

7.2.5 Edmonton industry and business local plan code

7.2.5.1 Application

This code applies to assessing development within the Edmonton industry and business local plan area as shown on the Edmonton industry and business local plan maps contained in Schedule 2.

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

7.2.5.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Edmonton industry and business local plan code.

Edmonton industry and business growth

The Edmonton industry and business local plan area is intended to be the major employment node and land supply for the Southern growth corridor for employment based uses, such as industries, business and technology and complementary mixed use (predominantly trades and service) facilities. Development in the local plan advances the economic development and employment focus which supports residential growth in Mount Peter and the Gordonvale local plan areas, along with the Edmonton Major centre in the Edmonton local plan and more generally across the Southern growth corridor.

The Initial development area in the north is planned in line with the seven development approvals for the Edmonton Business and Industry Park, established by Pregno Family Investments. This project represents a significant economic catalyst for development in the Local plan area and provides substantial support to the self-containment of the Southern growth corridor. A separate development front from Deppeller Road will provide for transport and heavier industries to establish meeting the Cairns Region's needs for activities of this nature and to support the significant infrastructure investment at its interchange with the Bruce Highway. Out of sequence growth and other urban or non-urban development forms (excluding infrastructure needs of the Cairns Region) do not establish to ensure they do not compromise the employment focus of the local plan area.

Public and active transport

It is intended that public transport routes be established as development of Greenfield sites takes place. The establishment of public transport services provides opportunities for residents, workers and visitors to access the area. Pedestrian and bicycle links provide links between communities, facilities and natural areas.

Current master planning for the Bruce Highway upgrade removes the existing east-west connections at the Roberts Road and Mill Road intersections. The internal road network and the north-south arterial road (Deppeller Road to Swallow Road) need to be designed and planned with short and long term objectives and land uses need to be aligned with the ultimate internal road network through structure plans.

Desired future community form

Key attributes of the future urban community of the Edmonton industry and business local plan area include:

- (1) A land use structure and form of development that is transit oriented and designed to support the use of public transport;
- (2) A major business/technology park and integrated industry and employment area that provides a significant quantity of jobs for residents of the Southern growth corridor;
- (3) High standards of environmental performance achieved through the protection, enhancement and management of the community's significant ecological assets and by designing all development such that it maintains and protects ecological integrity and processes, the physical condition, ecological health and environmental values of natural areas, coastal resources and surface and ground water systems;
- (4) High standards of tropical design and place making that contribute to the establishment of a strong sense of community identity;

- (5) Infrastructure and facilities that are provided to residents in a timely, cost effective, sustainable and equitable manner at the desired standard of service.

Strategic outcomes

To achieve the desired future form for the Edmonton industry and business local plan area, the following strategic outcomes have been integrated into the Edmonton industry and business local plan code:

Economic development and employment

The Edmonton industry and business local plan achieves a prosperous, strong, vibrant and sustainable economy, providing a rich mix of employment across a diversity of industries (including 'high order', professional employment) concentrated in identified employment areas, commercial precincts.

Biodiversity conservation

The extent, diversity, condition and connectivity of natural areas are protected, enhanced and appropriately managed to maintain and promote ecological integrity and processes.

Protection of waterways, wetlands and water quality

The physical condition, ecological health, environmental values and water quality of surface water and groundwater systems, including waterways, wetlands and estuaries is maintained and protected.

Coastal management

Natural coastal resources, including the coastal wetlands and marine ecosystems are protected and managed and accommodate the likely impacts of climate change. Tidal areas are managed to allow for natural fluctuations (including any that occur as a result of climate change) and to protect human life and property from the hazards of storm tide inundation or shoreline erosion.

Transport and mobility

Movement within and beyond local plan area is sustainable, convenient and safe. The transport system design makes it easier to walk, cycle and access public transport. The public transport system integrates with surrounding communities to reduce vehicle dependency. Connected and safe walking and cycling networks also contribute towards reduced car dependency.

Cultural heritage

The history and cultural heritage of the area is respected and maintained by identification and appropriate management of cultural heritage sites and places. These areas include, and are not limited to, Indigenous cultural heritage and historic sites associated with the former mining, timber and cane growing industries.

Integrated water cycle management

Water is managed on a total water cycle basis, balancing the uses of water and its role in the environment and recognising it is a valuable and finite regional resource.

Integrated and sustainable infrastructure

The planning and delivery of infrastructure is integrated in a way that maximises self-sufficiency and ensures delivery in a timely, cost effective and equitable manner at the desired standard of service. Infrastructure provision incorporates sustainable urban design principles.

Development assessment

It is recognised that many aspects of these strategic outcomes are integrated across the planning scheme and will be reflected in a number of elements of the planning scheme through the strategic framework, overlay codes, zone codes, development codes, the local government infrastructure plan and planning scheme policies.

A holistic, adaptable and sustainable approach will need to be taken to development assessment processes for structure plans and development activities within the Edmonton Industry and Business Local Plan area.

Development in the Local plan area is subject to approvals that are referenced in Schedule 4.

7.2.5.3 Purpose

- (1) The purpose of the Edmonton industry and business local plan code is to facilitate the overall outcomes and precinct specific outcomes of the code through a well-planned and strategic approach to development of the Southern growth corridor.
- (2) The purpose of the code will be achieved through the following overall outcomes:

Development sequencing and impacts of current activities

- (a) development in the Edmonton industry and business local plan area is consistent with the local plan structure to achieve the indicative community needs specified within in Table 7.2.5.4.b;
- (b) development ensures that the purpose and outcomes of the Mount Peter local plan, Edmonton local plan, and Gordonvale local plan are not compromised through inefficient use of land within the Edmonton industry and business local plan area;
- (c) land is developed sequentially from the north at Swallow Road, south at Deppeller Road and east along Thomson Road (on the northern side) within the Initial development area;
- (d) land outside the Initial development area , as identified on the Edmonton industry and business local plan maps contained in Schedule 2, is not developed for urban purposes until the area within the Initial development area is established for urban purposes and infrastructure is able to service land beyond the edge of the Initial development area;
- (e) development within the Initial development area does not compromise the overall outcomes for development of the balance of the local plan area (i.e. within the areas outside the Initial development area);
- (f) new development which is potentially incompatible with urban development is not established in the local plan area where such uses would constrain the efficient expansion of urban development in the future;
- (g) areas currently utilised for primary production continue to be used for this purpose.

Structure planning and place making

- (h) development contributes to an integrated and coordinated community and provides a structure that considers future development, infrastructure provision, land use allocations and defined centres, recreation, living and natural environment.

Economic development and employment

- (i) economic development within the Edmonton industry and business local plan area creates employment, attracts investment and services and enhances the region's environment, lifestyle and community, encouraging economic sectors that capitalise on regional and sub-regional competitive advantages and specialisations as well as new opportunities for growth. These include:
 - (i) knowledge-based businesses in sectors including professional business services, health and education;
 - (ii) more knowledge intensive applications to existing industries including export-oriented 'high-tech' manufacturing, scientific and technical services and research and development in primary industries, mining, environmental management and tropical design and living.
- (j) development contributes to the local plan area being a regional attractor for employment within the Southern growth corridor focusing on manufacturing, service provision and research and development that builds on the focus of regional advantages and specialisations.

Transport and mobility

- (k) communities are serviced by a functional and safe road network with an efficient internal circulation system and connectivity to the Bruce Highway in line with needs and future plans;
- (l) development enables public transport through the provision of an efficient road network.;
- (m) the ultimate intensity and density of development is higher around transit nodes than other areas;
- (n) ensure development does not adversely affect the safety and operational integrity of the North Coast rail line or associated existing or future infrastructure including the open level crossing of Thompson Road;
- (o) transport infrastructure is designed to a standard that meets the needs of the transport based industry.

Community facilities, open space and sport and recreation facilities

- (p) a range of community facilities, open space areas and sport and recreation facilities are provided to respond to local needs, encourage active community participation and hard to locate sporting activities.

Precinct 1 – Business, trades and service employment

- (3) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:
 - (a) development complements and support the retail, commercial and community focus of the nearby Edmonton Major centre and supporting District centres;
 - (b) employment uses in this area includes commercial and some retail activities/large format retail activities;
 - (c) development provides a regional economic and employment attractor;
 - (d) development in the precinct incorporates a high standard of urban design and landscaping that creates attractive tropical buildings, streets and spaces;
 - (e) development avoids conflicts with and protects the amenity of adjacent residential areas.

Precinct 2 – Industry employment

- (4) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:
 - (a) the structure of the Industry employment precinct is planned and provided with sufficient range of lot sizes and regular shapes to become a regional attractor for employment;
 - (b) a strong focus of land uses is made towards the emergence of new industry activities includes high-technology, low-impact manufacturing, service provision and research and development that builds on the Region's focus on regional and sub-regional advantages and specialisations;
 - (c) development accommodates service, low impact and moderate impact industrial uses requiring larger footprints, primarily of a small-scale, such as; wholesale trade uses, construction industry uses (including fabrication and assembly) and the servicing and maintenance / repair of machinery and equipment (including agricultural and mining equipment);
 - (d) development and structure plans provide for a number of local convenience uses to support employment and which complement the role and function of the Mixed Use Centre Precinct;
 - (e) development in the precinct incorporates a high standard of urban design and landscaping that creates attractive streets and spaces;
 - (f) development avoids conflicts with and protects the amenity of adjacent residential areas.

Precinct 3 – Transport and high impact industries

- (5) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:

- (a) the Transport and high impact industries precinct is to be sequentially developed from the Bruce Highway, towards the north;
- (b) the Transport based industry precinct is located on the regional transport network and is to be developed for small to medium scale transport operators, such as couriers, freight forwarders, local small trucking delivery services and small to medium scaled logistics (Note - Logistics includes warehouses);
- (c) development in the precinct incorporates a high standard of urban design and landscaping;
- (d) development in the precinct avoids conflicts with and protects the amenity of surrounding residential areas/sensitive land uses.

Precinct 4 – Mixed use centre

- (6) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:
 - (a) development complements and support the retail, commercial and community focus of the nearby Edmonton Major centre and supporting District centres;
 - (b) employment uses in this area includes commercial office activities, service provision, research and development, larger floor area commercial activities such as call centre uses, data processing centres and some retail activities/large format retail activities;
 - (c) development provides for education facilities, child care and hospital, health hubs, and health centre/services, which will provide economic and employment attractor;
 - (d) development in the precinct incorporates a high standard of urban design and landscaping that creates attractive tropical buildings, streets and spaces;
 - (e) development avoids conflicts with and protects the amenity of adjacent residential areas.

Precinct 5 – Existing employment

- (7) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:
 - (a) development in the precinct predominately provides a range of service, light and moderate impact industry uses in conjunction with complementary ancillary uses such as food and drink outlets, indoor sport and recreation and small scale professional businesses.

Precinct 6 – Existing community

- (8) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:
 - (a) the precinct remains a low density residential area within close proximity to the Bruce Highway;
 - (b) development in the precinct is to be complementary to the low scale nature of the precinct, until employment and centre activities provide for renewal opportunities.

Precinct 7 – High impact sports

- (9) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:
 - (a) development consolidates sporting and recreational activities which are difficult to locate within urban environments;
 - (b) development other than sports that are noisy or require a controlled environment to operate within, does not compromise the ability to provide for these difficult to locate sporting and recreational activities.

Precinct 8 – Future investigation

- (10) In addition to 7.2.5.3(2), the overall outcomes sought for the precinct are:
- (a) development is supported by an investigation into the feasibility of the land utility and achieves the following:
 - (i) land use provides for a range of uses that transition between the industry to the west and the High Impact Sports Precinct to the east;
 - (ii) land use is compatible with the nature of impacts associated with the adjacent precincts and the environmentally sensitive receiving environments in its surrounds.

7.2.5.4 Criteria for assessment

Part A - Criteria for assessable development

Table 7.2.5.4.a – Edmonton industry and business local plan code – assessable development

Performance outcomes	Acceptable outcomes
For assessable development	
Structure planning	
<p>PO1 A structure plan is prepared outlining the manner in which the development outcomes have been integrated with respect to the following, including precinct specific outcomes:</p> <ul style="list-style-type: none"> (a) development sequencing (b) structure of communities and place making; (c) economic development and employment; (d) transport and mobility; (e) community facilities and recreation land; (f) infrastructure networks; (g) centres design; (h) overlay outcomes. <p>Note – Planning scheme policy – Structure plans provides guidance on the preparation of a structure plan.</p>	<p>AO1.1 No acceptable outcomes are provided.</p>
<p>PO2 Development ensures the purpose and outcomes of the following local plans are not compromised through inefficient use of land within the Edmonton industry and business local plan area:</p> <ul style="list-style-type: none"> (a) Mount peter local plan; (b) Edmonton local plan; (c) Gordonvale local plan. 	<p>AO2.1 Development achieves the minimum employment needs and community infrastructure needs, as outlined within Structure Plans and Table 7.2.5.4.b.</p>

Performance outcomes	Acceptable outcomes
Development sequencing	
<p>PO3 Development occurs within the Initial development area as identified on the Edmonton industry and business local plan maps contained in Schedule 2 to ensure the timely and cost-efficient rollout of infrastructure and employment areas.</p>	<p>AO3.1 Development of land within the Initial development area is consistent with all preliminary approvals, development permits and infrastructure agreements.</p> <p>AO3.2 Land outside the Initial development area is not developed for urban purposes until the area within the Initial development area is substantially established and infrastructure is able to service land beyond the edge of the Initial development area;</p> <p>or</p> <p>AO3.3 The provision of infrastructure for future communities, including roads, community facilities, open space, sport and recreation facilities, telecommunications (where underground), water, sewerage, and electricity, is not impeded by the Initial development area.</p> <p>Note - Telecommunication infrastructure in this acceptable outcome does not include high impact telecommunications facilities (e.g. telecommunication towers).</p>
<p>PO4 Development within the Initial development area does not compromise the ability for future precincts to achieve the overall outcomes sought for the local plan.</p>	<p>AO4.1 No acceptable outcomes are provided.</p>
Non-urban development	
<p>PO5 Non-urban development is only established where it does not constrain the efficient expansion of urban development in the future.</p>	<p>AO5.1 Development does not constrain the efficient expansion of urban development.</p> <p>AO5.2 Development is compatible with urban development when it is established on adjacent land.</p>

Performance outcomes	Acceptable outcomes
Interim development forms	
<p>PO6 Development which is not in its ultimate intended form does not compromise the achievement of such desired form.</p>	<p>AO6.1 The structure plan identifies acceptable interim land uses, built form and design outcomes which will not compromise or be incompatible with ultimate intended form for the local plan area and the holding of land for the following land use and infrastructure categories: (a) industry activities; (b) business activities; (c) community facilities; (d) open space and recreation facilities.</p> <hr/> <p>AO6.2 The use of land, which is inconsistent or incompatible with the ultimate form of development is not established; or AO6.3 The use of land, which is inconsistent or incompatible with the ultimate form of development has a limited life or ceases operation when urban development is established on adjacent land.</p>
Additional requirements for Precinct 3 - Transport and high impact industries	
<p>PO7 Development avoids conflicts with, and protects the amenity of surrounding residential areas and sensitive uses and human health and well-being.</p>	<p>AO7.1 Development involving a High impact industry uses and areas that may be allocated for future High impact industry uses, within 500m of a sensitive use or existing or future residential area, are established only where they are supported by an assessment of potential impact from: (a) emissions; (b) noise; (c) dust and particles; (d) light; (e) odour; (f) traffic; (g) any other matter that may give rise to environmental harm.</p> <hr/> <p>AO7.2 Where an assessment is required in accordance with AO7.1, the assessment is supported by an environmental management plan and demonstration of the management of the impacts to avoid potential conflicts.</p> <p>Note – Planning scheme policy – Environmental management plans provides guidance on the preparation of an environmental management plan.</p>

Performance outcomes	Acceptable outcomes
	<p>AO7.3 Intra-urban breaks are established between Precinct 3 – Transport and high impact industries and Precinct 6 – Existing residential community.</p>

Table 7.2.5.4.b - Indicative community needs to be accommodated within the local plan area.

Community need category	Edmonton industry and business local plan area
Dwelling yield	No additional dwellings are sought within the local plan area. Note – Residential development may be established where it contributes to a mixed use area without compromising the ability to provide for the employment needs of the Southern growth corridor.
Retail	Approximately 2,500m ² within Precinct 4 - Mixed use centre. Note – This notes only that needed. Demonstration of need for greater supply of retail floor areas may be requested.
Employment	Approximately 9,450 jobs.
Open space and recreation	Local park(s) and District recreational park(s).