

4.8 General Codes

4.8.1 Development Near Major Transport Corridors and Facilities Code

Purpose

The purpose of this Code is to ensure that development does not compromise the safety and efficiency of major transport corridors and facilities.

Applicability

This Code applies to development that is:

- Assessable;
- On land within 100 metres of an existing or Future Major Transport Corridor or an identified Major Transport Facility (as identified on the Road Hierarchy Overlay contained in chapter 3 and Administrative definitions Chapter 5);
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use except for House, Illuminated Tennis Court, Home Activity, Home Based Business, Dual Occupancy, Restricted Premises, Detached Bottle Shop, Primary Industry, Aquaculture Minor, Aquaculture Major, Intensive Animal Husbandry, Cemetery and Crematorium, Park, Local Utility, Public Utility, Telecommunication Facility, Indoor Sport and Recreation or Outdoor Sport and Recreation.
Reconfiguring a Lot resulting in one or more additional lots.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The form and density of development on sites adjacent to a major transport corridor or facility must be compatible with the intended role of the corridor or facility and must not prejudice traffic safety or efficiency.</p>	<p>A1.1 Direct access is not provided to a major road corridor where legal and practical access from another road is possible; and</p> <p>A1.2 Intersection and access points are located in accordance with the Road Hierarchy Overlay Map; and</p> <p>A1.3 The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor or major transport facility; and</p> <p>A1.4 Vehicular access and manoeuvring areas are designed and constructed to enable all regular vehicles using the site to enter and leave the site in a forward direction.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The form and density of development on sites in the vicinity of major road corridors must not create or exacerbate the need for local traffic to use major roads for local trips.	A2.1 Local road links and bicycle and pedestrian links are provided within or adjacent to the development in accordance with the networks depicted on the Road Hierarchy and Pedestrian and Cycle Movement Overlays respectively.

Environmental Impacts and Amenity

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Land uses which are sensitive to noise, dust or fuel combustion emissions must be protected from the impacts of the major transport corridor or major transport facility.	A3.1 Noise sensitive development within 100 metres of a major transport corridor complies with the criteria for development as set out in the Department of Main Roads <i>Road Traffic Noise Management: Code of Practice, January 2000</i> .
P4 Residential uses and tourist and short term accommodation uses adjacent to a major transport corridor or major transport facility must be protected from headlight glare from traffic using the corridor or facility.	A4.1 A screen is erected on the premises to prevent headlight glare from traffic streams within the major transport corridor or major transport facility from impacting on the residential use.

Visual Amenity

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Predominant views and vistas from major transport corridors are preserved.	A5.1 Development is designed to preserve and complement the views and vistas from the major transport corridor; and
P6 Landscaping is provided along major transport corridors to provide the occupants of vehicles with the least amount of distractions and to provide a pleasant visual experience.	A6.1 Residential development and industrial development are visually screened from the major transport corridor with a 10 metre wide earth mound 2 metres high which is fully landscaped; and A6.2 5 metre wide filtered landscape screening is provided to commercial development.

Safety and Efficiency

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 Development located adjacent to a major road transport corridor must not have an adverse impact on safety, traffic efficiency or planning impacts through roadside parking.	A7.1 Development for the purposes of Indoor Sport and Entertainment, Outdoor Sport and Entertainment, Short Term Accommodation or Tourist Attraction, Retirement Village, Shopping Facilities greater than 500m ² gfa, Child Care Centre, Hospital and Educational Establishment located adjacent to a major road transport corridor are provided with pick-up/set-down bays located within the premises; and A7.2 In the case where a development located adjacent to a major road transport corridor has an indirect access to the corridor, a physical barrier is erected between the corridor and the premises to deter people from parking their vehicles within the corridor and walking to the premises.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Development located adjacent to a major road transport corridor must not have an adverse impact on safety or traffic efficiency through the effects of lighting or activities on the site.</p>	<p>A8.1 All lighting, including lighting of advertising structures and signs, within premises are designed, erected and maintained to prevent direct light being emitted on to the major road transport corridor; and</p> <p>A8.2 Development which can distract motorists (e.g. golf driving ranges, waterslides and outdoor sports and entertainments) are screened at key activity points from the major road transport corridor to minimise the distraction.</p>

Environmental Values

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P9 Impacts to the environmental values of a major transport corridor must be minimised.</p>	<p>A9.1 No acceptable measures are specified.</p>

Geotechnical Stability

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P10 Development must not compromise the geotechnical stability of a major transport corridor or a site containing a major transport facility.</p>	<p>A10.1 Where development of a site adjacent to a major transport corridor or facility involves:</p> <ul style="list-style-type: none"> a) excavation or filling greater than 2 metres in depth/height and with a slope greater than 45 degrees from the horizontal at the boundary with the corridor or facility; or b) blasting activities, <p>An assessment demonstrating that the geotechnical stability of the corridor or the site containing the facility is submitted to the administering authority of the corridor or facility prior to the commencement of the works.</p>

4.8.2 Excavation and Filling Code

Purpose

The purpose of this Code is to ensure that excavation and filling does not:

- Detrimentally affect visual amenity;
- Cause flooding and drainage problems;
- Detrimentally impact upon the environment of an area;
- Cause land instability; or
- Detrimentally impact upon utility services.

Applicability

This Code applies to development that is:

- Assessable;
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use except for Caretaker's Residence, Home Activity, Home Based Business, Restricted Premises, Detached Bottle Shop, Primary Industry, Aquaculture Minor.
Reconfiguring a Lot resulting in one or more additional lots.
Operational Work , for the purpose of excavation or filling

Elements of the Code

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Amenity

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Excavation or filling must not have an adverse impact on the:</p> <ul style="list-style-type: none"> a) amenity; or b) privacy of adjoining premises. 	<p>A1.1 Earthworks batters on premises:</p> <ul style="list-style-type: none"> a) are no greater than 1.8 metres in height; and b) are stepped with a minimum width 2 metre berm; and c) do not exceed a maximum of two batters and two berms (i.e. not greater than 3.6m in total height) on any one lot; and <p>A1.2 Retaining walls, earthworks batters or any structures used for the supporting of filled or excavated areas do not exceed 1.8 metres in height; and</p> <p>A1.3 Excavation or filling must not occur within 2 metres of any site boundary; and</p> <p>A1.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from:</p> <ul style="list-style-type: none"> a) adjoining premises; or b) a road frontage, <p>for a period exceeding 1 month from the commencement of the excavation or filling; and</p> <p>A1.5 All batters and berms to be landscaped in accordance with the requirements of Section 8.0 of the FNQROC Development Manual.</p>
<p>P2 Traffic generated by filling or excavation must not impact on the amenity of the surrounding area.</p>	<p>A2.1 Haul routes used for transportation of fill to or from the site only use Major Roads and avoid residential areas; and</p> <p>A2.2 Transportation of fill to or from the site does not occur:</p> <ul style="list-style-type: none"> a) within peak traffic times; and b) before 7am or after 6pm Monday to Friday; 7am or after 1pm Saturdays; and c) on Sundays or Public Holidays.
<p>P3 Air pollutants, dust and sediment particles from filling or excavation, do not cause significant environmental harm or nuisance impacts.</p>	<p>A3.1 Dust emissions do not extend beyond the boundary of the site; and</p> <p>A3.2 No other air pollutants, including odours, are detectable at the boundary of the site; and</p> <p>A3.3 A management plan for control of dust and air pollutants is prepared and implemented.</p>

Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 Access to the premises (including driveways and paths) must not have an adverse impact on:</p> <ul style="list-style-type: none"> a) safety; and b) drainage; and c) visual amenity; and d) privacy of adjoining premises. 	<p>A4.1 Access to the premises (including all works associated with the access):</p> <ul style="list-style-type: none"> a) must follow as close as possible to the existing contours; and b) must be contained within the premises and not the road reserve; and
<p>P5 Access must be of sufficient width to provide suitable access to the intended use.</p>	<p>A5.1 No acceptable measures are specified.</p>

Flooding, Drainage and Water Quality

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Excavation or filling must not adversely impact on other premises as a result of stormwater drainage flows or flooding.</p>	<p>A6.1 Stormwater drainage flows must be taken to a lawful point of discharge; and</p> <p>A6.2 Excavation or filling must not result in:</p> <ul style="list-style-type: none"> a) the ponding of water; or b) an erosive velocity of overland flow, on premises or adjacent premises; and <p>A6.3 All berms must be:</p> <ul style="list-style-type: none"> a) graded towards the upwards slope, and b) contain adequate drainage infrastructure to accommodate the changed drainage flows; and <p>A6.4 Excavation or filling must not result in an increase in the volume of water or concentration of water in:</p> <ul style="list-style-type: none"> a) overland flow paths of the premises and other premises; and b) waterways; and <p>A6.5 Excavation or filling must not occur:</p> <ul style="list-style-type: none"> a) within a waterway; or b) within a riparian corridor; or c) below the 1 in 100 year flood line; and <p>A6.6 Excavation or filling complies with the Design Guidelines set out in the Planning Scheme Policy, Development Manual.</p>
<p>P7 Excavation or filling must not result in a reduction of the water quality of receiving waters.</p>	<p>A7.1 Water quality is maintained by compliance with the Design Guidelines set out in Section D5 of the Planning Scheme Policy, FNQROC Development Manual.</p>

Site Stability

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Excavation or filling must not result in the instability of a site or adjacent land.</p>	<p>A8.1 The depth or height of filling or excavation must not exceed 1.8 metres; and</p> <p>A8.2 All earthworks batters steeper than 1 in 2 and higher than 1.8 m require geotechnical certification; and</p> <p>A8.3 Excavation or filling must not exceed 40% of the site area or 500m² whichever is the lesser; and</p> <p>A8.4 Excavation or filling must not occur within 2 metres of the site boundary.</p>

Environmental Considerations and Public Amenity

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P9 Excavation or filling must not result in any contamination of land.</p>	<p>A9.1 No contaminated material is:</p> <ul style="list-style-type: none"> a) used as fill; and b) excavated or disturbed.

4.8.3 Infrastructure Works Code

Purpose

The purpose of this Code is to:

- Ensure that the standards of water supply, waste water treatment and disposal, stormwater drainage, local electricity supply and road construction meet the needs of development and are safe and efficient;
- Maintain high environmental standards.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use except for House or Home Activity, or Home Based Business
Reconfiguring a Lot
Operational Work associated with reconfiguring a lot.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Water Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 An adequate, safe and reliable supply of potable, fire fighting and general use water must be provided.</p>	<p>A1.1 The premises is already connected to the Council's reticulated water supply system; or</p> <p>A1.2 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. Tank/s 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. is provided for each new House or other development.</p>

Treatment and Disposal of Effluent

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 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>A2.1 The premises is already connected to Council's sewerage system; or</p> <p>A2.2 If the lot is in an unsewered area, the building envelope accommodates the on-site sewerage facility, including the land application area.</p>

Stormwater Drainage

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Development is designed such that disturbance to natural stream systems is minimised and stormwater discharge to surface and underground receiving waters, both during construction and in developed catchments do not degrade the quality of water in the receiving domains.</p>	<p>A3.1 The premises is already connected to Council's drainage system.</p>

Electricity Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 Development is provided with a source of power that will meet its energy needs.</p>	<p>A4.1 The premises is already connected to the electricity supply network; or</p> <p>A4.2 The premises already is connected to the transmission grid.</p>

Road Construction

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 The road to the frontage of the premises must be constructed to provide for the safe and efficient movement of:</p> <ul style="list-style-type: none"> a) vehicles on the road adjacent to the site; and b) vehicles to and from the site; and c) pedestrians and cyclists adjacent to the site; and d) pedestrians and cyclists to and from the site. 	<p>A5.1</p> <ul style="list-style-type: none"> a) There is existing kerb and channel for the full road frontage of the site; or b) kerb and channel is constructed in accordance with Standard Drawing S1000, Section D1.21 of the Planning Scheme Policy, FNQROC Development Manual; for the particular class of road as identified in the Road Hierarchy¹ and <p>A5.2</p> <ul style="list-style-type: none"> a) There is an existing vehicular crossover/s to provide access to the site; or b) a vehicular crossover in accordance with Standard Drawing S1015, Section D1.21 of the Planning Scheme Policy, FNQROC Development Manual.

Alterations and Repairs to Public Utility Services

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Development and works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>A6.1 Public utility mains, services and installations are not required to be altered or repaired as a result of the development.</p>

Part B – For Assessable Development Only

Water Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 An adequate, safe and reliable supply of potable, fire fighting and general use water must be provided.</p>	<p>A7.1 The premises is connected to the Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning Scheme Policy, FNQROC Development Manual; or</p> <p>A7.2 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. Tank/s 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. is provided for each new House or other development.</p>

Treatment and Disposal of Effluent

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 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>A8.1</p> <ul style="list-style-type: none"> a) The site is connected to Council's sewerage system; and b) 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 Development Manual; or <p>A8.2</p> <ul style="list-style-type: none"> a) 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 b) The proposed on site effluent disposal system is located on the lot in accordance with the Queensland Plumbing and Wastewater (QPW) Code.

Stormwater Drainage

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P9 Development is designed such that disturbance to natural stream systems is minimised and stormwater discharge to surface and underground receiving waters, both during construction and in developed catchments do not degrade the quality of water in the receiving domains.</p>	<p>A9.1 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 Development Manual.</p>
<p>P10 Development is designed to optimises the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters.</p>	<p>A10.1 The drainage system from the development must incorporate a gross pollutant trap(s) or equivalent measure(s).</p>

Electricity Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P11 Development is provided with a source of power that will meet its energy needs.</p>	<p>A11.1 The premises are connected to the electricity supply network in accordance with the Design Guidelines set out in Section D8 of the Planning Scheme Policy, FNQROC Development Manual; or</p> <p>A11.2 The premises is connected to the transmission grid.</p>

Road Construction

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P12 The road to the frontage of the premises must be constructed to provide for the safe and efficient movement of:</p> <ul style="list-style-type: none"> a) vehicles on the road adjacent to the site; and b) vehicles to and from the site; and c) pedestrians and cyclists adjacent to the site; and d) pedestrians and cyclists to and from the site. 	<p>A12.1 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 Development Manual, for the particular class of road, as identified in the Road Hierarchy³; and</p> <p>A12.2 A vehicular crossover/s is constructed to provide access to the site in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning Scheme Policy, FNQROC Development Manual.</p>

Alterations and Repairs to Public Utility Services

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P13 Development and works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>A13.1 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 Development Manual.</p>

CBD Streetscape

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P14.1 Development promotes an integrated streetscape and enhances the tropical character of Cairns.</p>	<p>A14.1 Development in the City Centre Planning Area is undertaken in accordance with the Planning Scheme Policy – Cairns CBD Streetscape Masterplan; or</p> <p>Development in all other Planning Areas is undertaken in accordance with the Planning Scheme Policy – City in a Garden.</p>

³ Works on a State-controlled Road require approval from the Department of Main Roads.

4.8.4 Landscaping Code

Purpose

The purpose of this Code is to ensure that a high standard of landscaping is achieved in order to:

- Retain, promote and enhance the tropical character of the City;
- Enhance the natural environment of the City;
- Enhance the amenity of urban areas; and
- Create attractive streetscapes and public places.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use , except for a House, Caretakers Residence, Home Activity, Home Based Business or Primary Industry;
Reconfiguring a Lot resulting in one or more additional lots.
Operational Work associated with reconfiguring a lot.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Visual Amenity and Character

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Landscaping is used to -</p> <ul style="list-style-type: none"> a) promote the City's tropical climate and character; and b) soften the built form of development and enhance its appearance; and c) retain and improve Streetscapes to create an attractive centre environment. 	<p>A1.1 For sites with less than 100% site cover:</p> <ul style="list-style-type: none"> a) on-street landscaping works are provided in accordance with the Design Guidelines set out in Section D9 On-Street Landscaping Works, of the Planning Scheme Policy, FNQROC Development Manual. In particular Section D9.6 and D9.7 shall apply; and b) a minimum of 10% of the site is landscaped. <p>A1.2 For sites with 100% site cover, on-street landscaping works are provided in accordance with the Design Guidelines set out in Section D9 On-Street Landscaping Works, of the Planning Scheme Policy, FNQROC Development Manual. In particular Section D9.6 and D9.7 shall apply.</p>

Part B – For Assessable Development Only

Site and Street Landscaping

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 Development is landscaped in a manner which:</p> <ul style="list-style-type: none"> a) promote the City's tropical climate and character; and b) soften the built form of development and enhance its appearance; and c) enhances the appearance of the development from within and outside the development and makes a positive contribution to the streetscape; and d) screens the view of buildings, structures, open storage areas and the like from public places, residences and other sensitive development; and e) where necessary, ensures the privacy of habitable rooms and private outdoor recreation areas; and f) contributes to a comfortable living environment and improved energy efficiency, by providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces; and g) ensures private outdoor recreation space is useable; and h) provides long term soil erosion protection; and i) provides a safe environment; and j) integrates existing vegetation and other natural features of the premises into the development; and k) does not adversely affect vehicular sightlines and road safety. 	<p>A2.1 No Acceptable Measure is prescribed; and</p> <p>A2.2 The landscaping is carried out in accordance with the approved landscape plan and is maintained such that:</p> <ul style="list-style-type: none"> a) 100% of all trees and 95% of all shrubs and groundcovers are in a healthy condition and showing evidence of growth at any time; b) landscape structures and works are structurally sound and in good condition; and c) other landscape elements are in good repair and condition. <p>Note: Refer to Planning Scheme Policy Reports and Information Council May Request, for details of requirements for a Landscaping Plan.</p>

Landscaping around Electricity Works

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Where landscaping is proposed in the vicinity of electricity works, plant species must be selected and planted and structures and works must be designed and located in a position so as not to impact on the electricity works.</p>	<p>A3.1</p> <ul style="list-style-type: none"> a) Landscaping near electric lines or substations is designed and developed so that on land in, or within 5.0 metres of, an electric line shadow, or within 5.0 metres of a substation boundary, any vegetation at maturity or landscaping structures or works must not exceed 4.0 metres in height; or b) Landscaping is provided in a position that is further from the nearest edge of the electric line shadow or substation boundary than the expected maximum height at maturity of the vegetation; and <p>A3.2 On land adjoining an electricity substation boundary, the vegetation foliage at maturity is not within 3.0 metres of the substation boundary. However, where a substation has a solid wall along any part of its boundary, foliage may extend to, but not above or beyond, that solid wall; and</p> <p>A3.3 The landscaping is designed so that there is personnel and vehicular access is available to the electricity works.</p>

CBD Streetscape

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Landscaping promotes an integrated streetscape and enhances the tropical character within the CBD.	A4.1 Landscaping in the CBD (as identified on the CBD North Cairns Planning Area Map) is undertaken in accordance with the Planning Scheme Policy – Cairns CBD Streetscape Masterplan.

4.8.5 Parking and Access Code

Purpose

- Parking (for passenger vehicles, buses, commercial vehicles and bicycles) is provided to service demand generated by development;
- Accessible and convenient on-site parking is provided. In particular short term parking with comparable amenity to on-street parking is provided;
- The provision of on-site parking, loading/unloading facilities and the provision of access to on-site parking does not adversely impact on the efficient functioning of the road network or on the area in which the development is located;
- Access to premises is safely located, consistent with the preferred ultimate road and streetscape concept plan, and does not unduly disrupt current or future on-street parking arrangements; and
- The opportunity is available in some circumstances for the provision of contributions in lieu of providing on-site parking where site constraints, including physical constraints, character of buildings and visual amenity, limit the ability to provide on-site parking as required.

Applicability

This code applies to development that is:

- Self-assessable or Assessable;
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use except for House, Illuminated Tennis Court, Caretaker's Residence, Home Activity, Home Based Business, Dual Occupancy, Primary Industry, Telecommunication Facility.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Vehicle Parking Numbers

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Sufficient parking spaces must be provided on the site to accommodate the amount and type of vehicle traffic generated by the development of the site, having particular regard to:</p> <ul style="list-style-type: none"> a) the desired character of the area in which the premises is located; and b) the nature and scale of the development; and c) accessibility to the premises; and d) the nature and frequency of public transport serving the area; and e) whether or not the development involves the retention of an existing building, particularly an identified historic building, and the previous requirements for car parking for the building; and f) whether or not the use involves the retention of other cultural heritage features or significant vegetation; and g) the different types of vehicles that visit the premises are adequately accommodated. 	<p>A1.1 The minimum number of parking spaces provided on the site is not less than the number prescribed in Schedule 1 to this Code for the particular development.</p>

Dimensions of Parking Spaces

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 Parking spaces must have adequate areas and dimensions to meet user requirements.</p>	<p>A2.1 Parking spaces meet the requirements of the relevant publication in the Australian Standards AS2890 suite.</p>

Vehicular Access to the Site

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 The location of access points must minimise conflicts and must be designed to operate efficiently and safely taking into account:</p> <ul style="list-style-type: none"> a) the amount and type of vehicular traffic; and b) the type of development (e.g. long-stay, short-stay, regular, casual); and c) frontage road traffic conditions; and d) the nature and extent of future road or intersection improvements; and e) current and future on-street parking arrangements; and f) the capacity of the adjacent road system; and g) the available sight distance. 	<p>A3.1 The location of the access points is in accordance with the provisions of Australian Standards AS 2890.1 and AS 2890.2; and</p> <p>A3.2 Where the site has frontage to more than one road, the access point is located on the lowest order road as identified on the Road Hierarchy Overlay Maps except where the higher order road has the longer boundary; and</p> <p>A3.3 Access is located as far a practical from the intersection.</p>

Access Driveways

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 The dimensions of access driveways must cater for all vehicles likely to enter the site and must minimise the disruption of vehicular, cyclist and pedestrian traffic.	A4.1 Access driveways are designed in accordance with the provisions of Australian Standards AS 2890.1 and AS 2890.2.

On-Site Driveways, Manoeuvring Areas and Parking/Standing Areas

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 On-site driveways, manoeuvring areas and vehicle parking/standing areas must be designed, constructed and maintained to provide: <ul style="list-style-type: none"> a) gradients suitable for intended vehicle use; b) shared movements of pedestrians and cyclists; c) effective drainage and sealing; and d) availability as required. 	A5.1 On-site driveways, vehicle manoeuvring and loading/unloading areas: <ul style="list-style-type: none"> a) are imperviously sealed; b) are designed in accordance with the provisions of Australian Standards AS 2890.1 and AS 2890.2; and c) drain to the existing kerb and channel; and A5.2 Parking areas are kept and used exclusively for parking.

Vehicle Circulation, Queuing and Set Down Areas

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P6 Sufficient area or appropriate circulation arrangements must be provided to enable all vehicles using the site to drive on and off the site in forward gear.	A6.1 Circulation and turning areas comply with the provisions of Australian Standards AS 2890.1 and AS 2890.2.
P7 An on-site circulation system must provide safe and practical access to all parking, loading/unloading and manoeuvring areas.	A7.1 Circulation driveways comply with the provisions of Australian Standards AS 2890.1 and AS 2890.2.
P8 Where vehicle queuing, set down or special vehicle parking is required, sufficient queuing or parking area must be provided to enable vehicles to stand without obstructing the free flow of moving traffic or pedestrian movement.	A8.1 Queuing and set down areas comply with Australian Standard AS 2890.1.

Part B – For Assessable Development only

Vehicle Parking Numbers

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P9 Sufficient parking spaces must be provided on the site to accommodate the amount and type of vehicle traffic generated by the development of the site, having particular regard to:</p> <ul style="list-style-type: none"> a) the desired character of the area in which the premises is located; and b) the nature and scale of the development; and c) accessibility to the premises; and d) the nature and frequency of public transport serving the area; and e) whether or not the development involves the retention of an existing building, particularly an identified historic building, and the previous requirements for car parking for the building; and f) whether or not the use involves the retention of other cultural heritage features or significant vegetation; and g) the different types of vehicles that visit the premises are adequately accommodated. 	<p>A9.1</p> <ul style="list-style-type: none"> a) The minimum number of parking spaces provided on the site is not less than the number prescribed in Schedule 1. to this code, for the particular development; or b) An infrastructure agreement under section 5.2 of the Act is entered into regarding the provision of parking facilities; or c) Where some or all of the required parking spaces are not to be or cannot be provided on the premises, an Infrastructure Payment for the deficit in parking spaces is made by the proponent in accordance with the Trunk Infrastructure Contributions Planning Scheme Policy; and <p>A9.2 Where the development is an integrated mixed-use development incorporating holiday accommodation or multiple dwellings and either restaurant or tavern or shopping facilities or business facilities, on-site parking spaces are provided as per the number prescribed in schedule 1 of this code with a relaxation of up to 30% of the non-residential use where a cross utilisation can be appropriately demonstrated; and</p> <p>A9.3 The minimum number of bicycle parking spaces provided on the premises is not less than the number prescribed in Schedule 2 to this code for the particular development.</p>

Access for Pedestrians

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P10 Access for pedestrians must be provided to the building from the parking area and from the street.</p>	<p>A10.10 Defined, safe pedestrian pathways are provided to the building entry from the parking area and from the street.</p>

Parking for Buses and Bicycles

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P11 Parking spaces must have adequate areas and dimensions to meet user requirements.</p>	<p>A 11.1 Parking spaces for buses have the following minimum dimensions:</p> <ul style="list-style-type: none"> a) width: 4 m b) length: 20 m c) clear height: 4 m; and <p>A11.2 Parking spaces for bicycles meet the requirements of AS2890.3.</p>

Accessibility and Amenity for Users

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P12 On site vehicle parking must be provided where it is convenient, attractive and safe to use, and must not detract from an attractive streetscape character.</p>	<p>A12.1 Short term visitor parking is provided at the main road frontage of the site, with easy access to the building entry; and</p> <p>A12.2 For development that includes both residential and non-residential uses, at least 50% of the required number of parking spaces for the non-residential development is provided at the main road frontage of the site or at an otherwise easily accessible location in the premises, so as to be convenient to use for customers and other visitors.</p>
<p>P13 The layout of parking areas must provide a high degree of amenity and accessibility for different users including:</p> <ul style="list-style-type: none"> a) People with disabilities; b) Cyclists; c) Motorcyclists; d) Compact Vehicles; e) Ordinary Vehicles; and f) Other vehicles. 	<p>A13.1 No acceptable measures are specified.</p>
<p>P14 Development provides cyclist facilities and bicycle parking spaces on the premises that satisfies the expected demand for bicycles likely to be generated by the activity.</p>	<p>A14.1 Industry, Business and Commercial development provide shower cubicles and change rooms in accordance with the following:</p> <ul style="list-style-type: none"> a) Business and Commercial premises provides employees with shower cubicles and change rooms at the rate of: <ul style="list-style-type: none"> i) one (1) cubicle, where the NLA of the development is between 1500m² and 5500m²; and ii) one (1) additional cubicle, where the NLA of the development exceeds 5500m²; and iii) two (2) additional cubicles, where the NLA of the development exceeds 30000m². b) Industrial premises with a NLA of 2000m² or greater provide employees with a minimum of one shower cubicle and change room.

Access for Cyclists

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P15 Access for cyclists must be provided to the building or to the bicycle parking area from the street.</p>	<p>A15.1 Access pathways for cyclists are provided in accordance with the provisions of Australian Standard AS 2890.3; and</p> <p>A15.2 Where access for cyclists is shared with access for pedestrians or vehicles, the shared use is identified by signage and linemarking in accordance with the provisions of AS 1742.</p>

SCHEDULE 1 Car Parking Requirements

Where the number of spaces required is not a whole number, the number of spaces to be provided is the next highest whole number.

LAND USE	MINIMUM NUMBER OF SPACES										
Any use not defined herein	Sufficient spaces to accommodate the amount of vehicle of traffic likely to be generated by the particular use.										
Residential Uses											
Multiple Dwelling and Multiple Dwelling (small scale development)	<p>In all Planning Districts</p> <p>1.5 spaces per one or two bedroom unit; or 2 spaces per three bedroom unit;</p> <p>Plus</p> <p>1 dedicated vehicle wash-down bay.</p> <p>In all cases a minimum of 1 space per dwelling unit is to be roofed; and A minimum of 0.25 spaces per dwelling unit must remain in common property for visitor use; and</p> <p>The balance spaces can be provided in tandem (allocated to a dwelling unit) or included as additional visitor spaces (single spaces).</p> <p>Example –</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">12 x 2 bedroom unit development</td> <td style="width: 20%;"></td> </tr> <tr> <td>TOTAL SPACES REQUIRED</td> <td style="text-align: right;">= 18</td> </tr> <tr> <td>LESS VISITOR SPACES</td> <td style="text-align: right;">= 3</td> </tr> <tr> <td>LESS RESIDENT SPACES</td> <td style="text-align: right;">= 12</td> </tr> <tr> <td>BALANCE</td> <td style="text-align: right;">= 3</td> </tr> </table>	12 x 2 bedroom unit development		TOTAL SPACES REQUIRED	= 18	LESS VISITOR SPACES	= 3	LESS RESIDENT SPACES	= 12	BALANCE	= 3
12 x 2 bedroom unit development											
TOTAL SPACES REQUIRED	= 18										
LESS VISITOR SPACES	= 3										
LESS RESIDENT SPACES	= 12										
BALANCE	= 3										
Retirement Village	<p>1 space per self-contained dwelling unit; plus</p> <p>1 visitor space per 5 self-contained dwelling units; plus</p> <p>1 visitor space per 10 hostel, nursing home or similar beds; plus</p> <p>1 space per 2 staff members; plus</p> <p>a minimum of 1 ambulance parking space.</p>										
Special Residential Accommodation	<p>1 space per 4 beds; plus</p> <p>1 visitor space per 10 beds; plus</p> <p>1 space per 2 staff members.</p>										
Tourist and Short Term Accommodation Uses											
Holiday Accommodation	<p><u>Within the CBD-North Cairns District:</u></p> <p>0.25 spaces per non self contained accommodation unit; plus</p> <p>0.75 spaces per self contained accommodation unit; plus</p> <p>1 space per 10 accommodation units for visitors, staff and service vehicles; plus</p> <p><u>Outside the CBD-North Cairns District:</u></p> <p>0.5 spaces per non self contained accommodation unit; plus</p> <p>1.0 space per self contained accommodation unit; plus</p> <p>1 space per 5 accommodation units for visitors, staff and service vehicles.</p>										
Caravan and Relocatable Home Park	<p>1 space per caravan site, tent site, cabin or relocatable home; plus</p> <p>1 visitor space per 10 caravan sites, tent sites, cabins or relocatable home; plus</p> <p>1 vehicle washing space per 20 caravan sites, tent sites, cabins or relocatable home; plus</p> <p>1 space for an on-site manager.</p>										

LAND USE	MINIMUM NUMBER OF SPACES
Short Term Accommodation	1 space per 15 beds; plus one parking bay for a 20 seat bus.
Retail Uses	
Shopping Facilities	<u>Within the City Centre Planning Area:</u> 1 space per 50m ² of net lettable area. <u>Outside the City Centre Planning Area:</u> 0m ² –1000m ² net lettable area 1 space per 25m ² net lettable area; 1001m ² –20000 m ² net lettable area – 1 space per 16 m ² net lettable area; 20001m ² –30000 m ² net lettable area – 1 space per 20m ² net lettable area; Over 30000 m ² net lettable area – 1 space per 25m ² net lettable area.
Display Facilities	a) For garden supplies, hardware & the like; 1 space per 50m ² net lettable area. b) For boats, caravans, machinery, motor vehicles and the like; 1 space per 100m ² net lettable area. c) For vehicle hire premises; 1 space per 25m ² of net lettable area; plus 1 space per 1.5 vehicles in hire vehicle fleet; which may be provided in tandem.
Showroom	1 space per 50m ² net lettable area
Restricted Premises	<u>Within the City Centre Planning Area:</u> 1 space per 50m ² of net lettable area. <u>Outside the City Centre Planning Area:</u> 1 space per 25m ² of net lettable area.
Detached Bottle Shop	<u>Within the City Centre Planning Area:</u> 1 space per 50m ² of net lettable area. <u>Outside the City Centre Planning Area:</u> 1 space per 25m ² of net lettable area.
Business and Commercial Uses	
Business Facilities	<u>Within the City Centre Planning Area:</u> 1 space per 50m ² of net lettable area. <u>Outside the City Centre Planning Area:</u> 1 space per 25m ² of net lettable area. <u>Within the Commercial Planning Area:</u> And identified as a Local Heritage Site or included within a Character Precinct, and the existing building is retained. The parking rate will be 1 space for house and 1 space for office, providing full on street works are undertaken for the frontage of the property.
Tavern	<u>Licensed Facilities</u> 1 space per 10 m ² of bar, lounge, beer garden, and other public area; plus 1 space per 50 m ² of floor area of liquor barn or bulk liquor sales area; plus if drive in bottle shop is provided queuing lane/s on site for 12 vehicles; plus parking for Restaurants and Indoor Sport and Entertainment as listed in this table. <u>Accommodation Facilities</u> 0.3 spaces per room with a minimum of 10 spaces.
Restaurant	<u>Within the City Centre Planning Area:</u> 1 space per 50m ² of net lettable area. <u>Outside the City Centre Planning Area:</u> 1 space per 25m ² of net lettable area.
Medical Centre	1 space per 20m ² of net lettable area and 1 space for each 2 other employees which ever is the greater and 1 space for ambulance vehicle pick-up and set down.
Service Station	1 space per 2 employees on the site; plus 1 space per 25m ² of the retail gross floor area; plus Queuing space within the site for 3 vehicles using and awaiting the use of each car washing bay.

LAND USE	MINIMUM NUMBER OF SPACES
Child Care Centre	1 space per full time staff member; plus 1 space per 10 children to be used for setting down and picking up of children with a minimum of 3 spaces to be provided for set down/collection.
Veterinary Facilities	1 space per 25m ² of net lettable area.
Tourist Attraction	1 Space per 25m ² of net lettable area for indoor attractions, displays, restaurants and the like; plus 1 space per 40m ² of outdoor area for attractions, displays and the like; plus a minimum of 1 parking space for a tall size bus.
Industry and Associated Uses	
Primary Industry	1 space per 2 employees employed on the site.
Intensive Animal Husbandry	1 space per 2 employees employed on the site.
Industry Class A, Class B and Class C	1 space per 90m ² of net lettable area; or 2 spaces for a self storage facility.
Extractive Industry	1 space per 2 employees employed on the site.
Vehicle Repair Workshop	5 spaces; plus– 1 space per 90m ² of net lettable area.
Community Facilities	
Cemetery and Crematorium	A minimum of 30 spaces.
Hospital	1 space per 4 beds, plus 1 space per 2 employees; plus a minimum of 1 ambulance parking space.
Educational Establishment	a) primary and secondary school: 1 space per 2 staff members b) tertiary and further education: 1 space per 2 staff members; plus 1 space per 10 students c) for all establishments: Provision for loading and unloading of passengers in addition to the requirements above.
Place of Assembly	1 space per 15m ² of net lettable area.
Utility Installation	1 space per 2 employees employed on the site.
Railway Activities	1 space per 2 employees employed on the site.
Telecommunication Facilities	1 space per 2 employees employed on the site.
Institution	1 Space per 2 employees employed on the site; plus a minimum of 10 visitor spaces.

Recreation	
Indoor Sport and Entertainment	<ul style="list-style-type: none"> a) places of assembly including stadiums, cinemas, theatres, public halls and meeting places 1 space per 15m² of net lettable area, or 1 space per 5 seated spectators whichever is the greater b) squash or tennis court: 4 spaces per court c) basketball, netball or other court game: 20 spaces per court d) indoor cricket 20 spaces per cricket pitch e) ten pin bowling 3 spaces per bowling lane f) gymnasium 1 space per 15m² of net lettable area g) unlicensed clubrooms 1 space per 45m² of net lettable area h) licensed clubrooms 1 space per 15m² of net lettable area
Outdoor Sport and Entertainment	<ul style="list-style-type: none"> a) Coursing, horse racing, pacing or trotting 1 space per 5 seated spectators; plus 1 space per 5m² of other spectator areas. b) Football 50 spaces per field. c) Lawn bowls 30 spaces per green. d) Swimming pool 15 spaces; plus 1 space per 100m² of useable site area. e) Tennis or other Court 4 spaces per court f) Golf Course 4 spaces per tee on the course; plus parking for club as per Indoor Entertainment.

SCHEDULE 2 Bicycle Parking Requirements

Where the number of spaces required is not a whole number,
the number of spaces to be provided is the next highest whole number.

LAND USE	MINIMUM NUMBER OF SPACES
Shopping Facilities > 5000m ²	1 per 500m ² net lettable area
Business Facilities	1 per 750m ² net lettable area over 1000m ² net lettable area
Industry Class A	1 per 800m ² net lettable area
Industry Class B	1 per 800m ² net lettable area
Business & Technology Park	1 per 800m ² net lettable area
Hospital	1 per 30 beds
Education Establishment	
Primary School	1 per 5 pupils over year 4
Secondary School	1 per 5 pupils
Tertiary Institution	1 per 100 full time students
Place of Assembly	1 per 200m ² net lettable area
Indoor Sport & Entertainment	1 per 200m ² net lettable area
Outdoor Sport & Entertainment	<ul style="list-style-type: none"> a) Major sporting facility 1 space per 250 spectator places b) Swimming pool 2 per 20m² of pool area

4.8.6 Reconfiguring a Lot Code

Identification of Affected Premises

All premises that are reconfigured will be affected by this code. Premises may also be affected by Overlay Maps and respective Codes which will impact upon how the premises will be reconfigured. The relevant overlays and respective Codes must be addressed at the time of application for Reconfiguration, these Overlays/Codes include:

- Vegetation Conservation & Waterways Significance
- Hillslopes
- Operational Aspects of the Cairns International Airport
- Potential or Actual Acid Sulfate Soil Material
- Bushfire Management
- Flood Management

Regard must also be given to the following Overlays:

- Connectivity Overlay;
- Road Hierarchy Overlay;
- Pedestrian and Cycle Movement Overlay; and
- Public Transport Corridors Overlay.

Purpose

The purpose of this Code is to ensure that the following desired development outcomes are achieved:

- An environmentally sustainable approach to urban development that minimises both the use of non renewable energy and dependence on motor vehicles;
- A range and mix of lot sizes is provided to facilitate housing choices, a variety of house dwellings and household types;
- Lots with sufficient area and dimensions to meet user requirements, protect environmental features and take account of site constraints;
- Lots are arranged to front all streets and parkland such that development enhances personal safety, traffic safety, property safety and security; and contributes to streetscape and open space quality.
- Environmental and scenic values are protected so that they contribute to the amenity and become features of new communities;
- Services, conveniences and parks are collocated to provide communities with accessible, attractive and convenient community focal points;

- The efficient use of land, the provision of infrastructure and transport services;
- Higher density development in and around sub regional, district and local centres, public transport stops and higher amenity areas such as parks.
- Subdivision design provides opportunities for walking and cycling for recreation and as alternative methods of travel as identified in the Pedestrian & Movement Overlay map in Chapter 3;
- The provision of an open space network that achieves connectivity of riparian corridors and between areas of conservation;
- Areas are available to the general public for sport and recreational enjoyment;
- A range of functional parkland, including local and district parks, major areas of parkland with a City-wide focus and open space links are available for the use and enjoyment of residents and visitors to the City;
- Road networks that provide excellent connectivity and circulation for vehicles and are suitably detailed to provide safe and efficient access for pedestrians, cyclists and for public transport ;
- Reconfiguration in the Rural 1 and Rural 2 Planning Areas does not result in the fragmentation or alienation of Good Quality Agricultural Land.

Applicability

This Code applies to development that is:

- Assessable;
- Identified in the table below.

APPLICABLE DEVELOPMENT
Reconfiguring a Lot
Operational Work associated with Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Provision of a Structure Plan and Site and Context Analysis

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The proposed design responds to the specific characteristics of the site and integrates appropriately into its wider urban context.</p>	<p>A1.2 No acceptable measures are specified.</p> <p>Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the information that should be provided to demonstrate that the Performance Criteria are achieved.</p>

Area and Dimension of Lots

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
<p>P1 Lots are of sufficient area and dimensions to :</p> <ul style="list-style-type: none"> a) accommodate the intended land use; and b) protect environmental features and take account of site constraints. 	<p>A1.1 Lots comply with the area and dimensions identified for lots in the respective Planning Areas in Table 1; and</p> <p>A1.2 Lots have their own road frontage and where such access is provided by easements then no more than 3 lots are to utilise such access.</p>
<p>P2 Lots which can be reconfigured further at a later date are designed so that any further reconfiguration will achieve:</p> <ul style="list-style-type: none"> a) lots of a sufficient area and dimension to accommodate the ultimate intended land use; b) the provision of a safe, efficient and effective infrastructure network. 	<p>A2.1 Demonstrate the ability to further reconfigure the site, by submitting a master / concept plan, with allotments that meet the requirements of this Planning Scheme.</p>
<p>P3 Lots which are configured to incorporate existing land uses ensure:</p> <ul style="list-style-type: none"> a) lots are of a sufficient area and dimension; b) the provision of a safe, efficient and effective infrastructure network. 	<p>A3.1 Lots comply with the area and dimensions identified for lots in the respective Planning Areas in Table 1.</p> <p>A3.2 Each land use and associated infrastructure are contained within each lot;</p> <p>A3.3 Buildings and structures comply with the relevant boundary setbacks and Planning Area requirements.</p>

TABLE 1

PLANNING AREA	MINIMUM AREA* * areas are net areas exclusive of access strips	MINIMUM ROAD FRONTAGE	MINIMUM RECTANGLE CONTAINED WITHIN A LOT
Rural 1	40 hectares	250 metres	250 metres x 250 metres
Rural 2	40 hectares	250 metres	250 metres x 250 metres
Low Density Residential	4000m ² with a minimum area of 1000m ² exclusive of land with slopes greater than 1 in 4 with a minimum dimension of 20 metres.	30 metres	Minimum Building Envelope dimension of 40 metres x 50 metres exclusive of land with slopes greater than 1:4.
Residential 1 Where not included in Hillslopes Overlay.	600m ²	15 metres	Minimum Building Envelope dimension of 15 metres x 20 metres exclusive of land with slopes greater than 1:4.
Residential 1 Where included in Hillslopes Overlay	Minimum 1000m ² exclusive of land with slopes greater than 1 in 4 with a minimum dimension of 20 metres.	20 metres	20 metres x 30 metres
Residential 2	450 m ² Large tracts of smaller lots all of the minimum size are avoided and a mix of lot sizes is provided.	15 metres	15 metres x 10 metres
Residential 3	800 m ²	20 metres	20 metres x 30 metres
Tourist and Residential	800 m ²	20 metres	20 metres x 30 metres
City Centre	200 m ²	10 metres	10 metres x 15 metres
Sub-Regional Centre	800 m ²	Not specified	20 metres x 30 metres
District Centre	800 m ²	Not specified	20 metres x 30 metres
Local Centre	600 m ²	15 metres	15 metres x 20 metres
Commercial	800 m ²	20 metres	20 metres x 30 metres
Industry	1000 m ²	20 metres	20 metres x 40 metres
Community Facilities	Not specified	Not specified	Not specified
Sport and Recreation	Not specified	Not specified	Not specified
Open Space	Not specified	Not specified	Not specified
Conservation	Not specified	Not specified	Not specified

Orientation and Energy

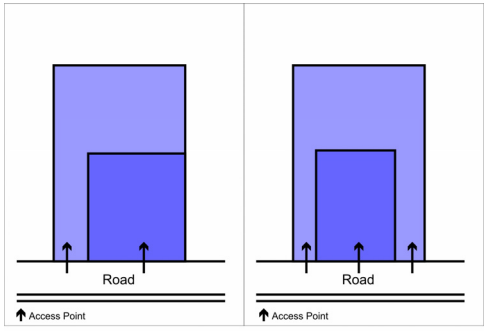
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications except boundary realignments or 1 lot into 2 lot reconfigurations	
P4 Lots are orientated to facilitate siting of dwellings to: <ol style="list-style-type: none"> have appropriate solar orientation, except where significant constraints limit this; and take advantage of the south east prevailing breeze and northerly and north easterly summer breeze or any modification of those patterns caused by the local topography; and ensure minimum exposure of the walls and windows in habitable rooms to low angle eastern and western sun. 	A4.1 No acceptable measures are specified.

Access and Service Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
<p>P5 Access to the premises (including driveways and paths) must not have an adverse impact on:</p> <ul style="list-style-type: none"> a) safety including fire fighting; and b) drainage; and c) visual amenity; and d) privacy of adjoining premises; and e) service provision 	<p>A5.1 Minimum frontage complies with table 1 above; or</p> <p>A5.2 Where allotments are accessed via an access strip the access strip has a minimum width of:</p> <ul style="list-style-type: none"> a) 5.0 metres for residential 1; and b) 8.0 metres for Low Density Residential; and <p>A5.3 Access strips</p> <ul style="list-style-type: none"> a) have a maximum longitudinal grade of 20%; and b) provide passing bays; and <p>A5.4 The frontage and depth of all premises must be of sufficient width to allow access to the premises (including all works associated with the access):</p> <ul style="list-style-type: none"> a) to follow as close as possible to the existing contours; and b) to be contained within the premises and not the road reserve; and <p>A5.5 The crossfall of the access to the premises must be one-way and directed into the hill, for vehicle safety and drainage purposes.</p> <p>A5.6 The access strip is of sufficient width to contain the necessary services and infrastructure.</p>

Lot and Road Layouts

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications except boundary realignments or 1 lot into 2 lot reconfigurations	
<p>P6 The subdivision design provides the new community with a local identity by responding to the site context, site characteristics, setting, land marks and views</p>	<p>P6.1 Elements of natural and cultural significance are incorporated into the design and become features of the subdivision layout contributing to the amenity of the development.;</p>
<p>P7 The road network is designed to provide a high level of connectivity, permeability and circulation for local vehicles, public transport, pedestrians and cyclists. The use of cul-de-sacs is minimised.</p>	<p>A7.1 No acceptable measures are specified.</p>
<p>P8 The road layout is safe, efficient and functional.</p>	<p>A8.1 Compliance with the Section D1 and D3 of the Planning Scheme Policy FNQROC Development Manual and Section 2.12 Queensland Streets.</p>
<p>P9 Roads, including roads within developments with common property are designed so as to achieve the following:</p> <ul style="list-style-type: none"> a) convenient and safe access to all allotments for pedestrians, vehicles and cyclists; and b) safe, logical and hierarchical transport linkages with existing street system; and c) appropriate access for buses, emergency and service vehicles; and d) convenient service corridors for public utilities; and e) opportunity for street landscaping; and f) convenient parking for visitors. 	<p>A9 Roads, including roads within developments with common property are designed in accordance with Table D1.1 Street and Road Hierarchy - Deemed to Comply Requirements of the FNQ ROC Development Manual.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications except boundary realignments or 1 lot into 2 lot reconfigurations	
<p>P10 Neighbourhoods are provided with attractive, integrated, accessible local centres that act as a focal point for the community.</p>	<p>A10.1 Community facilities, services, conveniences, public transport stops and parks are located in close proximity to each other to create a neighbourhood centre within 400m (measured according to the shortest route that reasonably may be used in travelling) of 90% of the residences in the catchments they service.</p>
<p>P11 Lots in proximity to local, district or sub regional centres, public transport stations/stops and parks are of a size that enables adequate medium density housing to be produced to support the facilities and/or public transport service.</p>	<p>A11.1 No acceptable measures specified.</p>
<p>P12 Lot frontages address all streets, parks and open space to afford these areas with casual surveillance to enhance personal safety, and property security.</p>	<p>A12.1 Lots are orientated so that development fronts and overlooks all streets, parks and open space.</p> <p>Note: Lots that back or side onto public areas are not considered to provide casual surveillance.</p>
<p>P13 To facilitate housing choice and diversity, developments consist of an integrated variety of lot sizes.</p>	<p>A13.1 A variety of lot sizes are incorporated into the development; and</p> <p>A13.2 Lots are arranged to avoid clusters of smaller lots all of the minimum size; and</p>
<p>P14 Provision of physical and social infrastructure in developing residential neighbourhoods is facilitated through the orderly and sequential development of land.</p>	<p>A14.1 New development adjoins adjacent existing or approved urban development.</p> <p>A14.2 Social and physical infrastructure in new developments is delivered in a timely and efficient manner.</p>
<p>P15 The creation of battle-axe or rear lots are designed to:</p> <ul style="list-style-type: none"> a) provide a high standard of amenity for residents and other users of the site and adjoining properties; and b) positively contribute to the character of adjoining properties and the area; and c) not adversely affect the safety and efficiency of the road from which access is gained. 	<p>P15.1 The creation battle-axe lot is designed to facilitate development that fronts and overlooks a park or open space;</p> <p>P15.2 Not more than two battle-axe lots are created behind any lot with a road frontage; and</p> <p>P15.3 The access to the battle-axe lot is located on only one side of the lot with direct frontage to the street; and</p> <p>Figure 1 example of access:</p> <div style="text-align: center;">  <p style="display: flex; justify-content: space-around;"> Consistent Design Solution Inconsistent Design Solution </p> </div> <p>P15.4 Development within the Industry or Centre Planning Area, the shape and size of the access way and lot allows for a semi-trailer to enter and exit the lot in a forward direction.</p>

Road Hierarchy and Road Network

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications except boundary realignments or 1 lot into 2 lot reconfigurations	
P16 Lot reconfiguration must assist in the implementation of the Road Hierarchy and Road Network.	<p>A16.1 Where a lot is subject to, or adjacent to an element depicted on the Road Hierarchy Overlay Map, the specific location of this element is a primary consideration in the design of the lot layout; and</p> <p>A16.2 Corner allotments are designed to provide access via the lower order road.</p>
P17 The function of each road within the Road Hierarchy is clearly identified and legible and provides integration, safety and convenience for all users.	A17.1 Roads are designed and constructed in accordance with the specifications set out in Sections D1 and D3 of the Planning Scheme Policy, FNQROC Development Manual.
P18 Extractive Industry haul routes are protected.	A18.1 A 100m distance each side of the major quarry haulage routes (as identified on DEO Map 3) associated with the extractive resources; and

Public Transport Network

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications except boundary realignments or 1 lot into 2 lot reconfigurations	
P19 Lot reconfiguration must provide safe and convenient access to the Public Transport Network.	<p>A19.1 The staging of the lot reconfiguration prioritises delivery of link roads as identified on a Road Hierarchy Overlay to facilitate efficient bus routes; and</p> <p>A19.2 90% of allotments are located within a 400 metre walking distance of a public transport route; and</p> <p>A19.3 Road layout and design shall be provided in accordance with Section 2.10 of Queensland Streets.</p>
P20 Future Public Transport corridors and sites identified for Public Transport infrastructure are retained and protected from incompatible land uses.	A20.1 Where a lot is subject to, or adjacent to an element depicted on a Possible Public Transport Corridor Overlay or the Long Term Public Transport Network Plan (map 5), the specific location of this element is integrated in the design of the lot layout such that the intended future use is not compromised.

Pedestrian and Cycle Movement Network



PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
P21 Lot reconfiguration must assist in the implementation of the Pedestrian and Cycle Movement Network to achieve safe, attractive and efficient pedestrian and cycle networks.	<p>A21.1 Where a lot is subject to, or adjacent to an element of the Pedestrian and Cycle Movement Network (depicted on the Overlay Map) the specific location of this element of the Pedestrian and Cycle Movement Network is incorporated in the design of the lot layout; and</p> <p>A21.2 The element of the Pedestrian and Cycle Movement Network is constructed in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning Scheme Policy, FNQROC Development Manual.</p>

Park and Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
<p>P22 Provision must be made for sufficient open space to:</p> <ul style="list-style-type: none"> a) meet the needs of the occupiers of the proposed lots and to ensure that the environmental and scenic values of the area are protected; and b) provide a diversity of settings; and c) retains riparian corridors and significant vegetation and habitat areas and provides linkages between those areas; and d) provide links between public open spaces to form a legible network; and e) meet regional, district and neighbourhood open space requirements. 	<p>A22.1 A contribution is paid in accordance with the Trunk Infrastructure Planning Scheme Policy; or</p> <p>A22.2 An area equivalent to 10% of the area of the site the subject of the reconfiguration is dedicated as open space. The function and location of this open space is consistent with the open space network identified in the relevant Local Area Open Space Management Plan. 3% of the 10% can consist of land identified as significant vegetation or riparian corridor buffer; or</p> <p>A22.3 Land is dedicated as open space and capital works are undertaken to provide recreational facilities within the open space or beautification of the open space. and</p> <p>A22.4 The function and location and desired standard of this open space are consistent with the open space network requirements identified in the relevant Local Area Open Space Management Plan.</p>

Specific design criteria for both Local and District Parks

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
<p>P23 The subdivision layout, lot and house orientation are designed to ensure that all areas of the Park are overlooked by houses or other dwellings that encourage casual surveillance of all areas of parks, pathways and open spaces.</p>	<p>A23.1 Parks are positioned on lots capable of being fronted and overlooked by surrounding development; and</p> <p>A23.2 Surrounding lots are orientated so that facades will front and overlook the park; and to front the park; and</p> <p>A23.3 Each park has sufficient road frontage to its perimeter to ensure all areas of the park are visible from overlooking lots; and</p> <p>A23.4 The number of lots that back or side onto the park is minimised.</p> <div data-bbox="858 1406 1257 1659" style="text-align: center;"> </div> <p style="text-align: center;">Inconsistent Design Solution</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
	 <p data-bbox="858 573 1257 618">  Lots orientated to front and overlook park to provide casual surveillance. </p> <p data-bbox="916 618 1198 640" style="text-align: center;">Consistent Design Solution</p> <p data-bbox="791 680 1327 898"> A 23.5 The park is regular in shape; and A23.6 All areas of the park are visible from lots affording casual surveillance to the park; and A23.7 At least 75% of a park's frontage is provided as road; and A23.8 Sight lines between development and the park are not impeded by structures or vegetation </p>
P24 Facilities in the park are accessible to members of the community with impaired or no pedestrian capacity.	A24.1 A continuous path is provided between a designated passenger set down point on the park's perimeter and the park's facilities to a level of standard appropriate for the use of wheelchairs.

Specific design criteria for Local Parks

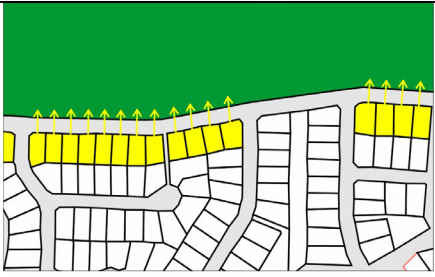
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P25 Local Parks are located central to their catchment, in accessible locations and grouped with other services and facilities to provide the community with a local focal point.	<p data-bbox="791 1223 1327 1346"> A25.1 Local Parks are located within 400m walking distance of 90% of Lots within the park's catchment. Distance is measured along the road network according to the shortest route that reasonably may be used in travelling; and </p> <p data-bbox="791 1352 1327 1420"> A25.2 Parks are co-located with community facilities, public transport services and local conveniences; and </p> <p data-bbox="791 1426 1327 1460"> A25.3 Parks are not located in Access Places; and </p> <p data-bbox="791 1467 1327 1563"> A25.4 Pedestrian access to parks is primarily along the street network where development fronts and overlooks the streets rather than pedestrian access ways. </p>
P26 Local parks are functional, usable places for all members of the community and are free from topographical, environmental and other hazardous constraints.	<p data-bbox="791 1594 1327 1628"> A26.1 Parks have a minimum area of 5000m²; and </p> <p data-bbox="791 1635 1327 1740"> A26.2 The topography of the park does not exceed a gradient of: 1:4 for a local passive park or 1:100 for a local active park; and </p> <p data-bbox="791 1747 1327 1821"> A26.3 Land with environmental attributes is incorporated into the park design so as not to constrain the parks use for active recreation; and </p> <p data-bbox="791 1827 1327 1888"> A26.4 Local Parks are free from hazards such as high voltage power lines and contaminated land. </p>

Specific design criteria for District Parks

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P27 District Parks are located in accessible locations central to the neighbourhoods they service.	<p>A27.1 District Parks are located within a 3 kilometre radius of 90% of Lots within the park's catchment; and</p> <p>A27.2 Pedestrian access to the park is primarily along the street network where development fronts and overlooks the streets rather than pedestrian access ways unless Council is satisfied that pedestrian access ways are sufficiently fronted and overlooked by development.</p>
P28 District Parks are appropriately designed and capable of being used for their intended purpose.	<p>A28.1 District parks have the following minimum areas:</p> <ul style="list-style-type: none"> a) 20 000m² for a District Passive Park; or b) 20 000m² for a District Active Park; or c) 50 000m² for a District Sporting Park; and <p>A28.2 Topography of the park does not exceed a gradient of:</p> <ul style="list-style-type: none"> a) For a District Passive Park 1:200 for 40% of the parks area and the balance not greater than 1:10; or b) For a District Active Park 1:200; or c) For a District Sport Park 1:200; and <p>A28.3 District Active and District Sporting Parks have a minimum radius of 70 m and/or the ability to locate 2 rectangular full size senior sports fields; and</p> <p>A28.4 Land identified as District Sporting Park must be of sufficient dimensions to ensure the long axis of all sporting fields are within 10° of North.</p>
P29 District parks are free from environmental and other hazardous constraints	<p>A29.1 Land with environmental attributes is incorporated into the park design so as not to constrain the parks use for active recreation.</p> <p>A29.2 District Parks are free from hazards such as high voltage power lines and contaminated land.</p>

Specific design criteria for Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P30 The provision of Open Space ensures that: Key linkages between open spaces, riparian corridors and areas of significant vegetation are provided to form a legible network.	<p>A30.1 Links between areas of Open Space are provided in accordance with the relevant District's Connectivity Overlay, and</p> <p>A30.2 Key links between areas designated as open space and areas containing Endangered Regional Ecosystems are conserved; and</p> <p>A30.3 Riparian corridors and significant vegetation and habitat areas are retained and provides linkages between those areas; and</p> <p>A30.4 Wildlife Connectivity Corridors identified in the Connectivity Overlay overlay are retained and revegetated.</p>
P31 Open Space areas are abutted by a road and fronted and overlooked by development to increase the amenity of the subdivision and to facilitate casual surveillance of these areas.	<p>A31.1 Open Space is separated from development by a road; and</p> <p>A31.2 Lots opposite Open Space are orientated to front Open Space; and\</p> <p>A31.3 Pedestrian and cycle paths traversing Open Space are visible from the street.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	 <p data-bbox="834 539 1270 584">Lots orientated to front and overlook open space to provide casual surveillance.</p> <p data-bbox="911 607 1193 629">Consistent Design Solution</p>

Community Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
<p>P32 Provision must be made for sufficient Community Facilities to meet the needs and demographics of the community.</p>	<p>A32.1 Where the site subject to the reconfiguration is captured by a Provision of Parks Overlay the location and design of the parcel is consistent with the requirements identified in the Connectivity & Provision of Parks Overlay and Provisions of Park Schedule; and</p> <p>A32.2 Land for Community Facilities is co-located with parks, public transport services and local conveniences; and</p> <p>A32.3 Land is dedicated and capital works are undertaken to ensure the land is suitable for development for local community facilities.</p>

Stormwater Drainage

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications except boundary realignments	
<p>P33 Storm water runoff must be contained and managed so that it does not adversely affect:</p> <ul style="list-style-type: none"> a) in-stream and riparian values; and b) surface or underground water quality; and c) the environment either upstream or downstream of the site. 	<p>A33.1 Storm water drainage is designed and constructed in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning Scheme Policy, FNQROC Development Manual.</p>
<p>P34 Development ensures that disturbance to natural stream systems is minimised and stormwater discharge to surface and underground receiving waters, (both during construction and in developed catchments) does not degrade the quality of water in the receiving domains.</p>	<p>A34.1 An underground stormwater drainage system is constructed to convey stormwater from the site to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning Scheme Policy, FNQROC Development Manual.</p>
<p>P35 Development is designed to optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters.</p>	<p>A35.1 The stormwater drainage system for development must incorporate a gross pollutant trap(s) or equivalent measure(s).</p>

Water Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
P36 An adequate, safe and reliable supply of potable water must be provided.	<p>A36.1 Each new lot is connected to Council's reticulated water supply system; and</p> <p>A36.2 The extension of, or connection to the reticulated water supply system is designed and constructed in accordance with the Design Guidelines set out in Section D6 of the Planning Scheme Policy, FNQROC Development Manual.</p>

Treatment and Disposal of Effluent

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
P37 The disposal of effluent does not adversely impact on water quality or ecological values.	<p>A37.1 Each new lot is connected to Council's sewerage system; and</p> <p>A37.2</p> <ul style="list-style-type: none"> a) 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 Development Manual; or b) <ul style="list-style-type: none"> (i) Where the premises are not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the Environmental Protection Policy (Water) 1997; and (ii) The proposed on site effluent disposal system is located on the lot in accordance with the Queensland Plumbing and Wastewater (QPW) Code.

Electricity Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P38 Each lot must have a source of power that will meet its energy needs.	<p>A38.1 Each lot:</p> <ul style="list-style-type: none"> a) is connected to the electricity supply network; or b) has arranged a connection to the transmission grid.
P39 Lot reconfiguration must not impact on the efficient operation of the electricity supply network.	<p>A39.1 For a reconfiguration proposing to create lots intended for rural use, each lot containing land under or over existing or proposed electric lines, or an easement for existing or proposed electricity works or access to those works, must have sufficient land:</p> <ul style="list-style-type: none"> a) <ul style="list-style-type: none"> i) to contain all buildings and structures associated with the rural use; and (ii) to maintain at least the minimum safety clearances from the electricity works as set out in the Electrical Safety Regulation 2002; and (iii) not to encroach on any easement for electricity works or access to those electricity works; or

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<ul style="list-style-type: none"> b) located outside the minimum safety clearances as set out in the Electrical Safety Regulation 2002 or easement boundary, whichever is the greater, to contain: <ul style="list-style-type: none"> (i) the minimum allotment site for the Planning Area in which the land is situated; or (ii) if there is no minimum allotment size specified, sufficient land to contain all buildings and structures associated with the proposed use.
<p>P40 The electricity supply network for all created lots is placed under ground.</p>	<p>A40.1 All electricity lines along the full frontages of the created lots are to be placed underground; and</p> <p>A40.2 Such works should be undertaken by Ergon Energy or an Ergon Energy approved contractor at the applicants expense; and</p> <p>A40.3 The construction of the under ground electricity supply network is designed and constructed in accordance with the Operational Works and Design Guidelines set out in Section D8 of the Planning Scheme Policy, FNQROC Development Manual.</p>

Protection of Extractive Industry

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P41 Minimise the likelihood of potentially incompatible land uses establishing over or in the vicinity of extractive or mineral deposits and operations and their haul routes.</p>	<p>A41.1 New allotments have:</p> <ul style="list-style-type: none"> a) A baseline separation distance of 1 km from extent of the known extractive resource precincts or from the boundary of the current or proposed mining or extractive operation (including infrastructure), where the operation involves blasting and crushing; and b) A 200 m distance for mining and extractive resources or operations where blasting or intrusive processing is not involved, such as sand mining; and c) A 100 m distance each side of the major quarry haulage routes (as identified on DEO Map 3) associated with the extractive resources; and d) Where no resource precinct has been defined, the separation distance to be taken from the boundary of the mining lease or mineral development licence or extractive industry approval area; and <p>Note: Modification of the separation distance may be accepted following field inspection based on topographic conditions such as an intervening ridge or other feature permitting a lesser separation distance or a more topographically suitable position of the boundary.</p>

Public Art

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P42 Public art is provided that is visible and accessible to the general public and reflects the local character of Cairns through a variety of mediums.</p>	<p>A42.1 Public art is provided in accordance with Planning Scheme Policy – Public Art.</p>