

CAIRNS REGIONAL COUNCIL - CAIRNSPLAN 2016

Assessable Driveways and Crossover Information Kit

Operational Works Application

A driveway is a vehicular crossing that provides safe and reasonable access to a property. The Access Crossover is that part of the driveway that crosses the footway from the kerb and Channel to the property boundary.

It is the property owner's responsibility to construct and maintain residential Driveways and Crossovers (Access Crossover) on a Local Government Road and within a resident's own property.

Assessable development

An Operational Works Permit is required where the intended work does not comply with any or all the Acceptable Outcomes listed in the Infrastructure Works Code 9.4.6 and Parking and Access Code 9.4.8 and the Dual Occupancy Code 9.3.9 and other relevant Codes under CairnsPlan 2016. This includes additional Access Crossovers and Multiple Works per property.

- **Residential / Rural / Commercial / Industrial Access Crossovers** that do not comply with any of the Acceptable Outcomes listed in the Infrastructure Works Code 9.4.6 and Parking and Access Code 9.4.8 and the Dual Occupancy Code 9.3.9 under CairnsPlan 2016 (**this includes additional Access Crossovers and Multiple Works per property**) (excluding landscaping, see Note [a]) require an Operational Works Application and Approval. The DA Form 1, the appropriate fee (including Bond) and any supporting documents must be lodged with Council. If and when approved, the Access Crossover/Works must be constructed in accordance with the conditions set out in the Approval.

Please note that the application assessment will be made only on the items that are non-compliant with the relevant code/s.

Self-assessable

NO Permit required if the work complies with the Acceptable Outcomes (Self-Assessment) listed in the Infrastructure Works Code 9.4.6 and Parking and Access Code 9.4.8 and the Dual Occupancy Code 9.3.9 and other applicable Codes under CairnsPlan 2016.

- **A Single Access Crossover**

New or alteration to existing Residential/Rural/Commercial/Industrial per property, does not require Council approval if it complies with the Acceptable Outcomes (Self-Assessable) listed in the Infrastructure Works Code 9.4.6 and Parking and Access Code 9.4.8 and the Dual Occupancy Code 9.3.9 under CairnsPlan 2016.

The Access Crossover must be constructed in strict accordance with the FNQROC Development Manual and the Development Manual drawings S1015, S1105 and S1110 as applicable. These documents stipulate the minimum construction standards and required site grades to allow safe and reasonable access to your property. These standards aim to minimise stormwater runoff and erosion, ensure access to public utilities, and maintain a safe corridor for pedestrians and traffic. Residential Crossover widths between 3m to 4.5m, Rural Crossover widths between 3m to 6m and Commercial, Industrial & Unit Development Crossover widths between 3.5m to 6m, are able to be Self-Assessed.

If your application does comply with all of the Acceptable Outcomes in the applicable Codes, please obtain a copy of the Self-Assessable Driveways and Crossover Information Kit, complete the self-assessment and lodge the required Traffic Management Plan & form with council.

Information that applies to both Self-assessable and Assessable Development

- **The FNQROC Development Manual stipulates that the works must not adversely affect pedestrian and road traffic movements** during the construction process and thereafter. **A Traffic Management Plan must be produced, based on the latest version of the manual of Uniform Traffic Control Devices (MUTCD)**. The Traffic Management Plan must be prepared and endorsed by a suitably qualified person and a copy kept on site. For small scale works such as the construction of footpaths, a step-by-step description of the work methodology to indicate how the public will be safeguarded may be acceptable. Council should be contacted for advice, should this method be applied.
- In ALL cases the Traffic Management Plan or Traffic Guidance Scheme must be submitted and accepted by Council, prior to any works commencing on the site available at www.fnqroc.qld.gov.au CP1.10 (2).
- Depending on the Zone of the property and Part 5 – Tables of Assessment the following additional codes may apply but are not limited to:
 - The applicable Zone Code, Airport environs overlay code, Bushfire hazard Code, Coastal processes overlay code, Flood and inundation hazards overlay code, Hillslopes overlay code, Natural areas overlay code, Neighbourhood character overlay code, Potential landslip hazard overlay code.
 - Please check Council's Planning Section to obtain the Zone Code for the property and confirm which Codes will apply from Part 5 – Tables of Assessment.
 - Non-compliance with the applicable Self-Assessable Acceptable Outcomes from any of the CairnsPlan 2016 Codes will require the submission of an Operational Works Application and subsequent approval prior to commencement of any works.

Standard drawings for crossovers can be found in the FNQROC Development Manual available at www.fnqroc.qld.gov.au.

Note [a]:- A separate Landscaping application (DA Form 1) will need to be lodged for approval with Council. Available at CairnsPlan 2016 Landscaping Code www.cairns.qld.gov.au/building-planning-business/planning-schemes/v1.1cp2016.

It is an offence to undertake Operational or Infrastructure Works without a current approval granted by Council, unless the works are Self-Assessable under CairnsPlan 2016.

Notes for lodging an operational works application for approval to construct works within a local government road under the provisions of CairnsPlan 2016 infrastructure works code

These notes provide information about how and when to apply to Council for Works that are not self-assessable under the relevant CairnsPlan codes.

Council approval must be achieved prior to the commencement of any Operational or Infrastructure works that are not Self-Assessable.

PLANNING ACT 2016 DA FORM 1 (available at www.dilgp.qld.gov.au) is to be used to apply to Council for an approval to undertake Works within a Local Government Controlled Road. Council will require a Maintenance bond to be lodged for the intended works and will commence assessment of your application once it is deemed to be properly made.

A properly made Application includes the fully completed *PLANNING ACT 2016* DA Form 1 (available at www.dilgp.qld.gov.au),

- ⓑ A detailed set of Plans at a scale of 1 to 100, showing the Site frontage and Verge and any encumbrances on the Verge;
- ⓑ Documentation and Photos detailing the proposal and any written approvals from external entities (Telecommunication, Electrical and Gas if relevant) and
- ⓑ The relevant Application Fee and Bond.

Council will assess the application and may provide an approval with conditions. The approval will approve the Works, however works cannot commence until a prestart meeting is held with Councils nominated Inspection Officer or as detailed in the conditions of approval. (Please book inspections 48 hours in advance). The Conditions of approval will specify the types of inspections that are required and a final inspection will be necessary to start the 3 to 12 month maintenance and defect liability period (unless a different maintenance period is specified), Once the 3 to 12 month maintenance and defect liability period is completed the Applicant may apply to Council for the return of the bond. The Bond refund request must be in writing and include Council's reference number and bond receipt number.

No works can commence without prior approval from the Council and where required, attendance by Council's nominated inspection Officer at a 'Pre-Start' meeting.

All engineering design and construction works are to be in accordance with the FNQROC Development Manual, available at www.fngroc.qld.gov.au.

Applicants are advised to use the services of a Registered Professional Engineer of Queensland (RPEQ)

The following checklist of documents is required to supplement the application for assessable work in accordance with the provisions of CairnsPlan 2016 and the FNQROC Development Manual

- Is the driveway on a State Controlled Main Road? Accesses from State Controlled Main Roads are administered by the Department of Transport and Main Roads. Please visit www.tmr.qld.gov.au for contact details and Access approval.
- The conditions of any planning or engineering approval previously granted by Council have been complied with and are fully represented in drawings and documentation supplied with this application. Please insert the Council reference no. shown on the front of the Development Approval Notice (if applicable) e.g. 8 / 8 / 1234 in the relevant question on form 1 and Form 6.
- Provide one (1) set of Plans @ scale 1 to 100 of the proposed location of the Works in relation to the frontage of the allotment and provide appropriate photos of the site, showing any obstructions such as Service Pits, Hydrant Points, Stormwater inlet pits, Trees and or Power and Light Posts.
- Complete the applicant response to Acceptable Outcomes listed in the Infrastructure Works Code 9.4.6 and Parking and Access Code 9.4.8 and the Dual Occupancy Code 9.3.9 (if applicable) under CairnsPlan 2016 (attached below this list.)
- Check the condition of all existing kerb, channel, footpath and road surfaces. If damage exists, take a photograph or write a note and submit it with your application. Any damage caused by the activity you carry out, or damage not notified to Council, prior to commencing work, will be repaired at your own expense.
- Confirm that the works will be constructed in accordance with the FNQROC Development Manual and the Development Manual Drawings S1015, S1105 and S1110 as applicable, or specify the proposed deviations and show the proposed deviations in the plans attached to the application.
- Ensure the driveway surface and grades are appropriate for the type of traffic that will use the facility. Appropriate surface types are included in the drawings listed above, other by approval. Driveway surfaces must be non-slip and grades must comply.
- Rural access sight distances must comply with the Manual of Uniform Traffic Control Devices (MUTCD) sight distances guidelines for use of Stop Signs. (Part 2, Section 2.5.4, Figure 2.2).
- Confirm that the Access Crossover and Driveway will have the following setbacks - 600mm clear of any Stormwater pit, 500mm clear of street signage and electrical pillars, 1m clear of parking meters, 1m clear of power or light poles and existing trees (measured from the tree trunk), 9m clear of minor intersection, 18 m clear of a major intersection. Please confirm with Telstra/NBNCo. any requirements for distances from Telecommunications Infrastructure and provide proof of acceptance from the service owner with the application. Contact Telstra – Network Integrity Telephone 1800 810 443 or F1102490@team.telstra.com or www.telstra.com.au
- All existing concrete footpath strips must be incorporated into the driveway. Your driveway must not interfere with the safe passage of pedestrians.

- The works must not adversely affect pedestrian and road traffic movements during the construction process and thereafter. A traffic management plan must be produced, based on the latest version of the Manual of Uniform Traffic Control Devices (MUTCD). The traffic management plan must be prepared and endorsed by a suitably qualified person and a copy kept on site. For small scale works such as the construction of footpaths, a step-by-step description of the work methodology to indicate how the public will be safeguarded may be acceptable. Council should be contacted for advice, should this method be applied.

In ALL cases, the traffic management plan or Traffic Guidance Scheme must be submitted and accepted by Council, prior to any works commencing on the site.

- I have called "Dial before you dig" to locate my underground Pipes and Cables.
- All footpaths and roads must be restored to a satisfactory standard and approved by Councils Delegated Officer.
- All roads and footpaths must be made safe at the end of each day to allow the safe flow of vehicle and pedestrian traffic in accordance with your traffic management plan.
- If you want to close a road, lane or Council parking bay, you need to lodge a Road Closure Application with Council.
- The driveway must not obstruct access or cause damage to public utilities such as bus stops, bikeways, parking bays, taxi ranks, stormwater drains, fire hydrants, utility service pits and power or light poles.
- If you are required to park on the street during construction, you must obey all posted parking restrictions. It is your responsibility to ensure you have obtained, if required, any necessary Police or Main Roads permits prior to commencing work.
- Confirm that the Access Crossover & Driveway is not in a Services Reserve or Future Road Reserve. Seek the Reserves Owners permission prior to applying for this Operational works application.

Privacy the information collected in this form will be used by the compliance assessor in accordance with the processing and assessment of your application. Your personal details will not be disclosed for a purpose outside of the process, except where required by legislation (including the *Right to Information Act 2009*) or as required by Parliament. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

9.4.6 Infrastructure works code (full)

Application

- (1) This code applies to development identified as requiring assessment against the Infrastructure works code by the Tables of Assessment in Part 5.
- (2) When using this code, reference should be made to Part 5.

Purpose

- (1) The purpose of the Infrastructure works code is to ensure that development is safely and efficiently serviced by and connected to infrastructure.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the standards of water supply, waste water treatment and disposal, stormwater drainage, local electricity supply, telecommunications, footpaths and road construction meet the needs of development and are safe and efficient;
 - (b) development maintains high environmental standards;
 - (c) development is located, designed, constructed and managed to avoid or minimise impacts arising from altered stormwater quality or flow, wastewater discharge, and the creation of non-tidal artificial waterways;
 - (d) the integrity of existing infrastructure is maintained;
 - (e) development does not detract from environmental values or the desired character and amenity of an area.

Criteria for assessment

Part A - Criteria for self-assessable and assessable development

Infrastructure works code – self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Works on a local government road		
PO1 Works on a local government road do not adversely impact on footpaths or existing infrastructure within the road verge and maintain the flow, safety and efficiency of pedestrians, cyclists and vehicles.	AO1.1 Footpaths/Pathways are located in the road verge and are provided for the hierarchy of road and located, designed and constructed in accordance with Planning scheme policy – FNQROC Regional Development Manual.	
	AO1.2 Kerb ramp crossovers are constructed in accordance with Planning scheme policy – FNQROC Regional Development Manual.	

Performance outcomes	Acceptable outcomes	Applicant response
	<p>AO1.3 New pipes, cables, conduits or other required to cross existing footpaths; (a) are installed via trenchless methods; or (b) where footpath is removed to install infrastructure, the new section of footpath is installed to the standard detailed in the Planning scheme policy – FNQROC Regional Development Manual and is not less than a 1.2 metre section.</p>	
	<p>AO1.4 Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring: (a) similar surface finishes are used; (b) there is no change in level at joins of new and existing sections; (c) new sections are matched to existing in terms of dimension and reinforcement.</p> <p>Note – Figure 0.a provides guidance on meeting the outcomes.</p>	
	<p>AO1.5 Decks, verandahs, stairs, posts and other structures located in the road reserve do not restrict or impede pedestrian movement on footpaths or change the level of the road verges.</p>	
Accessibility structures		
<p>PO2 Development is designed to ensure they are accessible for people of all abilities and accessibility features do not impact on efficient and safe use of footpaths.</p>	<p>AO2.1 Accessibility structures are not located within the road reserve.</p>	
	<p>AO2.2 Accessibility structures are designed in accordance with Australian Standard AS1428.3.</p>	
	<p>AO2.3 When retrofitting accessibility</p>	

Performance outcomes	Acceptable outcomes	Applicant response
	<p>features in existing buildings, all structures and changes of grade are contained within the boundaries of the lot and not within the road reserve.</p> <p>Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifting devices.</p>	
Water supply		
<p>PO3 An adequate, safe and reliable supply of potable, fire fighting and general use water is provided.</p>	<p>AO3.1 The premises is connected to Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning scheme policy – FNQROC Regional Development Manual;</p> <p>or</p> <p>AO3.2 Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 30,000 litres and access to the tank/s for fire trucks is provided for each new house or other development. Tank/s are to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive.</p>	
Treatment and disposal of effluent		
<p>PO4 Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as a result of increasing the cumulative effect of systems in the locality.</p>	<p>AO4.1 The site is connected to Council's sewerage system and the extension of or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in Section D7 of the Planning scheme policy – FNQROC Regional Development Manual;</p> <p>or</p>	

Performance outcomes	Acceptable outcomes	Applicant response
	<p>AO4.2 Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the Environmental Protection Policy (Water) 1997 and the proposed on site effluent disposal system is designed in accordance with the Plumbing and Drainage Act (2002).</p>	
Stormwater quality		
<p>PO5 Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by:</p> <ul style="list-style-type: none"> (a) achieving stormwater quality objectives; (b) protecting water environmental values; (c) maintaining waterway hydrology. 	<p>AO5.1 A connection is provided from the premises to Council’s drainage system;</p> <p>or</p> <p>AO5.2 An underground drainage system is constructed to convey stormwater from the premises to Council’s drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy – FNQROC Regional Development Manual.</p>	
	<p>AO5.3 A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 0.b and Table 0.c, reflecting land use constraints, such as:</p> <ul style="list-style-type: none"> (a) erosive, dispersive and/or saline soil types; (b) landscape features (including landform); (c) acid sulfate soil and management of nutrients of concern; (d) rainfall erosivity. 	
	<p>AO5.4 An erosion and sediment control plan demonstrates that release of sediment-laden stormwater is</p>	

Performance outcomes	Acceptable outcomes	Applicant response
	<p>avoided for the nominated design storm, and minimised when the it is exceeded by addressing design objectives listed in Table Error! Reference source not found..b for:</p> <ul style="list-style-type: none"> (a) drainage control; (b) erosion controls; (c) sediment control; (d) water quality outcomes. 	
	<p>AO5.5 Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with the erosion and sediment control plan.</p>	
	<p>AO5.6 Development incorporates stormwater flow control measures to achieve the design objectives set out in Table Error! Reference source not found..b and Table Error! Reference source not found..c, including management of frequent flows, peak flows, and construction phase hydrological impacts.</p> <p>Note – Planning scheme policy - FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the Environmental Protection Act 1994.</p> <p>Note – During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality.</p>	
Non-tidal artificial waterways		
<p>PO6 Development involving non-tidal artificial waterways is planned, designed, constructed and operated to:</p> <ul style="list-style-type: none"> (a) protect water environmental values; (b) be compatible with the land use constraints for the site for protecting water 	<p>AO6.1 Development involving non-tidal artificial waterways ensures:</p> <ul style="list-style-type: none"> (a) environmental values in downstream waterways are protected; (b) any groundwater recharge areas are not affected; (c) the location of the waterway incorporates low lying areas 	

Performance outcomes	Acceptable outcomes	Applicant response
<p>environmental values;</p> <p>(b) be compatible with existing tidal and non-tidal waterways;</p> <p>(c) perform a function in addition to stormwater management;</p> <p>(d) achieve water quality objectives.</p>	<p>of the catchment connected to an existing waterway;</p> <p>(d) existing areas of ponded water are included.</p>	
	<p>AO6.2 Non-tidal artificial waterways are located:</p> <p>(a) outside natural wetlands and any associated buffer areas;</p> <p>(b) to minimise disturbing soils or sediments;</p> <p>(c) to avoid altering the natural hydrologic regime in acid sulphate soil and nutrient hazardous areas.</p>	
	<p>AO6.3 Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures:</p> <p>(a) there is sufficient flushing or a tidal range of >0.3m; or</p> <p>(b) any tidal flow alteration does not adversely impact on the tidal waterway; or</p> <p>(c) there is no introduction of salt water into freshwater environments.</p>	
	<p>AO6.4 Non-tidal artificial waterways are designed and managed for any of the following end-use purposes:</p> <p>(a) amenity (including aesthetics), landscaping or recreation; or</p> <p>(b) flood management, in accordance with a drainage catchment management plan; or</p> <p>(c) stormwater harvesting plan as part of an integrated water cycle management plan; or</p> <p>(d) aquatic habitat.</p>	
	<p>AO6.5 The end-use purpose of the non-tidal artificial waterway is</p>	

Performance outcomes	Acceptable outcomes	Applicant response
	designed and operated in a way that protects water environmental values.	
	AO6.6 Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway.	
	AO6.7 Aquatic weeds are managed to achieve a low percentage of coverage of the water surface area, and pests and vectors are managed through design and maintenance.	
Wastewater discharge		
PO7 Discharge of wastewater to waterways, or off site: (a) meets best practice environmental management; (b) is treated to: (i) meet water quality objectives for its receiving waters; (ii) avoid adverse impact on ecosystem health or waterway health; (iii) maintain ecological processes, riparian vegetation and waterway integrity; (iv) offset impacts on high ecological value waters.	AO7.1 A wastewater management plan is prepared and addresses: (a) wastewater type; (b) climatic conditions; (c) water quality objectives; (d) best practice environmental management.	
	AO7.2 The wastewater management plan is managed in accordance with a waste management hierarchy that: (a) avoids wastewater discharge to waterways; or (b) if wastewater discharge to waterways cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater.	
	AO7.3 Wastewater discharge is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and intensity of algal blooms.	

Performance outcomes	Acceptable outcomes	Applicant response
	<p>AO7.4 Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:</p> <ul style="list-style-type: none"> (a) avoids lowering groundwater levels where potential or actual acid sulphate soils are present; (b) manages wastewaters so that: <ul style="list-style-type: none"> (i) the pH of any wastewater discharges is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium and metals; (ii) holding times of neutralised wastewaters ensures the flocculation and removal of any dissolved iron prior to release; (iii) visible iron floc is not present in any discharge; (iv) precipitated iron floc is contained and disposed of; (v) wastewater and precipitates that cannot be contained and treated for discharge on site are removed and disposed of through trade waste or another lawful method. 	
Electricity supply		
<p>PO8 Development is provided with a source of power that will meet its energy needs.</p>	<p>AO8.1 A connection is provided from the premises to the electricity distribution network;</p> <p>or</p> <p>AO8.2 The premises is connected to the electricity distribution network in accordance with the Design</p>	

Performance outcomes	Acceptable outcomes	Applicant response
	Guidelines set out in Section D8 of the Planning scheme policy – FNQROC Regional Development Manual.	
PO9 Development incorporating padmount electricity infrastructure does not cause an adverse impact on amenity.	AO9.1 Padmount electricity infrastructure is: (a) not located on land for open space or sport and recreation purposes; (b) screened from view by landscaping or fencing; (c) accessible for maintenance.	
	AO9.2 Padmount electricity infrastructure within a building in an activity centre and is designed and located to enable an active street frontage. Note – Padmounts in buildings in activity centres should not be located on the street frontage.	
Telecommunications		
PO10 Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority.	AO10.1 The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	
PO11 Provision is made for future telecommunications services (e.g. fibre optic cable).	AO11.1 Conduits are provided in accordance with Planning scheme policy – FNQROC Regional Development Manual.	
Road construction		
PO12 The road to the frontage of the premises is constructed to provide for the safe and efficient movement of: (a) pedestrians and cyclists to and from the site; (b) pedestrians and cyclists adjacent to the site; (c) vehicles on the road adjacent to the site; (d) vehicles to and from the site.	AO12.1 The road to the frontage of the site is constructed in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning scheme policy – FNQROC Regional Development Manual, for the particular hierarchy of road.	
	AO12.2 There is existing road, kerb and channel for the full road frontage	

Performance outcomes	Acceptable outcomes	Applicant response
(e) emergency vehicles.	of the site.	
	AO12.3 Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for safe passage of emergency vehicles.	
Alternations and repairs to public utility services		
PO13 Infrastructure is integrated with and efficiently extends existing networks.	AO13.1 Development is designed to allow for efficient connection to existing infrastructure networks.	
PO14 Development and works do not affect the efficient functioning of public utility mains, services or installations.	AO14.1 Public utility mains, services and installations are not required to be altered or repaired as a result of the development; or AO14.2 Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning scheme policy – FNQROC Regional Development Manual.	
Construction management		
PO15 Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	AO15.1 Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; (d) removal from the site of all declared noxious weeds.	

Performance outcomes	Acceptable outcomes	Applicant response
<p>PO16 Existing infrastructure is not damaged by construction activities.</p>	<p>AO16.1 Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy – FNQROC Regional Development Manual.</p> <p>Note - Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the <i>Transport Infrastructure Act 1994</i>.</p>	
For assessable development		
High speed telecommunication infrastructure		
<p>PO17 Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.</p>	<p>AO17.1 No acceptable outcomes are provided.</p>	
Trade waste		
<p>PO18 Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that:</p> <ul style="list-style-type: none"> (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; (c) the performance of the wastewater system is not put at risk. 	<p>AO18.1 No acceptable outcomes are provided.</p>	
Fire services in developments accessed by common private title		
<p>PO19 Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.</p>	<p>AO19.1 Residential streets and common access ways within a common private title should have hydrants placed at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground.</p>	
	<p>AO19.2 Commercial and industrial streets and access ways within streets serving commercial properties</p>	

Performance outcomes	Acceptable outcomes	Applicant response
	such as factories, warehouses and offices should be provided with above or below ground fire hydrants at not more than 90 metre intervals and at each street intersection. Above ground fire hydrants should have dual valved outlets.	
<p>PO20 Hydrants are suitably identified so that fire services can locate them at all hours.</p> <p>Note – Hydrants are identified as specified in the Department of Transport and Main Roads Technical Note: 'Identification of street hydrants for fire fighting purposes' available under 'Publications'.</p>	<p>AO20.1 No acceptable outcomes are provided.</p>	

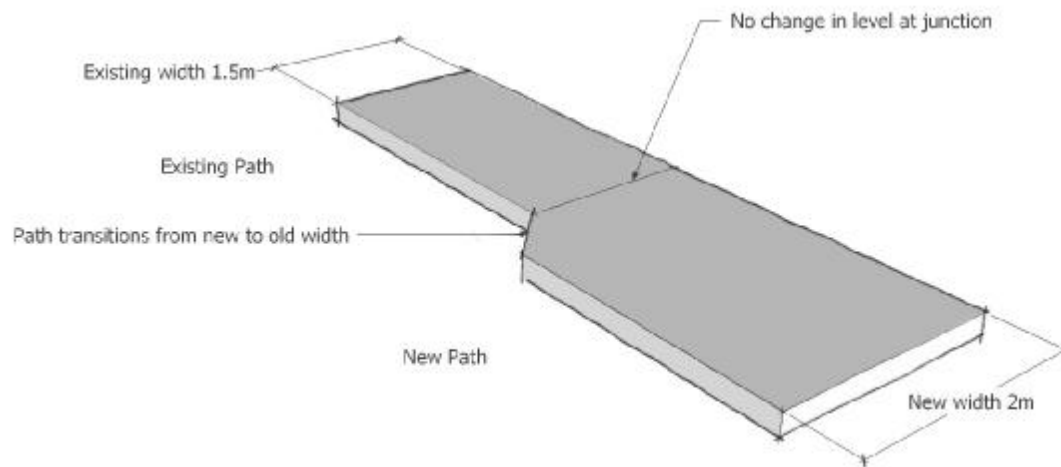
Stormwater management design objectives (Construction phase)

Issue	Design objectives
<p>Drainage control (Temporary drainage works)</p>	<ul style="list-style-type: none"> (1) Design life and design storm for temporary drainage works: <ul style="list-style-type: none"> (a) Disturbed area open for <12 months—1 in 2-year ARI event; (b) Disturbed area open for 12–24 months—1 in 5-year ARI event; (c) Disturbed area open for > 24 months—1 in 10-year ARI event. (2) Design capacity excludes minimum 150 mm freeboard. (3) Temporary culvert crossing—minimum 1 in 1-year ARI hydraulic capacity.
<p>Erosion control (Erosion control measures)</p>	<ul style="list-style-type: none"> (1) Minimise exposure of disturbed soils at any time. (2) Divert water run-off from undisturbed areas around disturbed areas. (3) Determine the erosion risk rating using local rainfall erosivity, rainfall depth, soil-loss rate or other acceptable methods. (4) Implement erosion control methods corresponding to identified erosion risk rating.
<p>Sediment control (Sediment control measures, Design storm for sediment control basins, Sediment basin dewatering)</p>	<ul style="list-style-type: none"> (1) Determine appropriate sediment control measures using: <ul style="list-style-type: none"> (a) potential soil loss rate; or (b) monthly erosivity; or (c) average monthly rainfall. (2) Collect and drain stormwater from disturbed soils to sediment basin for design storm event: <ul style="list-style-type: none"> (a) design storm for sediment basin sizing

Issue	Design objectives
	<p>is 80th% five-day event or similar.</p> <p>(3) Site discharge during sediment basin dewatering:</p> <p>(a) TSS < 50 mg/L TSS;</p> <p>(b) Turbidity not >10% receiving waters turbidity;</p> <p>(c) pH 6.5–8.5.</p>
<p>Water quality (Litter and other waste, hydrocarbons and other contaminants)</p>	<p>(1) Avoid wind-blown litter; remove gross pollutants.</p> <p>(2) Ensure there is no visible oil or grease sheen on released waters.</p> <p>(3) Dispose of waste containing contaminants at authorised facilities.</p>
<p>Waterway stability and flood flow management (Changes to the natural waterway hydraulics and hydrology)</p>	<p>(1) For peak flow for the 100% AEP event and 1% AEP event, use constructed sediment basins to attenuate the discharge rate of stormwater from the site</p>

Stormwater management design objectives (post-construction phase)

Design objectives Minimum reductions in mean annual load from unmitigated development (%)				Application
Total suspended solids (TSS)	Total phosphorus (TP)	Total nitrogen (TN)	Gross pollutants >5 mm	
80	60	40	90	<p>Development for urban purposes</p> <p>Excludes development that is less than 25% impervious.</p> <p>In lieu of modelling, the default bio-retention treatment area to comply with load reduction targets of 1.5% of the contributing catchment area.</p>
<p>Waterway stability management</p> <p>(1) Limit the peak 100% AEP event discharge within the receiving waterway to the pre-development peak 100% AEP event discharge.</p>				<p>Catchments contributing to un-lined receiving waterway. Degraded waterways may seek alternative discharge management objectives to achieve waterway stability.</p> <p>For peak flow for the 100% AEP event, use collocated storages to attenuate site discharge rate of stormwater.</p>



New footpath sections - Note: Path transition length is 1 meter between new to old Path

9.4.8 Parking and access code (Extract)

Application

This code applies to development identified as requiring assessment against the Parking and access code by the Tables of Assessment in Part 5.

When using this code, reference should be made to Part 5.

Purpose

- (1) The purpose of the code is to ensure that parking and access infrastructure and facilities are provided to service the demand of the development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) on-site vehicle and bicycle parking facilities are provided to accommodate the demand generated by the development.
 - (b) parking and access facilities are designed and constructed:
 - (i) in accordance with relevant standards;
 - (ii) to be convenient and accessible;
 - (iii) so that they do not adversely impact on the safety and efficiency of the surrounding road network;
 - (iv) so that they do not disrupt the on-street parking arrangements in the surrounding area.

Criteria for assessment

Part A - Criteria for self-assessable and assessable development

Parking and access code – self-assessable and assessable development

Access requirements	Acceptable Outcomes	Applicant Response
<p>PO3 Access points are designed and constructed:</p> <ol style="list-style-type: none"> (a) to operate safely and efficiently; (b) to accommodate the anticipated type and volume of vehicles; (c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate; (d) so that they do not impede traffic or pedestrian movement on the adjacent road area; (e) so that they do not adversely impact upon existing 	<p>AO3.1 Access is limited to one access crossover per site and is:</p> <ol style="list-style-type: none"> (a) An existing access point; or (b) an access point located, designed and constructed in accordance with: <ol style="list-style-type: none"> (i) Australian Standard AS2890.1; (ii) Planning scheme policy – FNQROC Regional Development Manual - access crossovers. <p>Note – Where development is for Dual occupancy, AO7.1 of the Dual occupancy code prevails over the number crossovers stated above.</p>	

<p>intersections or future road or intersection improvements;</p> <p>(f) so that they do not adversely impact current and future on-street parking arrangements.</p> <p>(g) so that they do not adversely impact upon existing services within the road reserve adjacent to the site</p>	<p>AO3.2 Access, including driveways or access crossovers:</p> <p>(a) are not placed over an existing:</p> <ul style="list-style-type: none"> (i) telecommunications pit; (ii) stormwater kerb inlet; (iii) sewer manhole; (iv) water valve or hydrant. <p>(b) are designed to accommodate any adjacent footpath;</p> <p>(c) adhere to minimum sight distance in accordance with Australian Standard AS2890.1</p>	
	<p>AO3.3 Driveways are:</p> <p>(a) designed to follow as close as possible to the existing contours but are no steeper than the gradients outlined in Planning scheme policy – FNQROC Regional Development Manual;</p> <p>(b) constructed such that where there is a grade shift to 1 in 4 (25%), there is an area with a grade of no more than 1 in 6 (16.6%) prior to this area, for a distance of at least 5 metres. On gradients greater than 1 in 6 (16.6%) driveways are constructed to ensure that the crossfall of the driveway is one-way and directed into the hill, for vehicle safety and drainage purposes.</p> <p>(c) constructed such that the transitional change in grade from the road to the lot is fully contained within the lot and not within the road reserve.</p> <p>(d) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the road, storm water drainage system.</p>	

For assessable development		
On street works		
Access requirements	Acceptable Outcomes	Applicant Response
<p>PO6 On-street parking may be provided in lieu of on-site parking where:</p> <ul style="list-style-type: none"> (a) development involves the re-use of an existing building; or (b) development does not front a major transport corridor as identified on the Transport network overlay maps contained in Schedule 2; (c) located within the immediate frontage of the site (d) designed and constructed in accordance with the relevant standards; (e) designed and constructed so as not to detract from the character and amenity of the surrounding streetscape. <p>Note – A Traffic Impact Assessment Report prepared in accordance with Planning scheme policy – Parking and access is one way to demonstrate achievement of the Performance Outcome.</p> <p>Note – PO6 only applies to undertaking new on-street works. Existing on-street car parking spaces will not be considered as on-street works in lieu of on-site car parking.</p>	<p>AO6.1 No acceptable outcomes are provided.</p>	
Service vehicle requirements		
<p>PO8 Access, internal circulation and on-site parking for service vehicles are designed and constructed:</p> <ul style="list-style-type: none"> (a) in accordance with relevant standards; (b) so that they do not interfere with the amenity of the surrounding area; (c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles on the site. 	<p>AO8.1 Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with Australian Standard AS 2890.1 and AS 2890.2.</p>	
	<p>AO8.2 Service and loading areas are contained wholly within the site.</p>	
	<p>AO8.3 The movement of service vehicles and service operations are designed so that they:</p>	

	<ul style="list-style-type: none"> (a) do not impede access to parking spaces; (b) do not impede vehicle or pedestrian traffic movement. 	
Vehicle queuing requirements		
<p>PO9 Sufficient queuing and set down areas are provided to accommodate the demand generated by the development.</p>	<p>AO9.1 Development provides adequate area for on-site vehicle queuing to accommodate the demand generated by the development where drive through facilities or drop-off/pick-up services are proposed as part of the use, including but not limited to the following land uses:</p> <ul style="list-style-type: none"> (a) car wash; (b) child care centre; (c) educational establishment where for a school; (d) food and drink outlet, where including a drive-through facility; (e) hardware and trade supplies, where involving a drive-through facility; (f) hotel, where involving a drive-through facility; (g) service station. 	
	<p>AO9.2 Queuing and set down areas are designed and constructed in accordance with Australian Standard AS2890.1.</p>	

9.4.9 Dual occupancy code (Extract)

Application

This code applies to assessing development for a Dual occupancy.

When using this code, reference should be made to Part 5.

Purpose

- (1) The purpose of the Dual occupancy code is to promote a variety of housing choice to cater for a range of housing needs and affordability.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) the scale and character of development is consistent with the existing desired residential character and streetscape pattern;
 - (b) design gives a sense of individual ownership to residents;
 - (c) dual occupancies do not detrimentally affect the function of the road network and its infrastructure design requirements.

Criteria for assessment

Part A - Criteria for self-assessable and assessable development

Dual occupancy code – self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Applicant response
For self-assessable and assessable development		
Parking and access		
PO7 The development provides residents and guests with safe and convenient vehicle parking, access to dwellings and the road network, while maintaining the standard of existing infrastructure in the road reserve.	AO7.1 Dwelling units are serviced by: <ol style="list-style-type: none"> (a) a shared unobstructed driveway and crossover with a maximum width of 3.6 metres; or (b) one unobstructed driveway and crossover, having a maximum width of 3 metres, is provided to each street frontages, where the site has two street frontages. 	
	AO7.2 The surface treatment of any driveway is imperviously sealed.	
	AO7.3 Where development is on a State controlled road, Sub-arterial road or Collector road the driveway design is such that vehicles can enter and exit the site in a forward gear.	

Performance outcomes	Acceptable outcomes	Applicant response
	<p>AO7.4 Where a dual occupancy is to be established on a corner allotment each dwelling is accessed from a different road frontage with a minimum 6 metre separation between driveway and intersection.</p>	
	<p>AO7.5 Driveways and crossovers avoid existing on-street infrastructure, including street trees, drainage pits, street signs, service pillars and electricity infrastructure.</p>	
	<p>AO7.6 Driveway crossovers are designed in accordance with the Infrastructure works code.</p>	

Complete and return the DA FORM 1, the appropriate Application Fee and Bond, the above check lists and supporting Information, Photos and Documents to

In person
Cairns Regional Council
119-145 Spence Street
CAIRNS
8.20am - 4.45pm
Monday – Friday, exc. Public Holidays

By mail
Attention: Licensing & Approvals - for the Engineering Inspection & Approvals Section
Cairns Regional Council
PO Box 359
CAIRNS QLD 4870

Documents available and referenced on council's web site
www.cairns.qld.gov.au/building-planning-business/engineering

Tab: Engineering Works within the Road Reserve
DA FORM 1 - www.planning.dilgp.qld.gov.au

Fees and Charges, Receipt Sheet & Completion of Works Form

Security Lodgement Form for Defects Liability Bond and Drawings
www.fnqroc.qld.gov.au

Regional Development Manual - Issue 6 (2014)
Standard Drawings – S1015, S1105, S1110 & S1035 etc. as applicable.