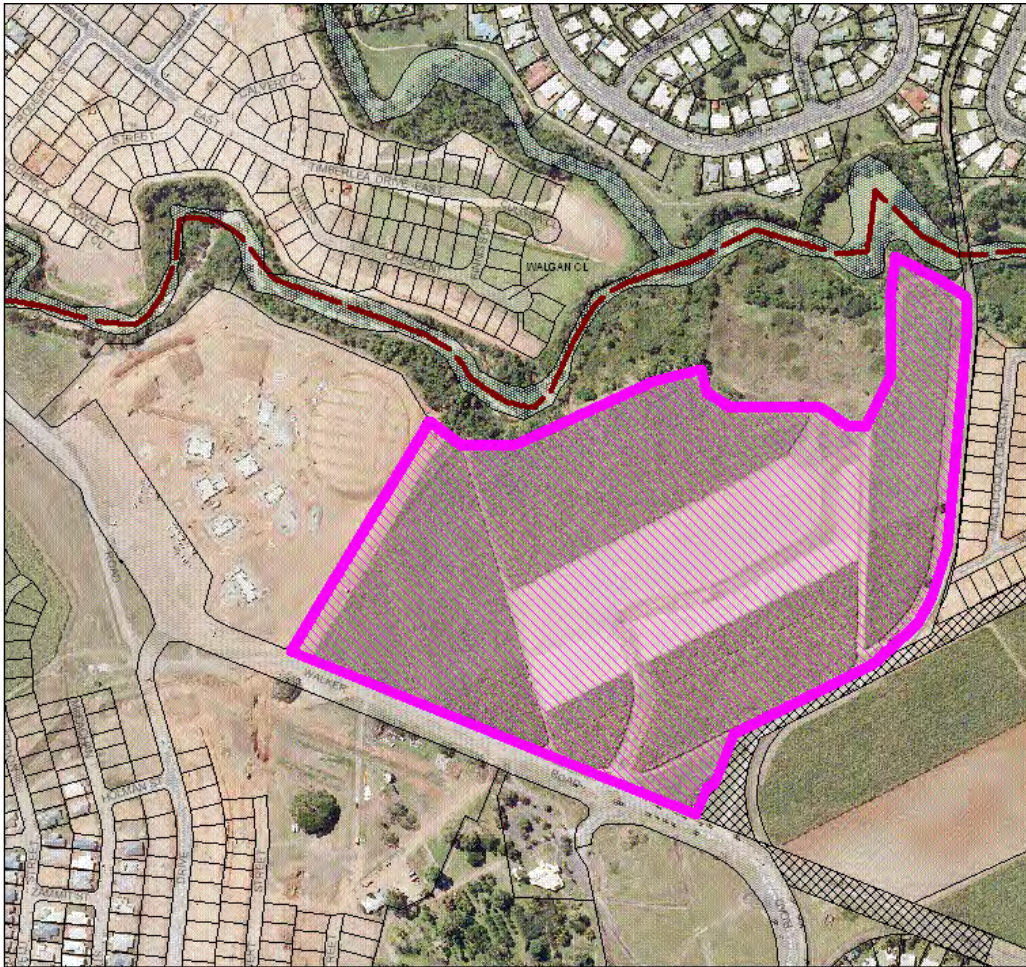
STATUTORY ASSESSMENT DEADLINE: EXPIRED

APPLICATION DATE: 18/12/2008

DIVISION: 2

APPENDIX:

1. APPROVED PLAN(S) & DOCUMENT(S)
2. CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS
3. DRAFT EDMONTON SPORTS FACILITIES CODE
4. SUPPORTING INFORMATION TO PLANNING REPORT

LOCALITY PLANRECOMMENDATION:

- A. That Council approve the application for a Preliminary Approval for Uses Consistent with the Sport & Recreation Planning Area to be reflected in a new Planning Code being the “Edmonton Sports Facilities Code”, over land described as Lot 304 SP 213782, located at 304L Walker Road, Edmonton, subject to the following:

APPROVED DRAWING(S) AND / OR DOCUMENT(S)

The term ‘approved drawing(s) and / or document(s)’ or other similar expressions means:

Drawing or Document	Reference	Date
Edmonton Sport & Recreation land – Concept Plan & Queensland Transport Buffer Zone Plan	Cairns Regional Council Design Services – 21946-SK01	23 June 2009
Edmonton Sports Facilities Code	Appendix 3 hereto	Various
Information Requirements for a Detailed Traffic Impact Report	CairnsPlan Information requirements	

ASSESSMENT MANAGER CONDITIONS

1. The applicant/owner must at all times during development of the subject land carry out the development and construction of any building thereon and conduct the approved use(s) generally in accordance with:
 - a. The plans, specifications, facts and circumstances as set out in the application submitted to Council;
 - b. To ensure that the development complies in all respects with the following conditions of approval and the requirements of Council's Planning Scheme and the FNQROC Development Manual; and

Except where modified by these conditions of approval.

Timing of Effect

2. The conditions of the Development Permit must be effected prior to Commencement of Use, except where specified otherwise in these conditions of approval.

Traffic Impact Study

3. A Traffic Impact Study must be undertaken by an appropriately qualified professional with respect to the impacts of the development of the site and the adjoining road network and compliance with AUSTRROADS PART 5 (2005): Intersections at Grade and constructed in accordance with the standards outlined in Council's Development Manual (FNQROC). The study is to address all matters set out the document Information Requirements for a Detailed Traffic Impact Report.

Three (3) copies of the Traffic Impact Study report must be submitted and endorsed by the Chief Executive Officer prior to issue of a Development Permit for further uses on the site (other than the indoor multi purpose facility approved in the south-west corner of the site).

Works recommended by the approved report must be constructed in accordance with the approved plans to the satisfaction of the Chief Executive Officer prior to the making of further applications over the site.

Drainage Study of Site

4. Undertake a local drainage study of the site to determine the drainage impacts on upstream and downstream properties and the mitigation measures required to minimise such impacts. In particular, the study must address the following:
 - a. The contributing catchment boundaries;
 - b. The extent of the 100 year ARI flood event in relation to the site both pre and post development;
 - c. Primary and secondary flow paths for the 5, 20, 50 and 100 year ARI flood events;
 - d. Identify any requirement for drainage easements;
 - e. Identify the need and tenure for flood detention areas to ensure a no worsening impact on downstream properties for the entire development;
 - f. Information on the proposed works and any impacts proposed at the drainage outlet from the proposed development;
 - g. Lawful point of discharge.

The study must be endorsed by the Chief Executive Officer prior to the issue of any further development approvals over the land and any works recommend by the study being undertaken prior to Commencement of any new the site.

CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS

Concurrency Agency	Concurrency Agency Reference	Date	Council Electronic Reference
Queensland Transport (now Department of Transport and Main Roads)	CRN-234-P29825	7 August 2009	2185024

Refer to Appendix 2: Concurrence Agency Requirements. (Please note that these conditions / requirements may be superseded by subsequent negotiations with the relevant referral agencies).

RECOMMENDATION:

- B. That Council approve the development application for Indoor Sport & Entertainment (Indoor Multi Purpose centre) over land described as Lot 304 SP213782, located at 304L Walker Road, Edmonton, subject to the following:

APPROVED DRAWING(S) AND / OR DOCUMENT(S)

The term 'approved drawing(s) and / or document(s)' or other similar expressions means:

Drawing or Document	Reference	Date
Edmonton Sport & Recreation land – Walker Road Sporting Facilities, Multi Purpose Indoor Centre & Parking layout	21946-SK02	23 June 2009

ASSESSMENT MANAGER CONDITIONS

1. The applicant/owner must at all times during development of the subject land carry out the development and construction of any building thereon and conduct the approved use(s) generally in accordance with:
 - a. The plans, specifications, facts and circumstances as set out in the application submitted to Council;
 - b. To ensure that the development complies in all respects with the following conditions of approval and the requirements of Council's Planning Scheme and the FNQROC Development Manual; and

Except where modified by these conditions of approval.

Timing of Effect

2. The conditions of the Development Permit must be effected prior to Commencement of Use, except where specified otherwise in these conditions of approval.

Limitations on approval

3. The proposed building must comply with the following design parameters:

- a. have maximum of 10,979m² gross floor area,
- b. be a maximum of 2 storeys,
- c. be a maximum height of 14 metres (to highest part of the building),
- d. comprise a maximum of 4 buildings all set back at least 10 metres from the Walker Road frontage, and
- e. be generally located where shown on the attached approved plan

Details of the final design must be endorsed by the Chief Executive Officer prior to issue of a Development Permit for Building Work.

Amendment to Design

4. **The proposed building must be designed to accommodate the following attributes:**
 - a. **Reflect as many aspects of the Cairns Style Design Guidelines as practicable;**
 - b. **Be well articulated;**
 - c. **Be designed such that the length of any continuous roofline visible from the adjoining road does not exceed 20m;**
 - d. **Rooflines include pitches, gables, skillions or other features to reduce the visual impact of the building bulk and form;**
 - e. **Provide building colours or finishes to promote diversity in light and shade and create a suitable backdrop when viewed from outside the site;**
 - f. **Building bulk and form is reduced by varying the plan such that the length of any continuous wall plane does not exceed 15 metres, with a minimum change in plane of 1.5 metres; and the introduction of curves, steps, recesses, projections or splays in plan and elevation;**

Details of the above design elements must be endorsed by the Chief Executive Officer prior to issue of a Development Permit for Building Work.

Water Supply and Sewerage Works

5. **Undertake the following water supply and sewerage works internal to the subject land:-**

- a. **The development must be serviced by a single internal water and sewerage connection made clear of any buildings or structures;**

All the above works must be designed and constructed in accordance with the FNQROC Development Manual.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer prior to Commencement of Use.

Three (3) copies of a plan of the works must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

Damage to Infrastructure

6. **In the event that any part of Council's existing sewer/water infrastructure is damaged as a result of construction activities occurring on the site, including but not limited to, mobilisation of heavy earthmoving equipment, stripping and grubbing, the applicant/owner must notify Cairns Water immediately of the affected infrastructure and have it repaired or replaced by Cairns Water, at the developers cost, prior to the Commencement of Use.**

Water Saving

7. **All toilet devices in the development must be fitted with dual flush cisterns and showers and hand basins in the development must be fitted with flow control valves or similar water control devices to generally restrict flow to 9 litres of water per minute.**

Refuse Storage

8. **Refuse storage is required to service the site in accordance with Council requirements. Brochures on these requirements – 'Requirements for Refuse Storage' are available from CRC Water & Waste.**

Air-conditioning Screens

9. **Air conditioning units located above ground level and visible from external properties and the street must be screened with appropriate materials to improve the appearance of the building. Such screening must be completed prior to the Commencement of Use.**

Vehicle Parking

- 10. The amount of vehicle parking must be as specified in Council's Planning Scheme. Parking must be provided for each stage of the development at the rate applicable for the proposed use and the nett lettable area of the particular stage. The car parking layout must comply with the Australian Standard AS2890.1 2004 Parking Facilities - off street car parking and be constructed in accordance with Austroads and good engineering design. In addition, all parking, driveway and vehicular manoeuvring areas must be imperviously sealed, drained and line marked.**

Car Parking Layout

- 11. The parking layout for each stage of the development must comply with the Australian Standard AS2890.1 2004 Parking Facilities - off street car parking and CairnsPlan, in particular:**
 - a. Parking spaces adjacent to columns and walls must have a minimum unobstructed clear width as determined by AS2890.1;**
 - b. The driveway serving the parking area must include a physical means of speed control at the exit point;**
 - c. Provision must be made for loading/unloading of vehicles;**
 - d. Manoeuvring space must be provided to enable all vehicles to enter and exit the site in forward gear (including refuse and service/delivery vehicles);**
 - e. The parking area must be set back a minimum of 3 metres from the front property boundary and a minimum of 3 metres from the side and rear property boundaries.**

Amended plans must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Building Work.

Protection of Landscaped Areas from Parking

- 12. Landscaped areas adjoining the parking area must be protected by a 150mm high vertical concrete kerb or similar obstruction. The kerb must be set back from the garden edge sufficiently to prevent vehicular encroachment and damage to plants by vehicles.**

Parking Signage

13. Erect signs advising of the location of the off-street visitor parking area and access thereto. The signs must be erected prior to Commencement of Use. One sign must be located on the Walker Road frontage.

Bicycle Parking

14. Provide secured, on-site bicycle parking in accordance with Table 10-1 of AUSTRROADS Guide to Traffic Engineering Practice Part 14 - Bicycles. Based on the provisions in Table 10-1 (page 133) the minimum number of parking spaces required for this development is to relate to the floor area of the stage being developed. The bicycle parking area must be constructed prior to Commencement of Use.

Lighting

15. All lighting installed upon the premises including car parking areas must be certified by Ergon Energy (or such other suitably qualified person). The vertical illumination at a distance of 1.5 metres outside the boundary of the subject land must not exceed eight (8) lux measured at any level upwards from ground level.

Access

16. The applicant must provide access to the development via a left in - left out only arrangement on Walker Road. The design and location shall be derived from the outcomes of the required traffic Study (Condition 17).

Plans of the proposed access must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Building Work.

Traffic Impact Study

17. A Traffic Impact Study must be undertaken by an appropriately qualified professional with respect to the impacts of the development on the road network and compliance with AUSTRROADS PART 5 (2005): Intersections at Grade and constructed in accordance with the standards outlined in Council's Development Manual (FNQROC). The study is to include but not limited to the following:-
 - a. Volume of traffic generated by the development;
 - b. Site access (queuing areas, protection of stored vehicles)
 - c. Provision of traffic islands, line-marking, signage, street lighting and other necessary external works.

- d. **Location of proposed bus stop required by The Department of Transport and Main Roads.**

Three (3) copies of the Traffic Impact Study report must be submitted and endorsed by the Chief Executive Officer prior to issue of a Development Permit for Building Work. Such works recommended by the approved report must be constructed in accordance with the approved plans to the satisfaction of the Chief Executive Officer prior to the Commencement of Use or approval and dating of the Building Format Plan, whichever occurs first.

External Works

18. Undertake the following works external to the land:

- a. **Construct a 2.0 metre wide concrete footpath to Walker Road frontage of the subject development in accordance with FNQROC Development Manual Standard Drawing 1035; Kerb ramps must be fitted with Tactile Ground Surface Indicators in accordance with Australian Standard AS1428.4: 2002 Design for Access and Mobility Part 4: Tactile Indicators;**
- b. **Provision of a concrete crossover(s) and apron(s) in accordance with FNQROC Development Manual Standard Drawing 1015;**
- c. **Upgrade the street lighting to comply with requirements of the FNQROC Development Manual;**
- d. **Repair any damage to existing kerb and channel, footway or roadway (including removal of concrete slurry from footways, roads, kerb and channel and stormwater gullies and drain lines) that may occur during and works carried out in association with the construction of the approved development;**
- e. **Construct kerb and channel to the subject side of Walker Road;**
- f. **Relocate/erect traffic/ no parking signs outside the subject land (and/or adjacent properties);**

The external works outlined above require approval from Council in accordance with Local Law 22 – (Activities on Roads). Three (3) copies of a plan of the works at A1 size and one (1) copy at A3 size must be endorsed by the Chief Executive Officer prior to commencement of such works. Such work must be constructed in accordance with the endorsed plan to the satisfaction of the Chief Executive Officer prior to Commencement of Use.

Above Ground Transformer Cubicles/ Electrical Sub-Stations

19. **Above ground transformer cubicles and/or electrical sub-stations are to be positioned so that they do not detract from the appearance of the streetscape and must be clear of footpath areas. This will require cubicles/sub-stations to be setback from the street alignment behind a screen of landscaping, or incorporated within the built form of the proposed building. Details of the electrical sub-station positioning must be endorsed by the Chief Executive Officer prior to the issue of Development Permit for Building Work.**
20. **All electricity lines along the full frontages of the subject site are to be placed underground. Such works are to be undertaken by Ergon Energy or an Ergon Energy approved contractor at the applicant's expense.**

Street lighting along the full frontages is to be upgraded to the applicable Lighting Category and lighting columns are to be of steel construction.

Ergon Energy must be notified of these requirements when making application for power supply.

All works must be completed prior to Commencement of Use

Lawful Point of Discharge

21. **All stormwater from the property must be directed to a lawful point of discharge such that it does not adversely affect surrounding properties or properties downstream from the development, all to the requirements and satisfaction of the Chief Executive Officer.**

Landscaping Plan

22. **The site must be landscaped in accordance with details included on a Landscaping Plan. The Landscaping Plan must show for each stage of the proposed development:**

Planting Design

- a. **The location and species of all existing trees, with an indication as to whether each tree is to be retained or removed, and natural and finished ground levels if filling is to occur in the vicinity of any tree.**
- b. **The inclusion of individual character through landscape design and plant species for the various streets within the development;**

- c. A planting design which is in accordance with the FNQROC Development Manual;
- d. A planting design that does not include any species that are identified as Declared or Environmental Weeds or constitute an Invasive Species;
- e. Provide a hierarchy of planting, which includes shade trees, shrubs and groundcovers;
- f. Planting details of the 3 metre wide landscape zone in the Walker road frontage and side set back areas. Tree species to be used must have the ability to grow in excess of 6 metres and must be well established at the time of planting They must be planted at regular intervals to achieve an immediate screening effect. The whole planting area must be mulched with shredded/chipped vegetation waste, or similar material. All the trees in the planting sites must be watered during dry periods, either by water truck or with a temporary drip or sprinkler irrigation system;

Two (2) A1 copies and one (1) A3 copy of the landscape plan must be endorsed by the Chief Executive Officer. The approval and completion of all landscaping works must be undertaken in accordance with the endorsed plan prior to the issue of a Certificate of Classification or Commencement of Use whichever occurs first. Landscaped areas must be maintained at all times to the satisfaction of the Chief Executive Officer.

Minimum Fill and Floor Levels

- 23. All floor levels in all buildings must be located 150 mm above the Q100 flood immunity level, plus any hydraulic grade effect (whichever is the greater), in accordance with FNQROC Development Manual and Planning Scheme requirements.

Sediment and Erosion Control

- 24. Soil and water management measures must be installed/implemented prior to discharge of water from the site, such that no external stormwater flow from the site adversely affects surrounding or downstream properties (in accordance with the requirements of the *Environmental Protection Act 1994*, and the FNQROC Development Manual).

Details of Development Signage

- 25. The development must provide clear and legible signage incorporating the street number for the benefit of the public.

Advertising Signage

26. Signs on the subject land must conform to Council's Local Law No. 28 (Control of Advertising), to the requirements and satisfaction of the Chief Executive Officer.

Health

27. Premises intended to be used for the storage, preparation, handling, packing and/or service of food must comply with the requirements of the *Food Act 2006* and the Food Standards Code.
28. Prior to construction or alteration of any premises used for storage, preparation, handling, packing and/or service of food, application for such must be made with Council's Public Health Unit.
29. An application for the construction or alteration of any food premises must be accompanied by two copies of plans drawn to a scale not smaller than 1:100. Such plans are to include details of ventilation (including mechanical exhaust ventilation systems), finishes to walls, floors and ceilings, details of the proposed layout and materials to be used in the construction of all fixtures, fittings and equipment. The plans should include detailed cross sections of all areas to be included in the construction or alteration. All works must be carried out in accordance with the requirements of the *Food Act 2006*, Food Safety Standards and AS 4674 – 2004 – Design, construction and fit-out of food premises.
30. Prior to operation of the food business, the operator must hold a current Food Licence issued by Council's Public Health Unit under the *Food Act 2006*. Every licensed food business is required to have a Food Safety Supervisor who has met specified competencies and is reasonably available at all times the business is operating. Contact the Council's Public Health Unit for further information.

Public Art

31. Provide a suitable location for a public art work within the site. The public art work itself is to be provided in accordance with Council's General Policy 1:04:44 – Public Art Policy.

Construction Signage

32. Prior to the commencement of any construction works associated with the development, a sign detailing the project team must be placed on the road frontage of the site and must be located in a prominent position. The sign must detail the relevant project coordinator for the works being undertaken on the site, and must list the following parties (where relevant) including telephone contacts:-

- a. Developer;
- b. Project Coordinator;
- c. Architect / Building Designer;
- d. Builder;
- e. Civil Engineer;
- f. Civil Contractor;
- g. Landscape Architect

Crime Prevention through Environmental Design

33. All lighting and landscaping requirements are to comply with Council's General Policy Crime Prevention through Environmental Design (CPTED).

CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS

Concurrency Agency	Concurrency Agency Reference	Date	Council Electronic Reference
Queensland Transport (now Department of Transport and Main Roads)	CRN-234-P29825	7 August 2009	2185024

Refer to Appendix 2: Concurrence Agency Requirements. (Please note that these conditions / requirements may be superseded by subsequent negotiations with the relevant referral agencies).

ADVICE

1. This approval, granted under the provisions of the *Integrated Planning Act 1997*, shall lapse four (4) years from the day the approval takes effect in accordance with the provisions of Section 3.5.21 of the *Integrated Planning Act 1997*.
2. All building site managers must take all action necessary to ensure building materials and / or machinery on construction sites are secured immediately following the first cyclone watch and that relevant emergency telephone contacts are provided to Council Officers, prior to commencement of works.
3. This approval does not negate the requirement for compliance with all other relevant Local Laws and other statutory requirements.
4. For information relating to the *Integrated Planning Act 1997* log on to www.ipa.qld.gov.au. To access Council's Development Manual, Local Laws and other applicable Policies log on to www.cairns.qld.gov.au.

EXECUTIVE SUMMARY:

An application has been lodged to facilitate the use of land at Walker Road, Edmonton for:

1. Indoor multi-purpose centre comprising multi-purpose courts, designed to Australian Standards for national level Basketball, Volleyball, Futsal, Indoor Hockey, Netball. The centre will also potentially include youth space, gym / boxing / aerobics facilities and possibly swimming facilities.
2. Sporting fields comprising Rugby League, Rugby Union, Touch Football, Hockey, Cricket, AFL, and Soccer.
3. Ancillary uses associated with Indoor and Outdoor Sport and Recreation.

In late 2008 Council acquired the subject 19.8ha of land from the company currently developing the nearby Sugarworld Estate residential development. The acquired land was all contained within the Residential 2 Planning Area and was originally targeted for use as medium density housing. The site is largely intended to be used for Sports and Recreation facilities. In order to facilitate the orderly development of the site for those purposes the current Residential 2 Planning Area over the site would be inappropriate and require lengthy planning applications every time a new sporting or recreational use was to establish on the site. The application before Council provides two functions:

- a. to provide approval for a material change of use over the site to override the current Planning Scheme Residential 2 Planning Area provisions and replace them with more appropriate and tailored Sport and Recreation provisions, and
- b. to provide specific approval for an Indoor Facility in the south-western corner of the site.

The nature of the application necessitated public notification to which there were no public submissions and one State agency formal submission.

The two proposals are recommended for approval subject to conditions. The level of conditioning, particularly for the future sports areas reflects the fact that final layouts for the sports areas have yet to be determined and will require further investigations with respect to access, public transport, drainage and servicing.

TOWN PLANNING CONSIDERATIONS:

Background

The site is 19.82 hectares and is described as Lot 304 SP213782 (refer to photo in Appendix 4). The site has been used as a cane farm and is essentially a level site, clear of natural vegetation. The site is traversed along its eastern edge by a large open storm water drain installed by Council in 2008 to provide localised flood protection for down stream land.

The site has a frontage of 443 metres to Walker Road to the south, adjoins the Isabella State Primary School to the west, and an open space reserve to the north associated with Blackfellows Creek. The land adjoins the cane tramline to the east. This tramline is anticipated to be part of the public transport network in the future.

The surrounding area has been primarily developed for residential uses. However there are a number of existing and proposed non-residential uses in the locality, which will be enhanced by their proximity to the proposed sports facilities. These uses include the existing Hambleton State School, Isabella State School, St. Theresa's Primary School, Sugarworld Parkland & Function Areas, Sugarworld Aquatic Area to the south west and the proposed Edmonton Transit Centre and Edmonton Town Centre to the east.

The site was originally intended to be developed for housing and a proposal for approximately 400 lots had previously been approved. During the processing of the application for the housing estate it had become apparent to Council officers that the locality lacked a good supply of land of sufficient size to be used for sports fields in rapidly growing part of the city.

Sport and Recreation Studies

The Edmonton Sport & Recreation Facility Needs Study was endorsed by Council in June 2007. Specific recommendations were made regarding future sport and recreation needs, land acquisition and potential sites for Council to investigate further.

Subsequent investigations were undertaken and in June 2008 Council resolved to purchase Lot 304 SP186238. The land is now known as Lot 304 SP213782 as a consequence of further realignments of the adjoining Walker Road, and is the now the subject of this application.

The study area extended from White Rock to the Gordonvale boundary. The study included an analysis of population profile, growth projections, review of existing documentation, review of trends in sport, recreation and physical activity, and analysis of existing facilities.

Comprehensive consultation was undertaken with Council officers, Councillors, community groups, focus groups, peak regional sporting bodies in Cairns, Sport & recreation clubs within the study area, Cairns Sport & Recreation Reference Group and a survey of all schools in the study area.

In summary the key findings of the study, research and consultation included:

- a. The study area has a much higher proportion of young people aged 0 – 14 yrs and a much lower proportion of older adults (aged 65 & over) compared to the state average, suggesting a likely high need for sport and recreation areas and facilities. Bentley Park in particular has a very high proportion of young people.
- b. Previous studies over the last six years have emphasised the need to acquire land for sport and recreation in the southern growth corridor.

- c. Many sports in the study area and wider Cairns are increasing in membership especially AFL, basketball, cricket, futsal, rugby league, rugby union, soccer and tennis.
- d. Most existing sports fields in the study area lack functionality because they suffer from one or more of the following constraints: too small, poor access, no (or limited) car parking, inadequate area for clubhouses/ amenities, difficulty of floodlighting due to proximity of residences.
- e. There is substantial use of school based sporting facilities.
- f. From survey responses, the top three issues impacting on sport and recreation organisations in the southern growth corridor are: inadequate land area or playing fields, poor standard or condition of facilities, cost of hiring / leasing facilities.
- g. Existing sporting facilities (indoor and outdoor) in the study area are either at capacity, outdated or in poor condition.
- h. There is a reluctance to travel into Cairns for sport and recreation, especially for junior sport and a demand for locally accessible facilities.
- i. Sporting clubs were able to demonstrate an immediate need for new or upgraded facilities or a need for additional land areas or facilities in the near future.
- j. Consistent with trends observed elsewhere in the State, there is a growing demand for social competitions, evening competitions and floodlighting of facilities.
- k. Young people, schools, police, community groups, and residents expressed a need for a multi-purpose indoor facility for young people.
- l. The cost and availability of public transport are constraints to participation.

The applicants, through their consultant, have asserted that there is a need for this type of facility in the area, and the Edmonton Sport & Recreation Facility Needs Study's findings support the inclusion of the site in the Sport and Recreation Planning Area.

The concept site plan prepared for the Edmonton Sport & Recreation Facility Needs Study is attached in Appendix 4 and provides a general layout of how the site might be used. The layout will ultimately be determined by demand, State Agency requirements, and further studies.

Proposal

The application is presented in two parts and as two types of Material Change of Use (MCU) applications:

- a. MCU Overriding the Scheme

The proposal is for uses consistent with the Sport and Recreation Planning Area or any amendments thereof, as per section 3.1.6 of the Integrated Planning Act. *(Note A preliminary approval is a step in the approval process and does not authorise development to occur – subsequent applications for development permits will be required at levels of assessment to be determined through the codes generated for use over the site).*

The plan in Appendix 4 shows a concept layout of the proposed sporting fields. Lighting, club houses and change facilities, are also proposed and space for this infrastructure is included in the overall concept plan. Internal roads and parking will be provided in accordance with Planning Scheme and relevant Australian Standards.

The concept plan demonstrates that the proposed uses can be provided along with a drainage and rapid transit corridor of up to 50 metres wide. The ultimate width of the corridor expected to be modified by State Agency requirements. and may change – pending the outcome of current planning for land external to the site including Edmonton Town Centre, public transport routes and the final form and status of Walker Road.

b. MCU – Indoor Sport and Recreation – Multi Purpose Indoor Centre

The final layout of indoor centre will largely be demand driven. The preliminary requirements for the proposed indoor centre will be to contain:

- 4 multi-purpose courts, designed to Australian Standards for National level
- Basketball, Volleyball, Futsal, Indoor Hockey, Netball
- Amenities including player change facilities
- Administration offices
- Kiosk and cafe
- Gym / boxing / aerobics area
- Youth space – area with stage
- Space for before / after school child care facilities
- 2 large multi-purpose program / meeting / training rooms
- Internal roads and parking for sufficient cars to reflect the use and floor area of the building.
- Potential for indoor swimming facilities

The early designs for the indoor complex are reflected in the drawings attached in Appendix 4. However the shifting needs, sporting demands and financial support for potential users of the facility make it difficult for Council's Sport, Recreation and Community Officers to finalise detailed designs for the facility. For the purposes of this approval Council Sport and Recreation Officers have determined that a building with a floor area of approximately 11,000 m² total floor area should suffice for now. The approximate location of this building is shown in the plan attached in Appendix 1. The final built form will be very dependent on the types of sports being catered for within the building and as consequence following discussion with Council officers and State agencies the applicants have refined the scope/description of the proposed indoor multi purpose centre and it will be provided generally in accordance with the proposed drawing (Appendix 1).

The applicants note that the final design is subject to tender and is also subject to funding. It is also noted that the development may be undertaken in stages. In light of the above points the applicants have requested that any approval be flexible in relation to the building design and recognise that the indoor multi-purpose centre will generally consist of:

- a. maximum of 10,979m² gross floor area,
- b. a maximum of 2 storeys
- c. maximum height of 14 metres
- d. a maximum of 4 buildings all set back at least 10 metres from the Walker Road frontage.

The indoor multi-purpose centre design will also include, a bus set down and pick up area located on an internal bus route that enables the bus to be in a forward motion at all times whilst on site, taxi drop off areas, within the bus set down areas, and appropriate signage, bicycle parking and end of trip facilities within the building.

Officers note that the original plans submitted with the application (see Appendix 4) show building elevations that depict large areas of tall bland walls. Such walls do reflect the nature of the sporting uses that take place within the building. However, if the application is to be approved in the absence of final elevations conditions should be imposed that require improved architectural articulation of the built form. The maximum height of buildings in Sport and Recreation Planning Areas is 8 metres. The proposal is for a 14m high building. The site is effectively isolated and some distance from future residential dwellings and should be capable of absorbing a higher building subject to adequate site landscaping. The minimum separation from the closest dwelling in the nearby Sugarworld development will be in the order of 46 metres.

CairnsPlan Assessment

CairnsPlan White Rock Edmonton Planning District		Code Applicability	Compliance
Planning Area	Residential 2	✓	
Land Use	Material Change of Use (Impact Assessment) - Indoor Sport & Entertainment & Preliminary Approval for Uses Consistent with the Sport & Recreation Planning Area	✓	See report and alternative Planning Code
Overlays	Hillslopes	✗	
	Vegetation Conservation & Waterway Significance	✓	“ “
	Cultural Heritage	✗	
	Potential or Actual Acid Sulphate Soil Material	✓	
	Bushfire Management	✗	
	Flood Management	✓	“ “
	Height and Impact of Buildings	✗	
	Operational Aspects of the Cairns International Airport	✗	
General	Demolition	✗	
	Excavation and Filling Code	✓	“ “
	Infrastructure Works Code	✓	“ “
	Landscaping Code	✓	“ “
	Parking & Access Code	✓	“ “
	Reconfiguring a Lot Code	✓	If required
	Development Near Major Transport Corridors & Facilities	✓	

Desired Environmental Outcomes

Given that the development is Impact Assessable the application is exposed to the whole of CairnsPlan including the Desired Environmental Outcomes. The applicants have examined these outcomes in the context of the proposed land uses and concluded that the proposed development supports the DEOs and is consistent with their stated intent. Officers have examined the applicant's assessment and draw similar conclusions with respect to the relevant DEO's.

Implementation of Planning Requirements

a. MCU Overriding the Scheme

The application was originally lodged with Council as an application for Preliminary Approval for uses consistent with the Sport and Recreation Planning Area. Following referral to Queensland Transport (QT) and the Department of Infrastructure and Planning (DIP) and discussions with Council officers it became clear that a simple placement of the Sport and Recreation Planning Area provisions over the whole site was not going to meet the outcomes desired by QT near the eastern fringes of the site. In a response to a request for additional information from these state agencies the applicant provided further clarification in relation to the levels of assessment and applicable codes for future applications for the proposed Sport and Recreation area. The key area of concern was how to address the Integrated Transport objectives of the State given the location of future transport corridors along the eastern side of the site. The future transport corridors are expected to have a higher level of development located adjacent to them. In particular the applicant was requested by the State agencies to demonstrate how the development:

- a. includes a variety of uses, incorporating increased employment intensity;
- b. comprises a mix and intensity of land uses and employment opportunities appropriate to the location and level of public transport service;
- c. is seamlessly integrated with public passenger transport facilities; and gives priority to pedestrian and cycling movement using public passenger transport.

The remedy proposed was to formulate a specific code (the Edmonton Sporting Facilities Code) targeted towards delivering more stringent controls over land within 200m of the future public transport routes. This area will be developed for higher intensity uses such as sporting administration and high profile regional activities.

The proposed higher intensity uses that are permissible on the site within 200m of the proposed public transport node are:

- a. shopping facilities (0-500m²)
- b. business facilities
- c. tavern

- d. restaurant
- e. child care centre
- f. place of assembly.

These uses compliment and support the sporting uses that will occur on the balance of the site and also compliment the activity centre (Edmonton Town Centre) while not duplicating the uses or detracting from the activity centre. In particular, the differentiation between the activity centre core and the frame is demonstrated by:

- a. The spatial arrangement: the code specifies that these uses are to occur generally within 200m of the Transit Station, and the proposed level of assessment for the above non sporting activities outside this area is Impact.
- b. Type and intensity of land uses: The uses have been selected to be compatible with the sporting facilities and to not duplicate those uses most likely to dominate the activity centre core such as shopping facilities <501m², display facilities, showrooms, industry, residential uses and tourist and short term accommodation uses.
- c. Physical form of development: the form of the development will be consistent with the Planning Scheme codes, and will be restricted to generally within 200m of the Transit Station. The Walker Road Sporting Facilities Code allows for an adaptable built form recognising that the scale of the uses in this area will be likely to evolve overtime as the:
 - i. uses on the site and within the activity centre evolve; and
 - ii. public transit station is established and the patronage grows.

The proposed Edmonton Sporting Facilities Code is attached as Appendix 3.

b. MCU – Indoor Sport and Recreation – Multi Purpose Indoor Centre

Provided the above methodologies are introduced regarding the MCU Overriding the Planning Scheme, the use of the site for the Multi Purpose Indoor Centre should not be the source of any major concerns. It is noted that Queensland Transport has introduced some requirements specific to this aspect of the development, in particular the provision of a bus stop. The issues associated with height of the buildings have been discussed above, it is considered that sufficient set back distances exist from the nearest residential area to

Services

The site is strategically located in terms of infrastructure. There is significant planning being undertaken in the locality at this time, including the Edmonton Town Centre, the Public Transit Corridor and Council's Transport Network Plan. The site is also strategically located in terms of drainage for the broader catchment. A corridor along the eastern boundary of the site can accommodate future infrastructure needs. Easements G, J & K on Plan RP906388, on the northern boundary of the site are for water, supply & sewerage.

Access and Parking

The site has a long (442m) frontage to Walker Road. A roundabout is partially constructed at the eastern end of the frontage opposite what will soon be the new Coles Shopping Centre. The application plans for the proposed development, including the proposed multi sport facility, indicated that access will be obtained from this roundabout. Subsequent discussions between the applicant and council officers have indicated that an alternative access for the proposed multi-sport facility may be possible closer to that proposed facility. The access point servicing the multi-sport facility may only prove to function if it is left in left out form of access. The multi-sport facility aspect of the application has been conditioned to require a more detailed examination of the alternative access to the facility. The eventual access to the whole site will also require more detailed examination when overall utilisation of the site is better known.

Drainage

The eastern edge of the site currently contains a large open stormwater drain constructed by Council last year to assist in providing flood relief to the immediate locality. Further development of the overall site will require a more detailed examination of the role of the site in the overall stormwater functions of the site. This requirement for more detailed examination is reflected in the conditions for the Preliminary Approval Over-riding the Planning scheme.

Built Form

As noted above the original plans submitted with the application (see Appendix 4) show building elevations that depict large areas of tall bland walls. Such walls do reflect the nature of the sporting uses that take place within the building. The plans prepared also reflected the fact the detailed drawings had yet to be finalised through the *“Edmonton Indoor Multi-Purpose and Aquatic Centre Feasibility Study”* currently being undertaken. In the meantime if the application is to be approved in the absence of final elevations, conditions should be imposed that require improved architectural articulation of the built form of the multi-sport facility. The maximum height of buildings in Sport and Recreation Planning Areas is 8 metres. The proposal is for a 14m high building. The site is effectively isolated and some distance from future residential dwellings and should be capable of absorbing a higher building subject to adequate site landscaping. The minimum separation from the closest dwelling in the nearby Sugarworld development will be in the order of 46 metres.

Mixed Use Area

As a consequence of negotiations with key referral agencies, being Queensland Transport (Now the Department of Transport and Main Roads (DTMR)) and the Department of Infrastructure and Planning (DIP) a 200 metre “buffer area” has been provided in the eastern part of the site. The “buffer area” is based on the proposed location of a new bus station to be established as part of the adjoining proposed Edmonton Town Centre.

The buffer area is to contain more intense land uses that complement the adjoining sports facilities land uses, integrates and supports the transport node but does not conflict with future uses in the proposed nearby Edmonton Town Centre. The buffer area is currently defined by a 200 metre offset from the proposed location of a bus station. It is acknowledged that the 200 metre off set may vary in places to take into account the location of future sports fields, roads, drainage and parking infrastructure. A plan has been attached to the Proposed Edmonton Sports Facilities Code (Appendix 3) that identifies the parts of the site that are contained within the 200 metre buffer zone.

Public Notification / Submissions

Given the current Planning Area of the land (Residential 2) both aspects of the above application required Public Notification. The application was notified for the 30 business days required by the Integrated Planning Act. No submissions were received from the public. The Department of Infrastructure and Planning requested that their Advice Agency comments be treated as a properly made submission.

Referral Agencies

The nature and location of the application triggered referral to a number of State Agencies. The relevant agencies were; The Department of Infrastructure and Planning, The Department of Main Roads, and Queensland Transport. The Department of Infrastructure and Planning and Queensland Transport had detailed Information requests that required the applicant to liaise with these entities to resolve concerns reflected in the respective Information Requests. The thrust of the agencies' concerns centred on the relationship of the proposed land uses and the nearby land to the east that is to form the Edmonton Town Centre.

The requirements of these agencies are discussed as follows:

1. Department of Main Roads – had no requirements.
2. Department of Infrastructure and Planning – Is an advice agency but required that their comments be treated as a properly made submission. This agency is now satisfied that their original concerns have been met through the response to their Information request and the preparation of a specific Planning Area Code for the development.
3. Queensland Transport – this agency was concerned about the relationship of the proposed land uses to;
 - a. the proposed future public transport routes that have been determined to serve the proposed Edmonton Town centre and the Mount Peter Area to the south,
 - b. the walkable catchment surrounding the future public transport facilities,
 - c. the need for dense development around transport routes and nodes,
 - d. the safety, efficiency and effectiveness of public transport routes,
 - e. effective of public transport services to the proposed multi-purpose indoor facility.

One key way to address the concerns of this agency is through the provision of a 200m buffer zone around the proposed bus station to be located near the eastern edge of the subject land. A plan to this effect has been produced (Appendix 1) showing the buffer zone. The land uses that are to be provided in the "buffer zone" are reflected in the Draft Planning Area Code attached in Appendix 3.

Following discussions with the applicant this agency has now provided their conditions as set out in Appendix 2.

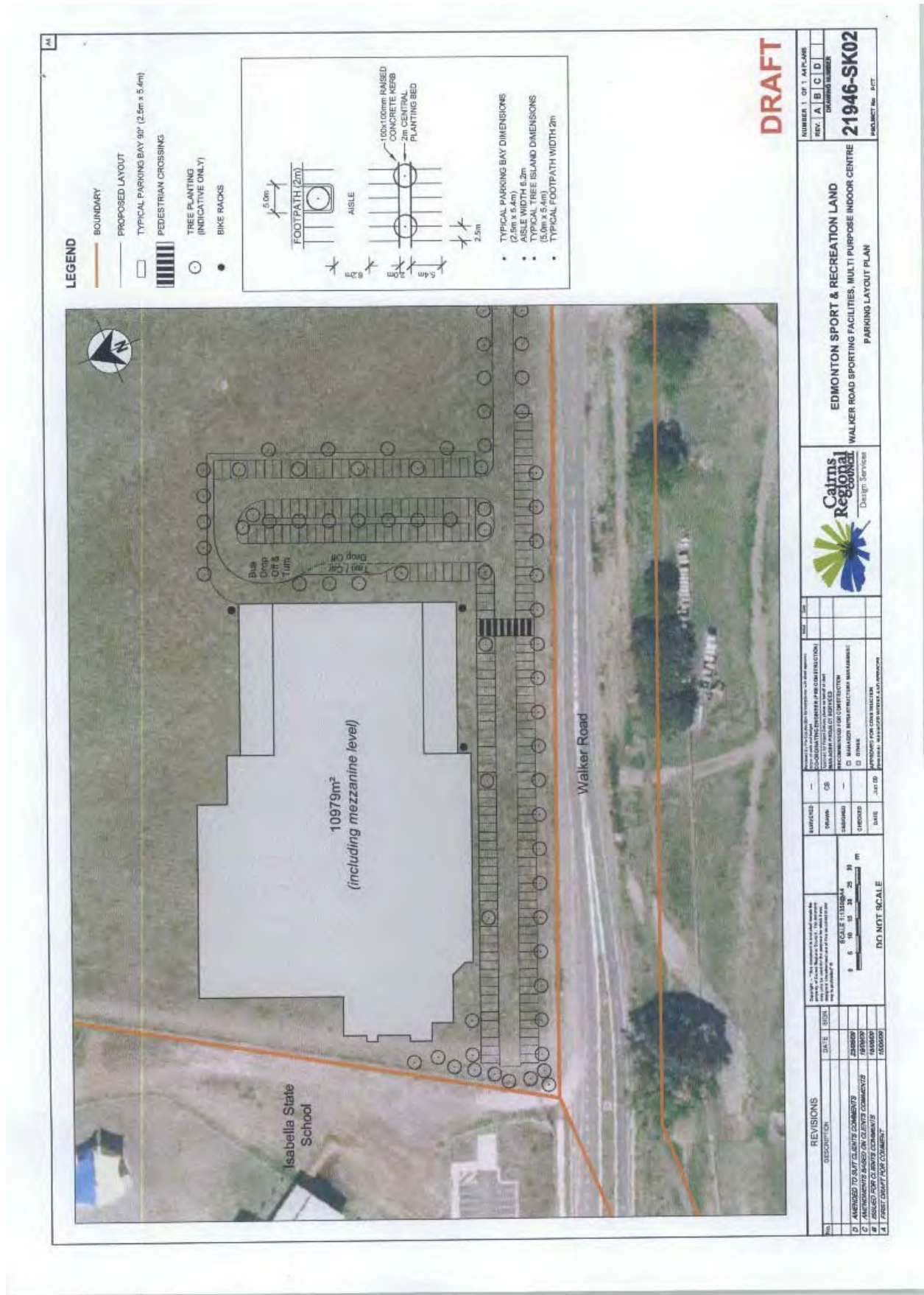
HEADWORKS / CONTRIBUTIONS:

The proposed development of the site for Sport and Recreation Facilities does not trigger Developer's Headwork's Contributions.

G R Warner
Planning Officer
Action Officer

Simon Clarke
Manager Development Assessment

B. MCU – INDOOR SPORT & ENTERTAINMENT



DRAFT

NUMBER: 1 OF 1 APT-JAR
 REV: A | B | C | D
 DRAWING NUMBER
21946-SK02
 PROJECT No. 0177

EDMONTON SPORT & RECREATION LAND
 WALKER ROAD SPORTING FACILITIES, MULTI PURPOSE INDOOR CENTRE
 PARKING LAYOUT PLAN



NO.	DATE	BY	CHK'D BY	DESCRIPTION
1				ISSUED FOR CONSTRUCTION
2				ISSUED FOR CONSTRUCTION
3				ISSUED FOR CONSTRUCTION
4				ISSUED FOR CONSTRUCTION

SCALE: 1:15000-A
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 DO NOT SCALE

NO.	DATE	BY	CHK'D BY	DESCRIPTION
1				ISSUED FOR CONSTRUCTION
2				ISSUED FOR CONSTRUCTION
3				ISSUED FOR CONSTRUCTION
4				ISSUED FOR CONSTRUCTION

APPENDIX 2 CONCURRENCE AGENCY CONDITIONS & REQUIREMENTS

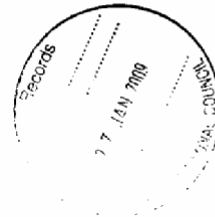
1. Department of Main Roads (now Dept. of Transport and Main Roads)



22 January 2009

Mr Noel Briggs
Chief Executive Officer
Cairns Regional Council
PO Box 359
Cairns Qld 4870

Department of **Main Roads**



Dear Mr Briggs

Cairns Regional Council: Bruce Highway
Situated at 304L Walker Road, Edmonton
Lot 304 on SP213782, Parish of Grafton
Planz Town Planning Pty Ltd
Proposed Material Change of Use (Indoor Sport and Entertainment & Preliminary Approval
for Uses Consistent with the Sport and Recreation Planning Area) Application
Referral Agency's Response (no requirements)

I refer to the above application received at this office on 22 January 2009 requesting consideration of the above development.

Pursuant to the *Integrated Planning Act 1997* Queensland Department of Main Roads, as a Concurrence Agency has assessed the impact of the proposed development on the State-controlled road network and advises Council that it has no requirements with respect to the subject application.

This Department would appreciate a copy of Council's decision notice regarding the application.

A copy of this letter has been sent to the applicant.

Yours sincerely

Malcolm Hardy
SENIOR PLANNER FAR NORTH

Roads Business Group
Far North Regional Office
Floor 4 Cairns Corporate Tower 15 Lake Street
PO Box 6185 CAIRNS Queensland 4870
ABN 57 836 727 711

Our ref 214/10P/102 (855 14)
Your ref 8/8/1061 (1945033)
Enquiries MALCOLM HARDY
Telephone +61 7 4050 5511
Facsimile +61 7 4050 5438

2. Department of Infrastructure & Planning (Advice Agency)



Our Reference: RAA524/RAC13
Your Reference: 8/8/1061

Department of
Infrastructure and Planning

24 July 2009

The Assessment Manager
Cairns Regional Council
PO Box 359
CAIRNS QLD 4870



Dear Simon

**RE: Response to Information Request Development Application Indoor
Multi-purpose Centre and Sporting Fields, Walker Road, Edmonton**

I refer to the letter of 23 June 2009 and Response to Information Request, received 24 June 2009, from Planz Town Planning Pty Ltd regarding the following development application:

Applicant:	Planz Town Planning Pty Ltd
Proposed Development:	Development Permit for: <ul style="list-style-type: none"> • Material Change of Use Indoor Multi-purpose Centre Preliminary Approval for: <ul style="list-style-type: none"> • Uses consistent with the Sport and Recreation Planning Area
Referral Trigger:	<i>Integrated Planning Act 1997</i> Section 3.1.6 – preliminary approval overriding the planning scheme
Location:	Walker Road, Edmonton Lot 304 on SP213782
Assessment Manager:	Cairns Regional Council
Council Reference No:	8/8/1061

Department of Infrastructure and
Planning
P O Box 5194, Cairns Qld 4870
tel + 61 7 4039 8859
fax +61 7 4039 8866
FNQRegionalPlan@dip.qld.gov.au
www.dip.qld.gov.au

Advice to Assessment Manager

The application is proposing development that is inconsistent with the established policy of the CairnsPlan. As a result, Council, acting as the Assessment Manager, must be satisfied that it is appropriate to depart from its policy if the proposal is approved. Unless sufficient planning grounds can be demonstrated to justify the proposal, the application should be refused.

In accordance with s3.5.6 of the *Integrated Planning Act 1997* (IPA), the Assessment Manager may give weight to later codes, planning instruments laws and policies with regard to the assessment of applicants of a s3.1.6 preliminary approval to override the planning scheme.

In accordance with Section 3.5.5A of IPA the assessment manager must assess any part of the application for a preliminary approval mentioned in IPA 3.1.6 having regard to the region's regional plan and State planning regulatory provision.

An assessment of the applicant's response to the information request has been carried out. The department is now satisfied that the issues previously raised in our letter of 6 March 2009 have been addressed as far as reasonable for an application for preliminary approval.

DIP is satisfied with the amended design of the Indoor Multi-purpose Centre following discussion at the meeting held in March 2009

As an advice agency, this department requests the Assessment Manager treats this response as a properly made submission in accordance with sections 3.3.19(3)(b) and 4.1.29(1) of the *Integrated Planning Act of 1997*.

If you require any further information, please contact Ms Alison Stevens, Principal Planner, Northern Region Division on 4039 8359 who will be pleased to assist.

Yours sincerely



Tony Croke
A/Manager
Northern Region Division

cc Ms Nikki Huddy
Planz Town Planning Pty Ltd
2 Crowley Close
WHITFIELD QLD 4870

3. Queensland Transport (now Dept. of Transport and Main Roads)

Your ref: 8/8/1061 (1945033)
Our ref: CRN-234 P29825



5 August 2009

The Chief Executive Officer
Cairns Regional Council
PO Box 359
CAIRNS QLD 4870
Attention: B.D. Quinn

Concurrence Agency Response—*Integrated Planning Act 1997 (IPA) s3.3.16*

Applicant: Cairns Regional Council – Sport, Recreation and Community Development

Application for: Development Permit for Material Change of Use for Indoor Sports and Entertainment and Preliminary Approval for Use Consistent with the Sports and Recreation Planning Area.

Location: 304L Walker Road, Edmonton 4869
Lot 304 on SP213782
Cairns Regional Council Ref: 8/8/1061 (1945033)

I refer to the information response from Planz Town Planning Pty Ltd, on behalf of Cairns Regional Council, received by this department on 24 June 2009 seeking approval for the above proposal.

The Department has assessed the impact of the proposed development against its concurrence agency jurisdictions. It is advised that the proposal is supported with conditions of development included as **Attachment 1**.

Also provided is the Department's previous letter dated 22 January 2009 (**Attachment 3**) reflecting the former Department of Main Roads jurisdiction for State-controlled road matters.

All the conditions provided by the Department in this response and the previous response under the former Department of Main Roads must be included in any decision notice issued for this proposal.

Department of Transport and Main Roads
Integrated Transport Planning Division
Floor 9, 15 Lake Street Cairns QLD 4870
PO Box 6542 Cairns QLD 4870
ABN 13 200 330 520

Enquiries Mark Illiffe
Telephone (07) 4040 6379
Facsimile (07) 4040 6380
Website www.transportandmainroads.qld.gov.au
Email Mark.d.illiffe@transport.qld.gov.au

A copy of this letter and attachment has been sent to the applicant for their information and action as required.

Yours sincerely,



Rachel Reese

A/ Regional Manager (ITP) Far Northern

Att (3)

Department of Transport and Main Roads
Integrated Transport Planning Division
Floor 9, 15 Lake Street Cairns QLD 4870
PO Box 6542 Cairns QLD 4870
ABN 13 200 330 520

Enquiries Mark Illiffe
Telephone (07) 4040 6379
Facsimile (07) 4040 6380
Website www.transportandmainroads.qld.gov.au
Email Mark.d.illiffe@transport.qld.gov.au



Attachment 1

**Department of Transport and Main Roads
Concurrence Agency Conditions and Statement of Reasons – Integrated Transport Planning conditions**

Applicant: Cairns Regional Council – Sport, Recreation and Community Development
Application for: Development Permit for Material Change of Use for Indoor Sports and Entertainment and Preliminary Approval for Use Consistent with the Sports and Recreation Planning Area.

Location 304L Walker Road, Edmonton 4869
Lot 304 on SP213782
Cairns Regional Council Ref: 8/8/1061 (1945033)

Timing	Conditions for the subject application	Jurisdiction for the Condition & Reasons
For all subsequent development applications made under this preliminary approval	Transit supportive land uses 1. Any future development permits sought under this preliminary approval must be compliant with the levels of assessment and the codes within the original application as well as the levels of assessment and codes outlined in section 4 of the information response prepared Planz Town Planning Pty Ltd (23 June 2009).	Public Passenger Transport – Section 8A, <i>Transport Planning and Coordination Act 1994</i> Development must minimise reliance on private car based transport and maximise the use of public passenger transport.

Timing	Conditions for the subject application	Jurisdiction for the Condition & Reasons
<p>Prior to commencement of the use and to be maintained thereafter</p>	<p>Pedestrian and Cycle Path Network</p> <ol style="list-style-type: none"> 2. The applicant shall design and construct pedestrian and bicycle paths and associated facilities generally in accordance with the Edmonton Sport and Recreation Land, Walker Road Sporting Facilities, Multi Purpose Indoor Centre Planning Layout Plan, 21946-SK02 and in accordance with Austroads 13 and 14. 3. The applicant shall design and construct the internal path network in a way that: <ul style="list-style-type: none"> • Minimises potential conflicts with vehicular traffic by ensuring that paths do not cross large car parking areas, loading bays or truck/bus manoeuvring areas; • Ensures that landscaping treatments and structures do not impede visibility, sight lines and/or passive surveillance opportunities; and • Maximises efficient connections to external pedestrian and cycle routes. 4. The applicant shall design and construct a 2.5m wide concrete path for pedestrian and cyclists along the Walker Road frontage of the development site. 	<p>Active Transport – Section 8A, <i>Transport Planning and Coordination Act 1994</i>.</p> <p>To increase opportunities for people to access public passenger transport and other services through well connected and designed cycling and walking paths.</p>
<p>Prior to commencement of the use and to be maintained thereafter</p>	<p>Bus Stop</p> <ol style="list-style-type: none"> 5. The applicant shall design and construct an indented bus bay in accordance with the <i>Transport Planning and Coordination Regulation 2005</i>. 6. The applicant shall design and construct an Intermediate Bus Stop and shelter generally in accordance with Section 2.3.3 of the TransLink Bus Stop Planning and Design Manual (Attachment 2). The Intermediate Bus Stop shall be located on Walker Road within 200m of the main entrance to the indoor sports and recreation building. 	<p>Section 8A of the <i>Transport Planning and Coordination Act 1994</i>.</p> <p>To minimise reliance on private car based transport and provide alternative public transport options it is necessary to ensure that the development can be safely serviced by Public Passenger Transport.</p>

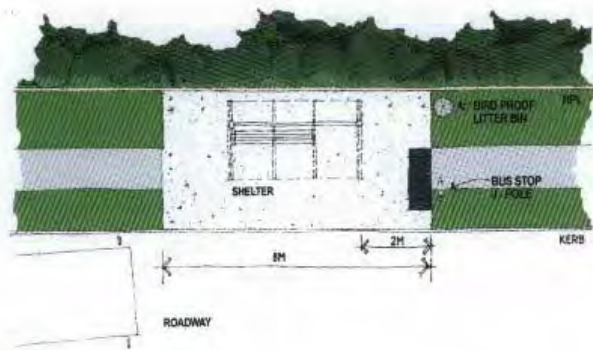
Attachment 2 – Bus stop Guidelines

chapter 02

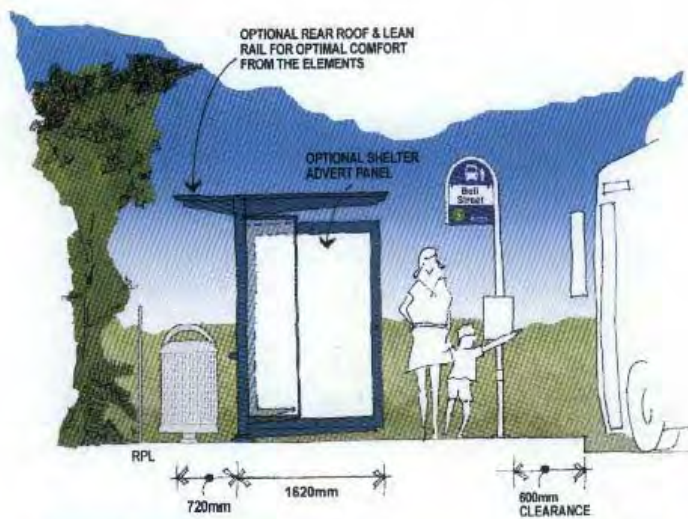
bus stop planning and design

section 03
bus stop components

2.3.3 intermediate stop



PLAN
NTS



END ELEVATION
NTS



FRONT ELEVATION
NTS



2.3.3 intermediate stop

m	mandatory
p	preferred
o	optional

category	component	requirement	technical note reference
information (sign)	location, number/name, fare zone <ul style="list-style-type: none"> inverted 'J sign' as per TransLink standards minimum sign (and timetable case) clearance of 600mm from kerb and, if applicable, 200mm forward of concrete hardstand area 	m	2.4.1 2.4.3
	telephone number <ul style="list-style-type: none"> TransLink call centre number on bus stop sign consistent with TransLink graphic standard 	m	
information (display)	site-specific timetable <ul style="list-style-type: none"> show route numbers, departure times, destinations and fare zone consistent with TransLink graphic standard cased timetable mounted to sign pole at standard heights easily read 	m	
	real-time information <ul style="list-style-type: none"> display located in shelter 	o	2.4.1
furniture	shelter <ul style="list-style-type: none"> strongly defines bus stop area and provides protection from weather incorporates seating and wheelchair waiting areas clear sightlines and CPTED measures to maximise personal safety and allow efficient bus pick up (passengers should be able to easily see and hail approaching buses) should not obstruct the footpath installation as per this manual dimensions as per this manual (one shelter module) 	p o	2.4.1 2.4.2 for inbound stops, or outbound and cross country stops with higher passenger waiting times for outbound and cross country stops with lower passenger waiting times (predominately set-down stops)
	seating <ul style="list-style-type: none"> for approximately five people (one shelter module) preferably orientated towards the street stand-alone seating may be orientated for better weather protection made from resilient and graffiti-proof material dimensions as per this manual 	p	2.4.1 2.4.2

2.3.3 intermediate stop (cont.)

m	mandatory
p	preferred
o	optional

category	component	requirement	technical note reference	
furniture	bin <ul style="list-style-type: none"> conveniently located (minimum 1.2m away from bus shelter or bus stop sign) if placed at kerb, minimum clearance of 600mm is required from face of kerb made from graffiti-proof materials and as per local authority requirements should also include bird proof lids (or similar) 	o	2.4.1	
			2.4.2	
access*	footpath <ul style="list-style-type: none"> generally accessible gradients footpath and hardstand areas with appropriate crossfall for drainage as per local authority standards minimum footpath width of 1.2m or as per local authority standards all furniture should maintain an unobstructed footpath width and infrastructure clearances should consider shared access (e.g. pedestrians and bicycles), so to minimise conflict with all footpath users 	p	2.4.1	
	hardstand area (concrete) <ul style="list-style-type: none"> area used to define extent of bus stop allow for easy manoeuvring of wheelchairs and prams minimum hardstand width of 4m or to property boundary at shelter location pick up/set down hardstand should be minimum of 8m long and 2m wide for both inbound and outbound stops 		m	2.4.1
	tactile ground surface indicators (TGSi) <ul style="list-style-type: none"> used to guide people with vision impairments to boarding points and warn of hazards (kerb) perpendicular to kerb and across the full width of the path of travel as per standards dimensions and colours as per standards all furniture at least 300mm clear of TGSi 		m	2.4.1

* This includes features for people with disabilities

2.3.3 intermediate stop (cont.)

m	mandatory
p	preferred
o	optional

category	component	requirement	technical note reference
security	well-lit stop or nearby street lighting <ul style="list-style-type: none"> use street lighting where possible street lights should be 3–4m away from bus shelter/seat 	p	2.4.1
	shelters <ul style="list-style-type: none"> incorporate overhead lighting to maximise personal security back-lit advertising/informational panels used to provide additional lighting shelters as per this manual incorporate CPTED principles 	p	2.4.2
	public telephone on-site or nearby <ul style="list-style-type: none"> within 10m of bus shelter where possible, locate bus stop close to existing public telephones (i.e. near shops) 	o	
optional enhancements	drinking fountain <ul style="list-style-type: none"> located adjacent to shelters as per local authority standards 	o	2.4.2
	commercial vending machine <ul style="list-style-type: none"> maximum of one commercial vending machine located adjacent to shelters 	o	
	solar panel <ul style="list-style-type: none"> attached to shelters to power lighting consistent with TransLink shelter dimensions 	o	
	recycled materials <ul style="list-style-type: none"> bin for recyclable materials located conveniently as per requirements of other bins 	o	2.4.2
landscaping	approach side <ul style="list-style-type: none"> shrub and groundcover planting maintained less than 500mm in physical height should not obstruct sightline between approaching bus and waiting passengers, shelters or seats with advertising maintained with trunks clear of vegetation for minimum of 4.5m from underside of tree canopy, 600mm from face of kerb and 16m from waiting area in accordance with local authority standards 	o	

2.3.3 intermediate stop (cont.)

m	mandatory
p	preferred
o	optional

category	component	requirement	technical note reference
landscaping	departure side <ul style="list-style-type: none"> maintained with trunks clear of vegetation for minimum of 4.5m to underside of tree canopy, 600mm from face of kerb and 8m from waiting area plantings should not obstruct sightlines to seats or shelters with advertising in accordance with local authority standards 	o	
arrangement type	indented bay <ul style="list-style-type: none"> accommodate at least one bus avoid slopes and curves requires bus to stop out of traffic stream length of bay tapers (for accelerating and braking) dependent on traffic speed (typically 60 km/hr) minimum bus bay width of 3m 	o	2.4.1
	kerbside bus bay <ul style="list-style-type: none"> accommodate at least one bus located as per regulations located out of traffic stream avoid slopes and curves 	o	2.4.1
	open bus bay <ul style="list-style-type: none"> accommodate at least one bus variation of indented bay, but located at an intersection requires implementing a "Turn left only, buses excepted" lane at intersection avoid slopes and curves 	o	
	single bus manoeuvring <ul style="list-style-type: none"> represent moderate frequency bus service so at least single bus manoeuvring can be accommodated 	m	
	kerb <ul style="list-style-type: none"> allow for safe, efficient passenger set down and pick up accordance with local authority standards (typical kerb height is 150mm) standard 90 degree upright kerb (not rounded or sloped kerb) 	m	

2.3.3 intermediate stop (cont.)

m	mandatory
p	preferred
o	optional

category	component	requirement	technical note reference
information (regulatory signage)	marked bus zone <ul style="list-style-type: none"> line markings in accordance with national road design standards (subject to road owner approval) should highlight bus zone area 	p	2.4.1
	pavement treatment <ul style="list-style-type: none"> durable and contrasting material to road 	o	
	bus zone signs <ul style="list-style-type: none"> located at start and finish of bus zone (when a kerbside bus stop) 	p	
	stop identification sign (stop marker) <ul style="list-style-type: none"> stop name and number for drivers and passengers as per TransLink standards 	m	2.4.3

APPENDIX 3 – DRAFT EDMONTON SPORTS FACILITIES CODE

Edmonton Sports Facilities Development:

Preliminary Approval varying the effect of the CairnsPlan

This document sets out the instruments which vary the effect of the CairnsPlan for the purpose of establishing the “Edmonton Sports Facilities Development”.

It is divided in two parts. The first part is Preliminary, which has a purpose to establish how:

- The Preliminary Approval varies the effect of the CairnsPlan;
- The Preliminary Approval relates to the CairnsPlan;
- To determine compliance with the CairnsPlan and the Edmonton Sports Facilities Planning Area Code;
- Infrastructure Contributions or Infrastructure Charges Schedule applies to private (non-public) development activities

The second part provides the regulatory framework for assessing development.

Part 1 - Preliminary

1.1 Introduction

The Edmonton Sports Facilities Development approval varies the effect of the CairnsPlan through the following instruments:

- Planning Area Map
- Tables of Assessment for the Edmonton Sports Facilities Planning Area
- Edmonton Sports Facilities Planning Area Code
- Edmonton Sports Facilities Land Use Definitions.

The Preliminary Approval Over-riding the CairnsPlan applies to Lot 304 on SP213786 only, as defined on the Planning Area Map, contained herein.

Assessable and self-assessable development on the affected land must be undertaken pursuant to CairnsPlan and the Preliminary Approval varying the effect of the CairnsPlan.

1.2 Relationship to CairnsPlan

The elements which vary the effect of the Planning Scheme are those contained in this document only.

Any assessable or self-assessable development in the Edmonton Sports Facilities Planning Area requires assessment against the applicable Codes and provisions of CairnsPlan (applicable at the time of making the development application or undertaking self-assessable development) except for those elements which are varied by the following instruments, to the extent that the development is contained in the Edmonton Sports Facilities Planning Area, in which case assessment will be undertaken against those provisions:

- the Tables of Assessment for the Edmonton Sports Facilities Planning Area; and
- the Edmonton Sports Facilities Planning Area Code; and
- the Edmonton Sports Facilities Land Use Definitions; and
- the Edmonton Sports Facilities Lot Reconfiguration Code

1.3 Compliance with the Codes

Compliance with the CairnsPlan Codes and the Edmonton Sports Facilities Planning Area Code is pursuant to section *1.5.4 Codes* of the CairnsPlan, except if otherwise stated within this document.

To remove doubt, the requirements of the CairnsPlan Codes and the Edmonton Sports Facilities Planning Area Code will be applied in the following order:

- Overlay Code
- Edmonton Sports Facilities Planning Area Code
- Land Use Code
- General Code

Where there is an inconsistency or conflict between the requirements of the applicable codes for development, the inconsistency or conflict is to be resolved pursuant to CairnsPlan, section *1.5.4 Codes*. For the purpose of resolving a conflict pursuant to section *1.5.4 Codes* of the CairnsPlan, the Edmonton Sports Facilities Planning Area Code is to be interpreted as a Planning Area Code.

Roads are not included in the Edmonton Sports Facilities Planning Area and matters pertaining to roads shall be pursuant to CairnsPlan, particularly section *1.7 Roads*.

1.4 Trunk Infrastructure Contributions/Infrastructure Charges

The creation of private (non public) infrastructure or development in the Edmonton Sports Facilities Planning Area will potentially increase demand on Stream Management, Stormwater Quality Management, Water Supply, Wastewater, Transport and Public Parks and Community Land infrastructure networks. Each private development activity in the Edmonton Sports Facilities Planning Area will attract a “demand unit” for the purpose of calculating the increase in demand on an infrastructure network.

Calculation of Demand

The demand unit calculation for private development is outlined in the Trunk Infrastructure Contributions Planning Scheme Policy or, if an Infrastructure Charges Schedule is in effect, the Infrastructure Charges Schedule.

Payment of Contribution/Infrastructure Charge

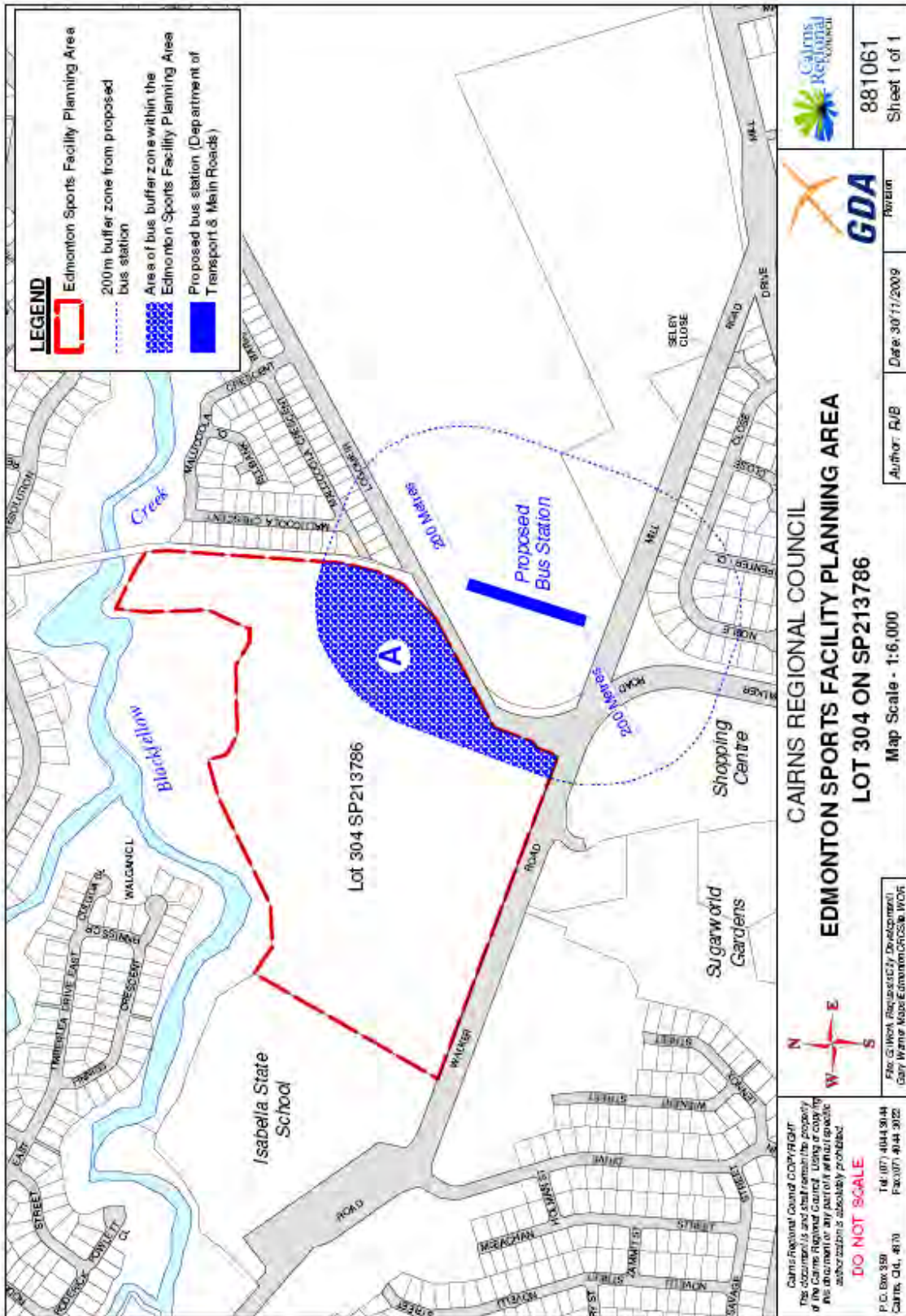
A monetary contribution must be paid to Cairns Regional Council towards the increase in demand created by the private development activity, on the applicable infrastructure network(s). The methodology for calculating the demand and payment shall be pursuant to the Trunk Infrastructure Contributions Planning Scheme Policy or, if an Infrastructure Charges Schedule is in effect, the Infrastructure Charges Schedule.

For private assessable development, the monetary contribution/infrastructure charge must be paid at the rate applicable at the time of payment, immediately prior to Commencement of Use or prior to the issue of a Development Permit for Building Works, whichever occurs first.

Notwithstanding the above, the proponent/applicant may make representation to the Chief Executive Officer, Cairns Regional Council about the amount and timing for payment of contribution/charges.

Part 2 – Regulatory Framework

2.1 Edmonton Sports Facilities Planning Area Map



Notes Relating to Map 881061

- 1. The feature shown as “Proposed Bus Station” indicated the approximate location of a proposed bus station for the future Network bus rapid transit system required by The Department of Transport and Main Roads.**
- 2. The Department of Transport and Main Roads requires provision for higher density uses around this future transport node and within 200m of the node. The 200m distance around the proposed transport node (bus station) is indicated on the map.**
- 3. Area ‘A’ is that part of the site within 200m of the proposed transport node.**
- 4. Provision is made in the attached Assessment Tables for different levels of assessment for more intense uses within Area A.**

2.2 Edmonton Sports Facilities Planning Area Tables of Assessment

EDMONTON SPORTS FACILITIES PLANNING AREA ASSESSMENT TABLE INITIAL LEVEL OF ASSESSMENT - MATERIAL CHANGE OF USE

DEVELOPMENT ACTIVITY	MATERIAL CHANGE OF USE	PA*	GUIDE TO APPLICABILITY OF CODES													
			OVERLAY							GENERAL						
			Planning Area Code	Vegetation Conservation & Waterways Significance Code	Local Heritage Code	Character Precinct Code	Potential or Actual Acid Sulfate Soil Material Code	Bushfire Management Code	Flood Management Code	Operational Aspects of the Cairns International Airport Code	Land Use Code	Parking and Access Code	Development Near Major Transport Corridors & Facilities Code	Excavation and Filling Code	Landscaping Code	Infrastructure Works Code
Defined Use			Edmonton Sports Facilities Planning Area (Outside Area A)	Edmonton Sports Facilities Planning Area (Inside Area A)												
RESIDENTIAL USES																
House	IU	IU	P	O	O	O					A					
Illuminated Tennis Court	IU	IU	P	O	O	O										
Caretaker's Residence	C	C	P	O	O	O					A					
Multiple Dwelling (Small Scale Development)	IU	IU	P	O	O	O					A	A	A	A	A	A
Multiple Dwelling	IU	I	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Retirement Village	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Special Residential Accommodation	IU	IU	P	O	O	O	O	O	O	O		A	A	A	A	A
Home Activity	IU	IU	P								A					
Home Based Business	IU	IU	P								A					
Dual Occupancy	IU	IU	P	O	O	O							A	A	A	
TOURIST AND SHORT TERM ACCOMMODATION USES																
Holiday Accommodation	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Caravan and Relocatable Home Park	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Short Term Accommodation	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
RETAIL USE																
Shopping Facilities 0 - 500m ² gfa	I	C	P	O	O	O					A	A	A	A	A	A
Shopping Facilities 501 - 10,000m ² gfa	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Shopping Facilities > - 10,000m ² gfa	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Display Facilities	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Showroom	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Restricted Premises	IU	IU	P	O	O	O					A	A				
Detached Bottle Shop	IU	IU	P	O	O	O					A	A				
BUSINESS AND COMMERCIAL USES																
Business Facilities	IU	C	P	O	O	O					A	A	A	A	A	A
Tavern	IU	C	P	O	O	O					A	A	A	A	A	A
Restaurant	I	C	P	O	O	O					A	A	A	A	A	A
Service Station	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Child Care Centre	IU	I	P	O	O	O					A	A	A	A	A	A
Veterinary Facilities	IU	IU	P	O	O	O					A	A	A	A	A	A
Tourist Attraction	IU	I	P	O	O	O	O	O	O	O		A	A	A	A	A
Car Park	IU	IU	P	O	O	O	O	O	O	O		A	A	A	A	A
INDUSTRY AND ASSOCIATED USES																
Primary Industry	IU	IU	P								A					
Aquaculture Minor	IU	IU	P	O							A					
Aquaculture Major	IU	IU	P	O	O	O	O	O	O	O	A					
Intensive Animal Husbandry	IU	IU	P	O	O	O					A					
Industry Class A	IU	IU	P	O	O	O					A	A	A	A	A	A
Industry Class B	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Industry Class C	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Business and Technology Park	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Extractive Industry	IU	IU	P	O	O	O	O				A	A	A	A	A	A
COMMUNITY FACILITIES																
Cemetery and Crematorium	IU	IU	P	O							A	A	A	A	A	A
Hospital	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Educational Establishment	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Park	S	C	P	O	O	O					A	A	A	A	A	A
Place of Assembly	C	C	P	O	O	O					A	A	A	A	A	A
Local Utility	S	S	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Public Utility	S	S	P	O	O	O	O	O	O	O	A	A	A	A	A	A
Telecommunication Facility	I	I	P	O							A					
Railway Activities	I	I	P	O	O						A	A	A	A	A	A
Institution	IU	IU	P	O	O	O	O	O	O	O	A	A	A	A	A	A

Edmonton Sports Facilities Assessment Table

DEVELOPMENT ACTIVITY		PA*	GUIDE TO APPLICABILITY OF CODES													
MATERIAL CHANGE OF USE			OVERLAY							GENERAL						
Defined Use	Edmonton Sports Facilities Planning Area (Outside Area A) Edmonton Sports Facilities Planning Area (Inside Area A)		Planning Area Code	Vegetation Conservation & Waterways Significance	Local Heritage Code	Character Precinct Code	Potential or Actual Acid Sulfate Soil Material Code	Bushfire Management Code	Flood Management Code	Operational Aspects for Calm's International Airport	Land Use Code	Parking and Access Code	Development Near Major Transport	Excavation and Filling Code	Landscaping Code	Infrastructure Works Code
RECREATION			P	O	O	O	O	O	O	O		A	A	A	A	
Indoor Sport and Entertainment		C	O	O	O	O	O	O	O	O		A	A	A	A	
Outdoor Sport and Entertainment		C	O	O	O	O	O	O	O	O		A	A	A	A	
OTHER			P	O	O	O	O	O	O	O		A	A	A	A	
All other Material Change of Use (unless otherwise specified in Schedule 8 of IPA)		I	O	O	O	O	O	O	O	O		A	A	A	A	

INITIAL LEVEL OF ASSESSMENT - OTHER DEVELOPMENT

DEVELOPMENT ACTIVITY		PA*	GUIDE TO APPLICABILITY OF CODES														
OTHER DEVELOPMENT			OVERLAY							GENERAL							
Reconfiguring a Lot	Edmonton Sports Facilities Planning Area (Outside Area A) Edmonton Sports Facilities Planning Area (Inside Area A)	O	Planning Area Code	Vegetation Conservation & Waterways Significance	Local Heritage Code	Character Precinct Code	Potential or Actual Acid Sulfate Soil Material Code	Bushfire Management Code	Flood Management Code	Operational Aspects for Calm's International Airport		Parking and Access Code	Development Near Major Transport Corridors & Facilities	Excavation and Filling Code	Landscaping Code	Reconfiguring a Lot Code	Infrastructure Works Code
Building Work not associated with a Material Change of Use		O	P	O	O	O	O	O	O	O		X	X	X	X	X	

Footnotes
PA = Planning Area

Conversion Table

Development on Land Affected by an Overlay	Initial Level of Assessment				
	Exempt	Self Assessable	Code Assessable	Impact Assessable	Impact Assessable (Inconsistent Use)
Potential or Acid Sulphate Material ³	C	C	C	I	IU

- | | |
|--|---|
| E Exempt | A The Code is Applicable |
| S Self Assessable | P The Code for the particular Planning Area in which the site is included is Applicable. |
| C Code Assessable | |
| I Impact Assessable | O Refer to the overlay maps for the relevant District. If the site is affected by an Overlay and if the circumstances described in the applicability statement of the relevant code are triggered, the Code for the overlay applies. |
| IU Impact Assessable (Inconsistent Use) | |

Key

Exceptions

³ Except for, House, Home Activity, Home Based Business, Illuminated Tennis Court, Caretaker's Residence, Dual Occupancy, Shopping Facilities (0-500m²), Restricted Premises, Detached Bottle Shop, Business Facilities, Tavern, Restaurant, Child Care Centre, Veterinary Facilities, Primary Industry, Aquaculture Minor, Intensive Animal Husbandry, Industry Class A, B & C, Business and Technology Park, Extractive Industry, Hospital, Educational Establishment, Park, Place of Assembly, Telecommunication Facility, Railway Activity, Institution, Indoor Sport and Entertainment or Outdoor Sport and Entertainment to which the initial level of assessment applies

2.3 Edmonton Sports Facilities Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Edmonton Sports Facilities Planning Area:

The efficient and proper ongoing expansion of activities within the Edmonton Sports Facilities Planning Area.

- Create supportive environments for active living.
- Ensure recreation, sport and exercise opportunities are easily accessible.
- Provide strategic opportunities to have major sporting infrastructure located close to public transport.
- Provide community facilities which help communities maximise their potential for development, and enhance community well-being.
- Ensure development maximises use of public passenger transport and alternative transport options.
- Promote higher density uses around major public transport nodes.
- Provide opportunities for support facilities and services to the major activity centre in Edmonton.
- Provide opportunities for a transition between the Major Activity Centre core and the urban residential areas.
- Provide opportunities for long-term development that is flexible, accessible and integrated with the activity centre core, transport system, open space and the pedestrian network.
- Supports slightly higher levels of activity than the surrounding land use elements but a slightly lower level of activity than the activity centre core.

Any expansion or redevelopment of sporting and support facilities is in keeping with the purpose and character of the facility and with wider community needs.

Provide opportunities for Lot Reconfiguration within the Planning Area particularly for long term leasing of land and facilities within the Planning Area

Uses identified as inconsistent uses in the Edmonton Sports Facilities Assessment Table dealing with material change of use are not established in the Edmonton Sports Facilities Development Code Area.

Applicability

This Code applies to development that is:

Self-assessable or assessable; and

Is in the Edmonton Sports Facilities Planning Area (refer to Map 881061); and

A Material Change of Use of premises, and

Reconfiguring a Lot , and
Building Work

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Building Height

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The height of buildings and structures must be consistent with the desired character of the area and must not adversely affect the amenity of the area.	A1.1 Buildings and structures are not more than 12 metres in height.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Buildings must be set back to ensure that they are compatible with the character of the area and do not adversely affect other uses, particularly residential uses.	A2.1 Buildings are set back not less than: <ul style="list-style-type: none"> a) 10 metres from the frontage to a State- Controlled Road, existing or proposed Arterial Road or existing or proposed Sub-Arterial Road, as identified on the Road Hierarchy Overlay Maps; or b) 10 metres from the frontage to any adjoining lot containing a Residential Use c) 4.5 metres from side and rear boundaries in all other instances.

Design Layout

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Buildings and structures must complement the character and streetscape of the area. In particular: <ul style="list-style-type: none"> a) the bulk of the building is reduced through effective design and materials; and b) rooflines contribute to the architectural distinction of the building. 	A3.1 For buildings located within 20 metres of a boundary with road frontage, apparent building bulk and form is reduced by: <ul style="list-style-type: none"> a) varying the plan such that the length of any continuous wall plane does not exceed 15 metres, with a minimum change in plane of 1.5 metres; and b) the introduction of curves, steps, recesses, projections or splays in plan and elevation; and c) the use of balconies or verandahs.
P4 Services structures and mechanical plant are to be rendered unobtrusive (including air conditioners and split system air conditioners) and are screened or otherwise incorporated as part of the building form.	A4.1 Services structures and mechanical plant (including air conditioners and split system air conditioners, refuse containers, pumping equipment and the like) are screened by fencing, physical screens or landscaping or otherwise incorporated within the building form, such that they are not visible from outside the site.

<p>P5 Elevations provide visual interest through:</p> <ul style="list-style-type: none"> a) use of building elements, exterior colours, textures and materials in the horizontal and vertical planes; or b) variations in the treatment and patterning of windows, sun protection devices or other elements of a façade; or c) use of structural framing elements of a finer scale for balconies, verandas, terraces or sun shading devices. 	<p>A5.1 For buildings located within 20 metres of a boundary with road frontage, the length of any continuous roofline and ridge line does not exceed 15 metres.</p>
--	---

Car Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Car parking areas must be set back from the boundaries of the site to ensure a high standard of amenity and to ensure that the amenity of residential land and residential uses are protected.</p>	<p>A6.1 Car parking areas are set back:</p> <ul style="list-style-type: none"> a) 6 metres from the road frontage/s of the site; b) 4.5 metres from any boundary with land included in residential use.

Infrastructure Contributions/Charges

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 Development that connects to adjacent infrastructure networks contributes to the cost of the demand placed on the infrastructure network.</p>	<p>A78.1 Development connecting to, and placing an additional demand on, an existing Water Supply, Wastewater, Transport, Public Park and Community, Stream Management or Stormwater Quality infrastructure network makes a monetary contribution towards the demand unit increase on the infrastructure network. The payment is to be made immediately prior to commence of a material change of use of premises.</p>

Indoor Sport and Entertainment

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
Applies to Indoor Sport and Entertainment only	
<p>P8 Indoor sports and entertainment facilities must not adversely affect the amenity of the surrounding area.</p>	<p>A8.1 An indoor sport and entertainment facility is utilised:</p> <ul style="list-style-type: none"> a) only between the hours of 6am and 9pm Monday to Friday and 6am to 10pm on Saturday & Sundays;

Outdoor Sport and Entertainment

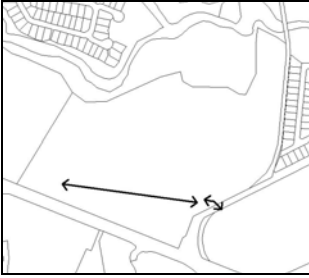
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
Applies to Outdoor Sport and Entertainment only	
<p>P9 Outdoor sport and entertainment facilities must not adversely affect the amenity of the surrounding area.</p>	<p>A9.1 An Outdoor Sport and entertainment facility is set back a minimum of 4.5metres from the lot boundary;</p> <p>A9.2 An outdoor sport and entertainment facility is utilised:</p> <ul style="list-style-type: none"> a) only between the hours of 6am and 8pm Monday to Friday and 6am to 10pm on Saturday b) only between the hours of 8am and 8pm on Sunday

Part B – For Assessable Development only

Higher density uses adjacent to the public transport node and activity centre

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P10 Development provides opportunities for:</p> <ul style="list-style-type: none"> a. a transition between the major activity centre core and the urban residential areas; and b. a mix and intensity of land uses and employment opportunities near the public transit station; and c. an adaptable built form to accommodate a change of uses throughout the development's lifecycle; and d. provide facilities and amenity for the higher density residential development anticipated in the adjacent activity centre 	<p>A10.1 That area of land labelled 'A' on Planning Map will be developed for higher intensity uses such as:</p> <ul style="list-style-type: none"> a. shopping facilities (0-500m²); or b. business facilities; or c. tavern; or d. restaurant; or e. child care centre; or f. place of assembly. <p>Note: The final configuration of Area A may not be measured on an exact radius, and may actually be of a varied shape, taking into consideration any future roads, sporting fields, services, parking or other land uses.</p>

Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P12 The design and location of development does not encourage unauthorised access obstruct existing access, or create a demand for additional access points to or through public transport corridors and future public passenger facilities.</p>	<p>A12.1 Development will provide a path along the Walker Road frontage to the standard required in the transport network plan; and</p> <p>A12.2 Development will nominate a strategic crossing point for the future provision of safe and direct walking and cycling paths to the future public passenger transport facility (generally indicated in the Figure 2 below); and</p> <p>A12.3 The nominated future crossing points, will be serviced by internal paths connecting within the site (generally indicated in the figure 1 below):</p> <ul style="list-style-type: none"> a. to the north; and b. east-west; and 

Pedestrian Connections

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P13 Safe and direct through-site connections are:</p> <ul style="list-style-type: none"> a. provided for pedestrians and cyclists to public passenger transport facilities and the major activity centre; b. deigned to minimise conflict between pedestrians / cyclists and vehicles. 	<p>A13.1 Pedestrian connection is provided for in the:</p> <ul style="list-style-type: none"> a. parking areas, and b. internal roads, and c. loading docks, and d. passenger transport set down and pick up areas or manoeuvring areas; and <p>A13.2 A bus set down and pick up area is provided on an internal bus route that enables the bus to be in a forward motion at all times whilst onsite; and</p> <p>A13.3 A taxi drop off / pick up area shall:</p> <ul style="list-style-type: none"> a. be included as part of the bus set down and pick up area; and b. enable taxis to enter and exit in a forward gear; and c. be signed accordingly.

Development supports transport choices

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P14 Parking is:</p> <ul style="list-style-type: none"> a. located near or adjacent to the land uses it is intended to serve; and b. distributed throughout the site; and c. reflect the proximity and accessibility of public transport. 	<p>A14.1 No Acceptable Measures Specified.</p>
<p>P15 End of trip cycling facilities shall be provided to an appropriate standard to make cycling:</p> <ul style="list-style-type: none"> a. an attractive transport option; and b. convenient and practical 	<p>A15.1 End of trip facilities include three or more of the following—</p> <ul style="list-style-type: none"> a. showers and toilets; b. areas for changing clothes; c. storage facilities for clothing or equipment; d. drinking facilities; e. facilities used for grooming purposes, including mirrors and power outlets for electrical equipment. and <p>A15.2 The location of end of trip facilities within the development shall link to pathways and avoid conflict with onsite traffic.</p>

Drainage

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P16 Development does not direct or increase stormwater flows onto the future public transport corridor, future public passenger transport facility or future public passenger transport infrastructure, does not undermine the structural integrity of infrastructure and does not otherwise threaten the safety of current or future transport operations.</p>	<p>A16.1 No Acceptable Measures Specified.</p>

Reconfiguring a Lot

Any assessable Lot Reconfiguration in the Edmonton Sports Facilities Planning Area requires assessment against the Reconfiguring a Lot Code and provisions of CairnsPlan (applicable at the time of making the development application) except for those elements which are varied by the following instruments, to the extent that the development is contained in the Edmonton Sports Facilities Planning Area, in which case assessment will also be undertaken against the following additional provisions:

Table

PLANNING AREA	MINIMUM AREA	MINIMUM ROAD FRONTAGE	MINIMUM RECTANGLE WITHIN A LOT
Edmonton Sports Facilities (Outside Area A)	Lots are of sufficient area and dimensions to : a) accommodate the intended land use; and b) protect environmental features and take account of site constraints.	Not Specified	Not specified
Edmonton Sports Facilities (Inside Area A)	Lots are of sufficient area and dimensions to : a) accommodate the intended land use; and b) protect environmental features and take account of site constraints.	Not Specified	Not specified

2.4 Edmonton Sports Facilities Land Use Definitions

Land Use Definitions which have a specific meaning for the purpose of the Assessment Tables and assessment of development are specified in Chapter 5 of CairnsPlan. They are to be used in conjunction with the Edmonton Sports Facilities Planning Area and development thereof. For the purposes of the Edmonton Sports Facilities Code the definition of Outdoor Sports and Entertainment shall be as follows:

Outdoor Sport and Entertainment

Means the use of premises for sport, physical exercise, recreation or public entertainment predominantly outdoors.

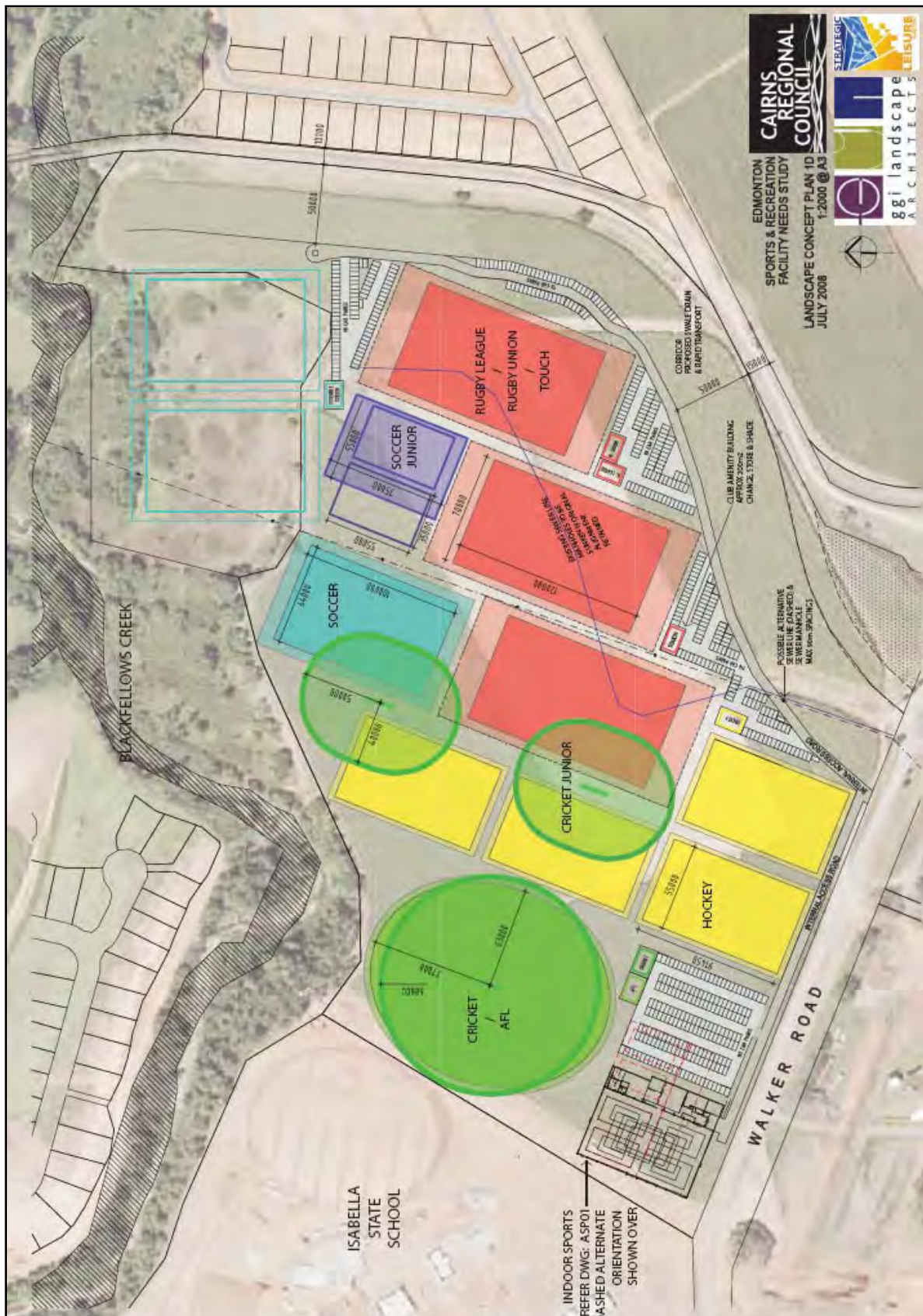
The use includes facilities commonly described as; ball sports fields, showground, theme park, pony club, commercial sports ground and other facilities based on the appreciation and enjoyment of the natural features of a locality.

APPENDIX 4 SUPPORTING INFORMATION TO PLANNING REPORT

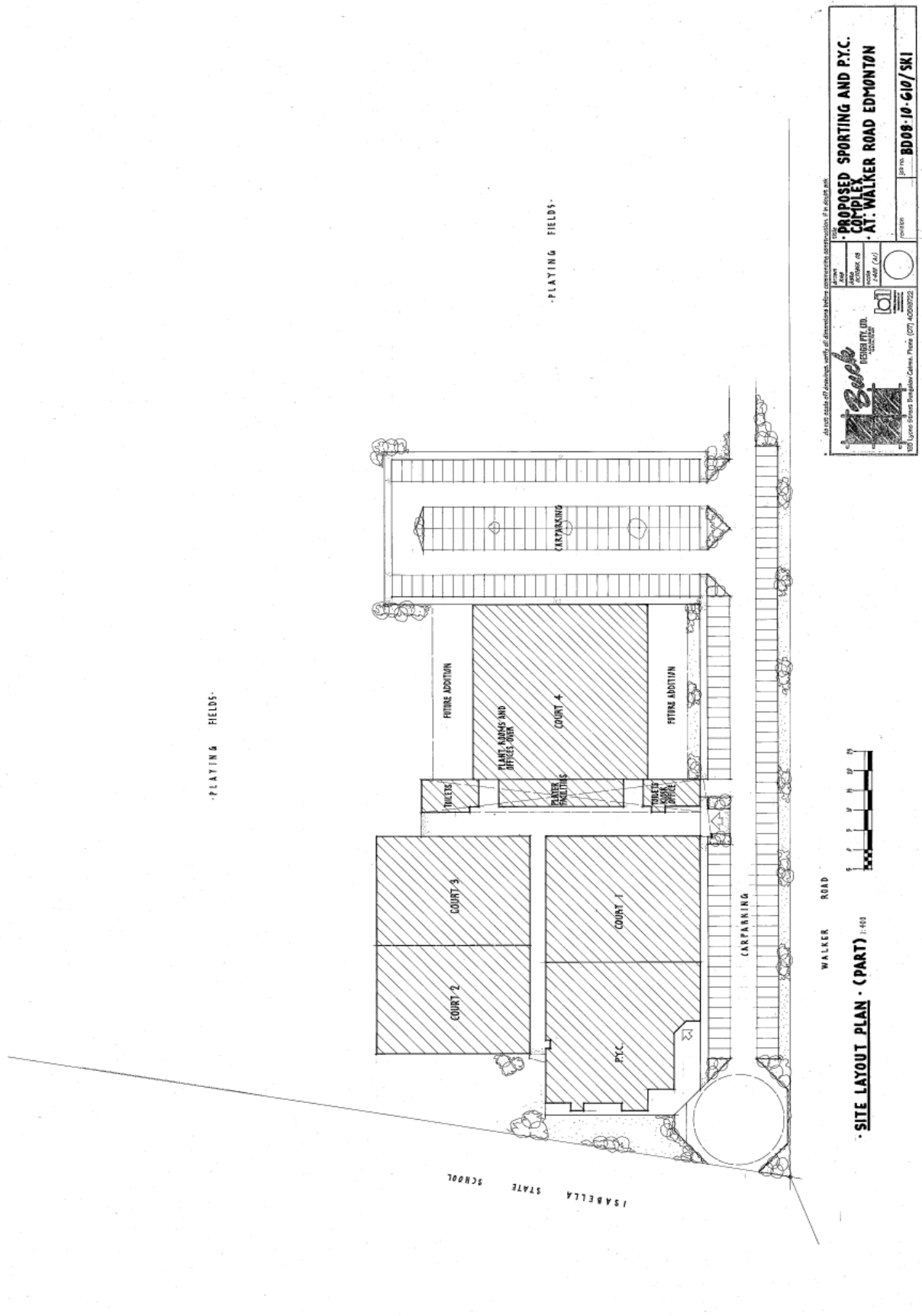
Aerial Photograph of site & Location



Draft Layout of proposed Sports Field prepared as part of the Edmonton Sports and Recreation Facility Needs Study



Plans received with original application and since amended



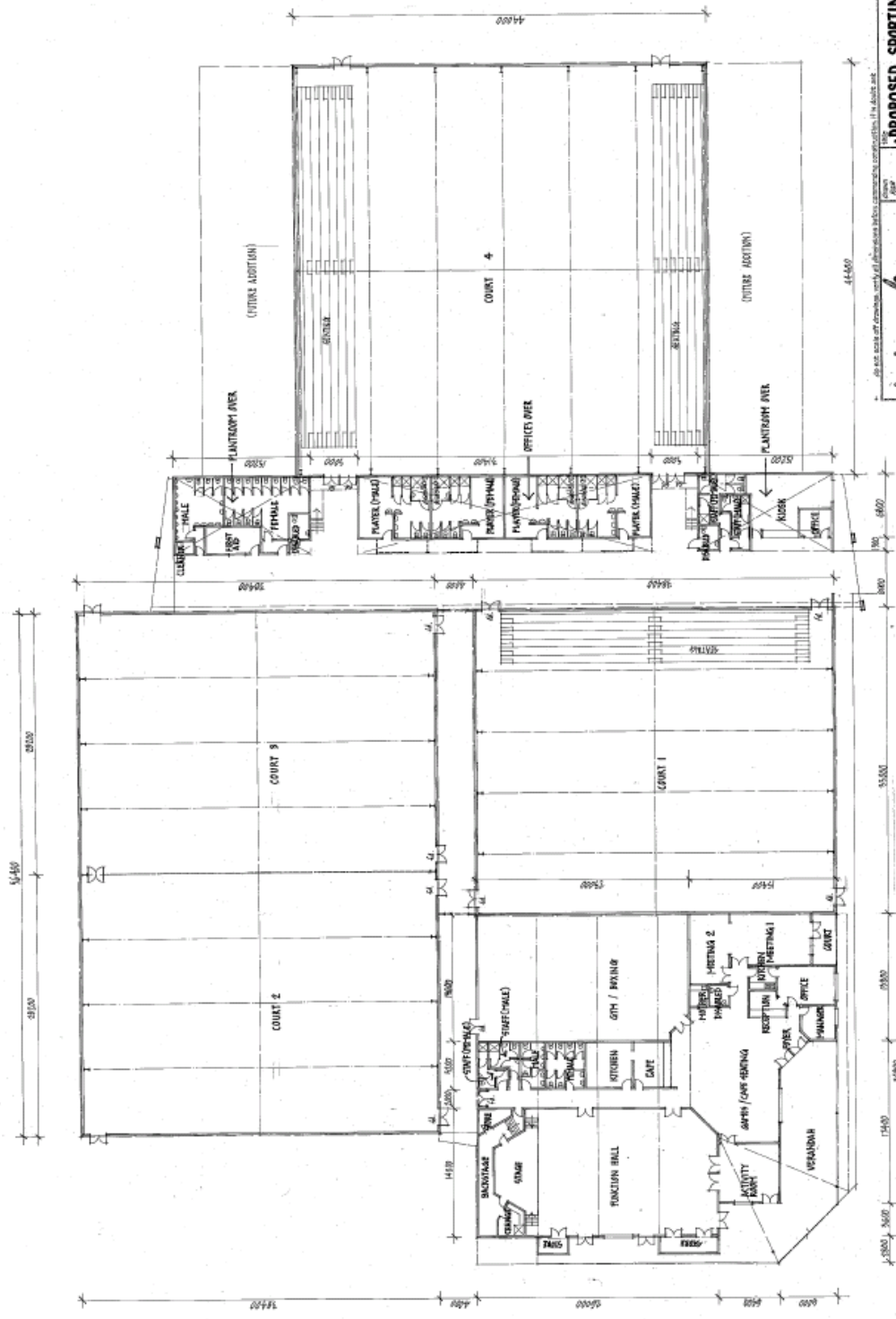
As per state of approvals, verify all dimensions before commencing construction. If in doubt ask.

PROPOSED SPORTING AND P.Y.C. COMPLEX AT WALKER ROAD EDMONTON

Author: **Buck**
 Date: **12/09/09**
 Scale: **1:400**

Project: **BD09-10-G10/SKI**

Site No: **BD09-10-G10/SKI**



PROPOSED SPORTING AND P.Y.C. COMPLETE CONCEPT PLAN - A. WALKER ROAD EDMONTON

1000 Lynn Avenue, Suite 100, Calgary, Alberta T2C 1A7
 Phone: (403) 243-8888
 Fax: (403) 243-8889
 Email: info@buckdesign.com

Project No. **BD08-10-610/SK2**

- FLOOR PLAN - 1:1000

Information Requirements for a Detailed Traffic Impact Report

Information Requirements for a Detailed Traffic Impact Report

1. Introduction

- 1.1 This Planning Scheme Policy applies throughout the whole of the Cairns Regional Council.
- 1.2 The purpose of this Policy is to facilitate the assessment of the potential traffic impacts of development proposals, if required by Council or by the Department of Main Roads (or equivalent State Government Department or agency), by providing guidelines for traffic impact assessment.
- 1.3 This Planning Scheme Policy applies from the commencement day of the Council's IPA Planning Scheme.

2. Objectives

- 2.1 To provide guidance on the information expected as part of a Detailed Traffic Impact Report.

3. Matters to be Addressed

The matters that the Council (or the relevant State Government Department) will seek to be addressed in a Detailed Traffic Impact Report include but may not be limited to the following:

General

- Expected traffic generation, comprising average daily morning and afternoon peak hours.
- Expected travel patterns, traffic distribution and vehicular types for both commercial and passenger.
- Analysis of intersection(s), including proposed treatment and method of control. The report should contain a summary of the analysis of average delay, degree of saturation (DOS), 95 % queue lengths and available capacity.
- Acceptable mitigation works and their timing to offset identified impacts and to maintain acceptable traffic operations and levels of safety to the planning horizon year.
- Full intersection analysis based on AUSTRROADS "Guide To Traffic Engineering Practice (Part 5)" or using the Signalised and unsignalised Intersection Design and Research Aid computer program (SIDRA) published by the Australian Road Research Board. Detail will include copies of input/output data, phasing diagrams for signals and intersection layout sketches.
- Site verification of the existing signal operations and equipment. This may involve consultation with the relevant State Government Department.
- All critical movement effects, such as degree of saturation, average delay, 95% queue and capacity, identified. All works necessary to improve traffic operations to an acceptable level shall be detailed. This will include modification requirements for existing traffic signal installations. It is to be noted that various groups of signals within the Shire are co-ordinated. Consideration is to be given to the potential effects on co-ordination that may result. In all cases, traffic signal proposals must be functional and use equipment and operating features that are acceptable to Council and the State Government.

- Estimated likely U-turn demands and determination of whether facilities are required to accommodate these movements.
- Estimated vehicle storage requirements.
- An assessment of whether provision of slip lanes is beneficial.
- Identification of potential implications for pedestrian movements and if special facilities may be needed.
- Identification of potential implications for cyclists and requirements for bicycle facilities as identified by Council's Bikeways Plan.

Design Horizon

- A ten (10) year design horizon from the anticipated date of completion of the development is to be adopted. Existing and proposed development in the area and/or cumulative background through-traffic is to be considered.

Traffic Counts

- Through-road traffic predictions may be based on existing counts if available and current. These can be projected forward at appropriate growth rates. If traffic counts have to be undertaken, full details of the count (such as location, time of day, date, type of count, percentage commercial vehicles) are to be included in the Report.

Upgrading Works

- Interim construction and compatibility with State Government and/or Council future upgrading requirements (ultimate planning) is to be identified.
- If it is proposed to stage upgrading construction of the works, appropriate discussion and data shall be included in the Report to support the recommendations. This will include a summary indicating anticipated timing for future stages of upgrading and the works required at each stage.

Adverse Impacts

- Any adverse implications for existing property accesses, traffic safety, roadway and intersection capacity and levels of service shall be identified and appropriate recommendations made with regard to any measures necessary to minimise such adverse effects.

Assumptions/References

- All assumptions and references are to be detailed.

4. Documentation

The traffic study is to be undertaken by an appropriately qualified and experienced Traffic Engineer. Concept plans of proposed intersection arrangements should be included in the report and include the following:

- lane layouts;
- turning radii;
- storage lengths;
- auxiliary lanes;
- lane widths;
- raised medians; and
- median dimensions.