

## 7.2.6 Gordonvale local plan code

### 7.2.6.1 Application

This code applies to development within the Gordonvale local plan area as shown on the Gordonvale local plan maps contained in Schedule 2.

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

### 7.2.6.2 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 Gordonvale local plan code.

The Gordonvale local plan area is located in the southern part of the Cairns region approximately 23km south of Cairns City along the Bruce Highway. The local plan area includes the town of Gordonvale and its surrounding suburban neighbourhoods. The town services an area beyond the local plan boundary and this is reflected in its identified role as a District centre.

Gordonvale is a small township separate from the city and suburbs of Cairns and is characterised by many distinctive features. Natural features of the area include the Mulgrave River which provides scenic open space and recreation areas for the town, and Walsh's Pyramid which stands at 922m and along with surrounding mountain ranges forms the backdrop to the township. Vast cane fields characterise the Gordonvale area which supports and is supported by the Mulgrave sugar mill in the centre of the town. The Gordonvale railway station is also situated in the town centre and is serviced by the North Coast Railway.

The town of Gordonvale, formerly called Nelson, was surveyed in 1899 after the opening of the Mulgrave Mill in 1896. Prior to this some settlement had occurred along Swan Street. The design of the Gordonvale township was based around the central Norman Park, which is surrounded by the mill and railway, a Government precinct and the commercial, retail and entertainment centre of the town. A grid pattern of traditional sized residential allotments extends to the north and south of the town centre and includes a mix of small scale commercial and community services, some multiple dwellings and dual occupancies, with the balance being detached houses.

One of the major distinguishing features of Gordonvale is its local character and historical cultural significance. The town is an example of a highly intact sugar town from the interwar period with some of its key features being low building heights, intact streetscapes of historical buildings, a majority of intact masonry commercial buildings from the 1920s, the prominence of verandahs and awnings over the footpaths and a sense of spaciousness taking in views across open space areas to the mill, Walsh's Pyramid and surrounding mountain ranges.

Historical laneways running north-south throughout the town centre service the rear of many properties and offer alternative access to residential and commercial areas. The town centre and surrounding residential areas strongly reflect the town's history and conservation value as an early sugar town with a number of places of local significance and neighbourhood character streetscapes of Neighbourhood character places.

The town centre of Gordonvale is surrounded by low density residential living, rural lifestyle areas and productive farm lands. The Gordonvale District centre and associated industrial areas continue to serve these areas and the residents with goods and services. The Bruce Highway separates the town centre from much of the surrounding residential population. Connectivity across this divide is important for the residents and businesses of the town.

Future residential growth in the local plan area will come in the form of increased densities in existing residential areas and the sequential development of land zoned for this purpose. Opportunity exists to provide increased dwelling mix and density around the town centre and in the Gordonvale suburban area. The Maher Road precinct has been identified as the preferred site for future residential expansion. Development will need to consider access to the site and its relationship with the north coast railway and the Bruce Highway. Connectivity with the town centre, protection of natural features and potential impacts of flooding will also be important considerations.

Residential expansion in the Draper Road precinct will be sequenced in accordance with an approved structure plan for the site. The precinct will also contain a range of land uses with a focus on community infrastructure and open space to support the growing residential communities.

The major employment node for the town is the Mulgrave Mill located in the town centre. The operation of the mill will continue to support the town while opportunities exist to improve the cohesion between the mill and the adjacent commercial area. Future needs for industrial and employment land will be facilitated in appropriately zoned areas which will meet the town's low impact and service industry needs. The Riverstone Road precinct will be developed with consideration to significant views and vistas of the Pyramid gained across the site for south bound traffic on the Bruce Highway. The sequencing of development will result in the areas closest to the town being developed first.

Gordonvale possesses significant recreation opportunities and facilities. The sport and recreation land that the Alley Park master plan will deliver will provide regionally significant facilities to complement existing parks and sporting facilities including the racetrack, golf course, AFL grounds and the Johnson Park sporting area. Future sport and community uses should aim to co-locate and make use of multi-purpose facilities. Low key recreation areas, including Green Patch, are also important to the town.

Gordonvale also has a number of specialised health care facilities including the Gordonvale Hospital which serves as a specialist palliative care centre, the Young Lifestyle Care Facility and Day Respite Care Facility provided by St John's Community Care and the Pyramid Retirement Centre. These health care facilities service both Gordonvale and the wider Cairns region.

Development on the south-western corner of the Draper Road and Bruce Highway intersection is subject to a preliminary approval issued on 8 November 2013 and is referenced in Schedule 4.

### 7.2.6.3 Purpose

- (1) The purpose of the Gordonvale local plan code is to facilitate locally relevant planning outcomes to maintain and enhance the township of Gordonvale to support the local community and surrounding rural areas whilst protecting the significant history, heritage and character values of the town.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development in the Gordonvale local plan area is responsive to the community, character and amenity values of the town;
  - (b) development maintains and enhances the built form, local character, streetscapes and natural elements of the town;
  - (c) significant views and vistas to Walsh's Pyramid and mountain ranges are maintained;
  - (d) development protects the recognisable character and local heritage of Gordonvale;
  - (e) the Gordonvale town centre will continue to be the administrative, commercial and industrial centre for the Gordonvale area;
  - (f) conflicts between different land uses, such as residential, commercial, agricultural and industrial land uses are minimised;

- (g) residential land is developed sequentially to ensure efficient provision of infrastructure; a greater mix and density of dwellings establishes around the town centre and suburban neighbourhoods whilst maintaining the character of Gordonvale;
- (h) connectivity within the local plan area is enhanced providing links between the eastern and western sides of the Bruce Highway;
- (i) co-location of community and sporting infrastructure and facilities is encouraged to create efficient use of land and resources;
- (j) co-location of community and health care facilities is encouraged to create efficient use of land and resources;
- (k) Green Patch remains a low key recreational area with any improvements respectful of the flooding constraints of the site;
- (l) pedestrian and cycle paths are established to provide linkages between the town centre and suburban neighbourhoods particularly enabling access across the Bruce Highway;
- (m) centres are complemented by the establishment of community infrastructure and community-oriented uses and higher residential densities;
- (n) land uses and built form supports public transport infrastructure and facilities.

#### **Precinct 1 – Town centre**

- (3) In addition to 7.2.6.3(2), the overall outcomes sought for the precinct are:
  - (a) development in the town centre complements the character, built form, and traditional streetscapes of the precinct;
  - (b) a strong sense of local identity is maintained through the retention and adaptive re-use of the existing buildings;
  - (c) development supports the role and function of Gordonvale as a District centre meeting the needs of the local community and surrounding rural areas;
  - (d) rear laneways are utilised to facilitate a greater density of housing and provide access to car parking for commercial uses;
  - (e) the precinct contains the major retail, commercial, civic and entertainment uses servicing the local plan area.

#### **Precinct 2 – Maher Road**

- (4) In addition to 7.2.6.3(2), the overall outcomes sought for the precinct are:
  - (a) the precinct provides for residential development;
  - (b) the precinct is developed in a sequential manner to avoid disconnected development patterns;
  - (c) development is planned with limited access to Maher Road and maximises an internal network of local roads;
  - (d) pedestrian and cycle linkages are established between residential development and Precinct 1 – Town centre;
  - (e) development other than residential development is compatible with the residential amenity of the precinct.

#### **Precinct 3 – Riverstone Road**

- (5) In addition to 7.2.6.3(2), the overall outcomes sought for the precinct are:
  - (a) the precinct provides for industry development and other compatible land uses;
  - (b) development protects significant views to Walsh's Pyramid from the Bruce Highway;
  - (c) development accommodates the town and surrounding rural area's industry and service industry needs and provides local employment both in the immediate term and longer term beyond the life of this planning scheme;
  - (d) development and structure plans provide for a number of local convenience uses to support employment and which complement the role of the town centre;
  - (e) industrial development mitigates adverse impacts on sensitive land uses;
  - (f) development is sequenced to ensure areas closest to the town centre are established first.

**Precinct 4 – Draper Road**

- (6) In addition to 7.2.6.3(2), the overall outcomes sought for the precinct are:
- (a) development provides for a range of land uses, dwelling types and compositions that support the growing residential neighbourhoods;
  - (b) development occurs sequentially north from Draper Road, providing for connections into the Mount Peter local plan area;
  - (c) establishment of centre activities in this precinct does not undermine the role and function of the District centre in Precinct 1 – Town centre;
  - (d) community infrastructure and open space is designed and located as key focal points for the community;
  - (e) impacts of development on existing residential areas are minimised;
  - (f) the precinct is predominantly residential and other uses and activities are of neighbourhood level of activity;
  - (g) the character the rural residential living area (commonly known as Meringa) north of Precinct 4 – Draper Road, is protected from potential adverse impacts of urban development by incorporating mitigation measures in the design and layout of development.

**Precinct 5 – Mill**

- (7) In addition to 7.2.6.3(2), the overall outcomes sought for the precinct are:
- (a) the precinct provides for the continued operation of the Mulgrave Mill.
  - (b) allow for the establishment of compatible allied industrial uses where potential impacts on nearby residential and commercial properties can be appropriately mitigated.

**7.2.6.4 Criteria for assessment**

Part A - Criteria for assessable development

**Table 7.2.6.4.a – Gordonvale local plan code – assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<b>Development in the local plan area generally</b>	
<p><b>PO1</b> Development is consistent with the purpose and overall outcomes sought for the Gordonvale local plan area.</p>	<p><b>AO1.1</b> No acceptable outcomes are provided.</p>
<p><b>PO2</b> Development contributes to the establishment of a sense of arrival to Gordonvale.</p>	<p><b>AO2.1</b> Development adjacent to a gateway site identified on the Gordonvale local plan maps contained in Schedule 2 incorporates aesthetic treatments, landscaping and other design elements to enhance the sense of arrival into Gordonvale.</p> <p>Note – Refer to the definition of Gateway site contained in Schedule 1.2.</p>
<p><b>PO3</b> Buildings and structures complement the height of surrounding development and buildings are limited to two storeys.</p> <p>Note – Where a proposed development exceeds the height stated in AO3.1, the proposed setbacks and site coverage will be assessed in relation to the proposed height.</p>	<p><b>AO3.1</b> Buildings and structures are not more than 8.5 metres and 2 storeys in height.</p> <p>Note - Height is inclusive of the roof height.</p>
<p><b>PO4</b></p>	<p><b>AO4.1</b></p>

Performance outcomes	Acceptable outcomes
Development is consistent with and reflects the traditional town character of Gordonvale.	Development provides for the retention and/or adaptive re-use of buildings which have cultural heritage or character streetscape significance.
<b>Centres</b>	
<b>PO5</b> Centres are complemented by the establishment of community infrastructure and community-oriented uses and higher residential densities.	<b>AO5.1</b> No acceptable outcomes are provided.
<b>Additional requirements for Precinct 1 – Town centre</b>	
<b>PO6</b> Development provides on-site car parking and vehicular access which does not dominate the streetscape.	<b>AO6.1</b> On-site car parking is located behind existing or new buildings.
<b>PO7</b> Where the site has frontage to a laneway: (a) car parking areas are located at the rear; (b) the laneway is utilised to access rear car parking areas.	<b>AO7.1</b> No acceptable outcomes are provided.
<b>PO8</b> Development in the town centre complements the traditional character and built form of the streetscape.	<b>AO8.1</b> Development in the town centre: (a) is constructed with a zero metre setback from street frontages and continues the scale of the existing built form and roof form; (b) provides a ground level façade which consists of windows, wall openings or shop fronts; (c) includes windows and balconies on upper levels facing the street; (d) ensures any air conditioning plant is screened from the street frontage and public view by use of architectural features.
<b>PO9</b> Development enhances pedestrian comfort and connectivity throughout the town centre.	<b>AO9.1</b> Buildings provide continuous pedestrian weather protection over the footpath which: (a) is non-transparent; (b) is cantilevered from the building or uses non load bearing posts; (c) includes under awning lighting; (d) is consistent with other pedestrian awnings in the precinct.
<b>Additional requirements for Precinct 2 – Maher Road</b>	
<b>PO10</b> Development in the precinct: (a) is sequenced to avoid the creation of disconnected pockets of development; (b) has limited access to Maher Road and utilises internal road networks.	<b>AO10.1</b> No acceptable outcomes are provided.
<b>PO11</b> Development incorporates pedestrian and cycle linkages for ease of access to the Town centre.	<b>AO11.1</b> No acceptable outcomes are provided.

Performance outcomes	Acceptable outcomes
<b>Additional requirements for Precinct 3 – Riverstone Road</b>	
<p><b>PO12</b> Development in the precinct:</p> <ul style="list-style-type: none"> <li>(a) is of a low scale and does not detract from the scenic backdrop;</li> <li>(b) does not interrupt views to key landmarks;</li> <li>(c) primarily services the needs of the local catchment;</li> <li>(d) is screened from existing and future residential areas by landscaping and provides appropriate buffering.</li> </ul>	<p><b>AO12.1</b> No acceptable outcomes are provided.</p>
<p><b>PO13</b> Access to the site is via dedicated roadway entrance from Riverstone Road with adequate separation from the Gillies Highway and Bruce Highway intersection.</p>	<p><b>AO13.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Precinct 4 – Draper Road</b>	
<p><b>PO14</b> Development in the precinct:</p> <ul style="list-style-type: none"> <li>(a) is sequenced from Draper Road north to Mackey Creek;</li> <li>(b) provides for a range of housing needs;</li> <li>(c) delivers pedestrian, cycle and vehicular connections to surrounding communities;</li> <li>(d) provides community facilities, open space and recreation land as key focal points;</li> <li>(e) delivers integrated infrastructure networks;</li> <li>(f) is designed to meet overlay outcomes.</li> </ul>	<p><b>AO14.1</b> A structure plan supports development proposing reconfiguration of land or material change of use and achieves the dwelling yields identified in Table 7.2.6.4 b.</p> <p>Note – Guidance on preparing a structure plan is provided within Planning scheme policy – Structure planning.</p>
<p><b>PO15</b> Development mitigates adverse impacts on existing rural residential areas to maintain their character, amenity and mix of small scale rural activities.</p>	<p><b>AO15.1</b> No acceptable outcomes are provided.</p>

**Table 7.2.7.4.b – Dwelling Yields for Precinct 4 – Draper Road**

Precinct	Target dwelling yields	Ultimate dwelling yields
Precinct 4 – Draper Road	1170 dwellings	1460 dwellings