

## Part 7 Local plans

### 7.1 Preliminary

- (1) Local plans address matters at the local or district level and may provide more detailed planning for the zones.
- (2) Local plans are mapped and included in Schedule 2.
- (3) A precinct may be identified for part of a local plan.
- (4) The levels of assessment for development in a local plan are in Part 5.
- (5) Assessment criteria for local plans are contained in a local plan code.
- (6) Each local plan code identifies the following:
  - (a) the application of the code;
  - (b) the purpose of the code;
  - (c) the overall outcomes that achieve the purpose of the code;
  - (d) the performance outcomes of the code;
  - (e) the acceptable outcomes of the code.
- (7) The following are the Local plan codes for the planning scheme:
  - (a) 7.2.1 Babinda local plan code;
    - (i) Precinct 1 – Munro Street;
    - (ii) Precinct 2 – Mill re-development;
  - (b) 7.2.2 Cairns city centre local plan code;
    - (i) Precinct 1 – City centre core;
      - (A) Sub-precinct 1a – Shields Street;
    - (ii) Precinct 2 – City centre frame;
  - (c) 7.2.3 Earlville local plan code;
    - (i) Precinct 1 – Earlville core;
    - (ii) Precinct 2 – Earlville frame;
    - (iii) Precinct 3 – Cannon Park;
  - (d) 7.2.4 Edmonton local plan code;
    - (i) Precinct 1 – Edmonton centre core;
    - (ii) Precinct 2 – Edmonton centre frame;
    - (iii) Precinct 3 – Community health;
    - (iv) Precinct 4 – Urban consolidation;
  - (e) 7.2.5 Edmonton industry and business local plan code;
    - (i) Precinct 1 – Business, trades and service employment;
    - (ii) Precinct 2 – Industry employment;
    - (iii) Precinct 3 – Transport and high impact industries;
    - (iv) Precinct 4 – Mixed use centre;
    - (v) Precinct 5 – Existing employment;
    - (vi) Precinct 6 – Existing community;
    - (vii) Precinct 7 – High impact sports;
    - (viii) Precinct 8 – Future investigation;
  - (f) 7.2.6 Gordonvale local plan code;
    - (i) Precinct 1 – Town centre;
    - (ii) Precinct 2 – Maher Road;
    - (iii) Precinct 3 – Riverstone Road;
    - (iv) Precinct 4 – Draper Road;
    - (v) Precinct 5 – Mill;
  - (g) 7.2.7 Mount Peter local plan code;
    - (i) Precinct 1 – Conservation;
    - (ii) Precinct 2 – Cooper Road;
    - (iii) Precinct 3 – Maitland Road;

- (iv) Precinct 4 – Future urban communities;
- (h) 7.2.8 Smithfield local plan code;
  - (i) Precinct 1 – Smithfield Major centre;
    - (A) Sub-precinct 1a – Smithfield Shopping Centre;
    - (B) Sub-precinct 1b – Employment;
  - (ii) Precinct 2 – James Cook University;
  - (iii) Precinct 3 – Future employment;
    - (A) Sub-precinct 3a – Future mixed use area;
    - (B) Sub-precinct 3b – Future retail and commercial area;
  - (iv) Precinct 4 – Residential communities.

## 7.2 Local plan codes

### 7.2.1 Babinda local plan code

#### 7.2.1.1 Application

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

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

#### 7.2.1.2 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 Babinda local plan code.

Babinda is the southernmost District centre in the Cairns region. The local plan contains an area of approximately 650 hectares, including the township of Babinda and is situated approximately 60 kilometres south of Cairns City.

The township is situated in the narrow corridor between the Graham Range to the east and the Bellenden Ker Range to the west, both of which are steep and covered in dense tropical rainforest. The floor of the inter-range plain and the land surrounding Babinda is used for sugar cane cultivation. Babinda developed through the expansion of the sugar industry in the early decades of the twentieth century.

The township has a population of approximately 1070 people (2011 census) and primarily services the needs of the surrounding rural communities with a commercial function that is aligned with rural services and industries. The commercial focus of the town is on the 'main Street precinct' of Munro Street (as identified on the Babinda local plan maps contained in Schedule 2).

Babinda is an attractive rural town providing important district level commercial, community, social and recreational facilities to service the needs of its resident population as well as the needs of the surrounding rural areas. Babinda is characterised by its rural setting, traditional Streetscape, mountainous backdrop and proximity to Wooroonooran National Park and the Wet Tropics World Heritage Area. To the west of the township is the Boulders swimming hole, a popular recreation area for both tourists and residents. The town is a popular destination for tourists.

The area has a wet tropical climate, with the township recording an average annual rainfall over 4000mm and is noted for being the wettest town in Australia. The backdrop to the township is dominated by the steep, forested hillslopes of the Bellenden Ker range; vistas to this range are afforded from most areas of the town. The township is noted for its proximity to Queensland's two highest mountains; Mount Bellenden Ker and Mount Bartle Frere. Babinda creek and its multiple tributaries, including Weinert creek and Christian creek, traverse the local plan area. The high average annual rainfall of the region, combined with the steep catchments results in parts of the area being subject to flooding.

Much of the township's character is derived from its village feel, history as a sugar town, its valued buildings and places, rural setting and proximity to the mountain ranges. Many of the town's existing dwellings, commercial and community buildings have been identified as places of local significance. Eastwood Street, located to the immediate south of the Munro Street precinct has been identified as a Neighbourhood character precinct. Neighbourhood character precincts are subject to built form guidelines to ensure that additions to or new buildings are consistent with the scale and built form of existing buildings. Valued buildings within these precincts and places of local significance are to be retained to assist in maintaining the character of the township.

The viability of the township, particularly its commercial viability, has been affected by changes in society and by the relative proximity of the township to the urban areas of the region. Babinda is to continue as a township servicing the sugar industry and other primary industries of the wider area. Babinda is well serviced by physical infrastructure. Residential growth within Babinda can be accommodated by some minor upgrades and augmentation of existing infrastructure networks.

The local plan area is dissected by the Bruce Highway and the North Coast rail line. These transit routes provide a physical barrier between the east and west of the local plan area. Access between the two precincts is achieved at two points; Munro Street and Christian Street. The Babinda rail station and associated water tank are focal points of the town and vistas to these structures, in particular from the Bruce Highway, should be maintained.

The western side of the local plan area contains the main Street of Babinda, Munro Street, and the Babinda Hospital, St Rita's School, the Babinda state School, the Mill re-development precinct (the former mill site), the majority of Babinda's residential precincts and the area for residential, commercial and industrial expansion. The western area extends to the forested foothills of the Bellenden Ker range.

The eastern side contains a strip of residential development, fronting Howard Kennedy drive. The land fronting Howard Kennedy drive is generally for residential purposes. However, in addition to residential dwellings the area contains a mix of existing non-residential land uses. Within this area there is a higher tolerance for interspersing non-residential development and there will be greater flexibility for non-residential uses, provided the impacts of such development are addressed and managed on-site and development does not detract from the commercial primacy of the Munro Street precinct.

The eastern site of the local plan area also contains the Rotary Park camp area, the Council depot and the Babinda railway station. The eastern boundary of the local plan area is formed by the interface with productive agricultural land and Babinda creek. No expansion of Babinda is intended on this side of the Bruce Highway.

The focal point for public sport and recreation and community facilities is to the south of the township at Bill Wakeham Park which provides football fields, the showground and community hall.

It is intended that there be a relatively flexible approach to the development of commercial and service activities and tourist attractions and accommodation in order to strengthen the viability of the township whilst maintaining the primacy of commercial activities within the Munro Street precinct.

The township is based on a traditional main Street with a surrounding grid pattern for development. New development should continue the traditional grid pattern. Residential expansion within the local plan area can be accommodated within 'Site A' and 'Site B' as identified on the Babinda local plan maps contained in Schedule 2. Urban development is limited to land within the urban boundary. Should the need for further residential expansion arise within the life of this scheme, 'Site C' could be investigated for residential purposes subject to a detailed investigation of need, infrastructure capacity and on-site constraints.

#### **Precinct 1 - Munro Street**

Munro Street precinct is the core of the local plan area. Future development in this precinct should reinforce this function. Development outside of the Munro Street precinct should not detract from the commercial viability of the precinct. If the demand for additional commercial land arises, once the Munro Street precinct has been developed to capacity, it could be extended to the west.

Development is to be appropriately designed and is integrated with the heritage places and character precinct. Heritage places are to be retained through adaptive re-use of existing buildings. New development maintains the scale of the surrounding area and may be up to two storeys in height. New buildings fronting Munro Street are to be constructed to the front boundary and be sympathetic to the existing Streetscape and traditional character. Any off-Street parking provided in conjunction with development is to be located behind the built form. Awnings, for weather protection for pedestrians are provided to Munro Street.

**Precinct 2 - Mill re-development**

The Mill re-development precinct is the former Babinda Mill site as identified on the Babinda local plan maps contained in Schedule 2. The Mill re-development precinct is subject to a preliminary approval, issued on 25 May 2013 and as referenced within Schedule 4. The precinct includes zoned industrial land and is intended to facilitate employment opportunities. Development within the Mill re-development precinct does not detract from the commercial primacy of the Munro Street precinct.

The former mill workers houses should be retained on large lots and could be used for more intensive home based businesses, including those of an industrial nature. The remainder of the site is intended to be used for industrial development which services the town and surrounding rural area's industry and service industry needs. Industries established on this site are to be non-water reliant as the existing infrastructure is insufficient to support intensive or water reliant uses, alternatively, new water reliant industries do not rely upon Council infrastructure. New industrial uses should be aligned with servicing the surrounding agricultural and rural uses. Appropriate buffers are required to be provided on-site to mitigate any adverse impacts from development on adjoining or nearby residential allotments. Advertising should be discrete and not detract from the scenic amenity of the area or existing vistas.

**7.2.1.3 Purpose**

- (1) The purpose of the Babinda local plan code is to facilitate development that maintains and enhances a vibrant and independent community which supports the needs of the local community and surrounding rural areas, whilst protecting and enhancing the unique local and historic character of the town.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development maintains and reinforces the commercial primacy of Precinct 1 - Munro Street;
  - (b) development maintains the key built form, streetscape, landscape character and natural environment elements that contribute to the setting, character and identity of the township;
  - (c) development maintains and enhances the unique local character of the township;
  - (d) valued community buildings and places are retained and adaptively re-used to preserve the character of the township;
  - (e) the form and scale of development is low impact with buildings that are low rise;
  - (f) residential development occurs within designated areas to consolidate Babinda as a permanent residential settlement with residential areas having good access to services and facilities;
  - (g) lot reconfiguration provides a street layout that is based on a traditional grid pattern;
  - (h) conflicts between different land uses, such as residential, commercial, agricultural, and industrial land uses are minimised;
  - (i) industrial development is facilitated within zoned land and industrial land is protected from encroachment of incompatible land use activities.

**Precinct 1 - Munro Street:**

- (3) In addition to 7.2.1.3(2), the overall outcomes sought for the precinct are:
  - (a) development in the precinct supports the role and function of Babinda as a District centre, meeting the needs of the local community and surrounding rural areas;
  - (b) the establishment of mixed uses which enhance the rural town character and rural service centre role of the town is encouraged;
  - (c) development services the needs of both local residents, residents of the surrounding rural area and visitors;
  - (d) development maintains and enhances the streetscape of the precinct.

**Precinct 2 – Mill re-development:**

- (4) In addition to 7.2.1.3(2), the overall outcomes sought for the precinct are:
  - (a) development in the precinct accommodates the town’s and surrounding rural area’s immediate industry and service industry needs;
  - (b) industry land uses are low-impact and are not excessively reliant upon reticulated water supply;
  - (c) the type of industrial development is carefully considered to mitigate impacts on sensitive land uses.

**7.2.1.4 Criteria for assessment**

Part A - Criteria for assessable development

**Table 7.2.1.4.a – Babinda local plan code – assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<p><b>PO1</b> Development contributes to the establishment of an attractive streetscape and sense of arrival to Babinda.</p>	<p><b>AO1.1</b> Development adjacent to the gateway site identified on the Babinda local plan maps contained in Schedule 2, incorporates aesthetic treatments, landscaping and other design elements to enhance the sense of arrival to Babinda.</p> <p>Note – Refer to the definition of Gateway site contained in Schedule 1.2.</p>
<p><b>PO2</b> Development for a service station does not include a Food and drink outlet that involves a drive through facility.</p>	<p><b>AO2.1</b> No acceptable outcomes are provided.</p>
<b>Lot reconfiguration – general</b>	
<p><b>PO3</b> Lot reconfigurations which include the delivery of new roads are designed to be consistent with the traditional road pattern.</p>	<p><b>AO3.1</b> Roads are laid out in a grid pattern.</p>
<b>Additional requirements for Precinct 1 – Munro Street</b>	
<p><b>PO4</b> Development in the Munro Street precinct: (a) complements the existing built form and streetscape character of Munro Street; (b) has a building height consistent with adjoining buildings; (c) reinforces the main street character of Munro Street.</p> <p>Note – Where a proposed development exceeds the height stated in AO4.1, the proposed setbacks and site coverage will be assessed in relation to the proposed height.</p>	<p><b>AO4.1</b> Development in the Munro Street precinct: (a) is constructed with a 0 metre setback from street frontages; (b) has a maximum height of 8.5 metres and 2 storeys; (c) provide a ground level facade which consists of windows, wall openings or shopfronts; (e) includes windows and balconies on upper levels facing the street; (f) locates air conditioning plant at the rear of the building and is screened from the street frontage and public views by architectural features.</p> <p>Note – Height is inclusive of the roof height.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO5</b> Development enhances pedestrian comfort and connectivity.</p>	<p><b>AO5.1</b> Development provides continuous pedestrian weather protection over the footpath which:</p> <ul style="list-style-type: none"> <li>(a) is non-transparent;</li> <li>(b) is cantilevered from the building and where posts are used, the posts are non-load bearing;</li> <li>(c) includes under awning lighting;</li> <li>(d) is consistent with other pedestrian awnings within the precinct.</li> </ul>
<p><b>PO6</b> Development provides on-site car parking and vehicular access which does not dominate the streetscape.</p>	<p><b>AO6.1</b> On-site car parking is located behind existing or new buildings.</p> <p><b>AO6.2</b> Vehicular access to on-site parking and manoeuvring areas does not dominate the streetscape and is provided from streets other than Munro Street, where alternative access arrangements can be achieved.</p>
<p><b>PO7</b> Places of local significance are retained and adaptively re-used.</p>	<p><b>AO7.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Precinct 2 – Mill re-development</b>	
<p><b>PO8</b> Development:</p> <ul style="list-style-type: none"> <li>(a) does not detract from the scenic backdrop;</li> <li>(b) is screened from existing and future residential areas by landscaping and provides appropriate buffering.</li> </ul>	<p><b>AO8.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for reconfiguring a lot in the Low density residential zone</b>	
<p><b>PO9</b> Lot reconfigurations in the Low density residential zone are of sufficient area and dimensions to:</p> <ul style="list-style-type: none"> <li>(a) accommodate land uses that are consistent with the purpose and overall outcomes of the zone;</li> <li>(b) protect environmental features and take into account on and off site constraints;</li> <li>(c) be consistent with existing lot sizes in the surrounding area.</li> </ul>	<p><b>AO9.1</b> Lots have a minimum lot size of 800m<sup>2</sup>.</p>
<b>Additional requirements for Reconfiguring a lot in Precinct 2 – Mill re-development</b>	
<p><b>PO10</b> Lot reconfigurations in Precinct 2 – Mill re-development are of sufficient area and dimensions to:</p> <ul style="list-style-type: none"> <li>(a) accommodate the intended land uses;</li> <li>(b) be consistent with existing lot sizes in the surrounding area.</li> </ul>	<p><b>AO10.1</b> Lots have a minimum lot size of 2,000m<sup>2</sup>.</p>

## 7.2.2 Cairns city centre local plan code

### 7.2.2.1 Application

This code applies to assessing development within the Cairns city centre local plan area as shown on the Cairns city centre local plan maps contained in Schedule 2.

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

### 7.2.2.2 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 Cairns city centre local plan code.

The Cairns city centre is the principal regional centre for the Far North Queensland region. It contains the largest and most diverse concentration of urban activities and is the key regional focus of employment, government, administrative, retail, commercial and specialised services. The centre is supported by key regional infrastructure including the Cairns Airport, Port of Cairns, Cairns Base Hospital and Cairns Private Hospital which form part of a medical precinct.

The city centre remains the dominant centre for office based employment and the location for head offices and government agencies. Development which adds to the activity and vitality of the city centre is encouraged. The city centre has the advantage of an active and vibrant night economy, which is supported by tourist activity. This is a great strength which needs to be supported and expanded. Additional permanent residential development is encouraged to complement the tourist activity.

The city and land on which it stands has a diverse history through its Indigenous, European and migrant history. There is a rich array of local stories that can be interpreted into the design of new developments and provision of public art. Many places of local significance and state heritage places are located within the city.

Cairns city has the opportunity to be an exemplar of tropical urbanism creating a built environment that is uniquely tropical in both the streetscape and through the urban design and built form response. The design of buildings and the creation of high quality urban places is a priority of this code. Key view corridors to the Trinity Inlet and the forested backdrop should be retained. The Esplanade and lagoon area, including Fogarty Park, is a vibrant public place utilised for recreation and entertainment.

In recent years new development has established on the edge of the city centre with a natural drift of activity towards Trinity Inlet. This has created a reduced level of activity between the centre and the edges. The urban structure of the city needs to be more compact and key destinations better linked through a clear public space structure. The Cairns City Centre Master Plan provides a clear public space structure for the City, the City triangle, which connects the three key corner anchors of the City with green spines. The corner anchors include Cairns Central which is a key retail node, the Cairns Esplanade which is a key recreational and leisure node and City Port, a key waterfront precinct.

The city centre local plan is made up of a city centre core precinct and a city centre frame precinct. The city centre core is to contain the tallest development with the greatest mix of uses and the highest degree of active frontages to ground floors. Activity needs to be encouraged in the city centre through a diversification of uses that build on the traditional strengths to establish a 24 hour economy. It is important to encourage a lively city centre with a focus on higher order development and being the economic hub of the region. It is a desired outcome to achieve a walkable city through high quality streetscapes with developments fronting the streetscape being provided at a human scale with a street canopy providing shelter for pedestrians from the elements. The street canopy is an architectural expression of the natural rainforest phenomenon. Predominantly Cairns city is developed and future growth of the city centre will primarily occur through infill and redevelopment of existing sites.

The city centre has the highest potential for transit oriented development as it contains a wide mix of uses, including high density residential and employment uses, a bus transit station and has good public transport connections to all parts of the city. The long distance rail service is important and should remain well integrated with city centre activities and bus services. Connections to the Cairns Airport are also important and the current ease of access should be maintained.

The city centre frame is to compliment and support the primacy of the city centre through high density development and mixed use development. The frame also provides a transition between the core and the surrounding suburbs, port operations and tourist areas.

Trinity inlet, on the south eastern periphery of the local plan area, provides for the operations of the Port of Cairns, including the Cairns Cruise Liner Terminal and Cityport. This land is identified as Strategic port land and is subject to the Far North Queensland Ports Corporation Land Use Plan which is a statutory document. The Far North Queensland Ports Corporation Land Use Plan describes the land use intent and development outcomes for the Cityport area, defining the use, character and form of development within the area. It is important that public access to the foreshore and banks of Trinity Inlet continues and where possible is improved.

The local plan is to support the long term prosperity, primacy and quality of the Cairns city.

### 7.2.2.3 Purpose

- (1) The purpose of the Cairns city centre local plan code is to strengthen and reinforce the role and function of the Cairns city centre as the Principal centre for Cairns and the Far North Queensland region by:
  - (a) providing for the highest order retail, commercial, employment, residential, administrative, community, cultural, recreation and entertainment activities;
  - (b) promoting transit oriented development through a well-connected and integrated city centre;
  - (c) promoting tropical urbanism through high quality built form and urban places;
  - (d) protecting the rich character and heritage of the city and its distinctive tropical identity.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) the widest range and most diverse mix of the highest order retail, commercial, employment, residential, administrative, community, cultural, recreational and entertainment activities are established within the local plan area;
  - (b) development creates an attractive, comfortable, active, safe and responsive public realm that defines street character and activity, and which provides for the 'city in a rainforest' street environment;
  - (c) development above podium level is appropriately set back from the street frontage and site boundaries to:
    - (i) maintain the character and amenity of the streetscape;
    - (ii) maintain view lines and vistas to the mountains and the ocean along the streets, between developments and to and from public places;
    - (iii) provide appropriate separation between buildings on the same site or adjoining sites.
  - (d) development interacts with and contributes to a sense of local identity;
  - (e) development contributes to a well-connected and integrated city that is strengthened by activity and a connected network of pedestrian pathways, arcades and laneways, cycle routes and public transport;
  - (f) development contributes to an inclusive, active, healthy and engaged community with a high level of access to social, cultural and community services, infrastructure and facilities;
  - (g) development is characterised by high quality urban design that responds to the tropical climate and complements adjoining and nearby development to achieve an appropriate and memorable cityscape and streetscape form;

- (h) development demonstrates tropical urbanism through:
  - (i) providing a high standard of design reflective of the qualities of good urban places;
  - (ii) buildings and structures by their design and setting reflect the concept of a 'city in a rainforest';
  - (iii) appropriate use of materials and landscaping;
  - (iv) provision of shading to all facades to improve occupant amenity and the appearance of the building;
- (i) development is designed to minimise conflict between existing and proposed uses;
- (j) development addresses the street, and provides active and articulated frontages of a human scale and includes uses that encourage interaction with the street;
- (k) finished floor levels are constructed as close as possible to the footpath level having regard to potential flooding and storm tide constraints. Any transition in height from the footpath to finished floor level occurs within the site and not the road reserve;
- (l) cultural and historic attributes are maintained; on places of local significance, buildings within neighbourhood character areas, and by conserving state heritage places within the local plan area;
- (m) development allows for views to and from prominent and important city landmarks and retains and enhances vistas to the mountain ranges, ocean and the Esplanade;
- (n) footpaths are provided with continuous shelter that provides protection to pedestrians from sun and rain;
- (o) landscape treatment at street, podium and tower components of development, is of a high standard that reflects and reinforces the tropical image of the region;
- (p) the location and design of infrastructure, vehicular access, waste and recyclable materials collection and service vehicle access does not adversely impact:
- (q) the safe movement of pedestrians, cyclists and adjacent road traffic;
- (r) the provision of continuous facades and active frontages or the amenity of the streetscape;
- (s) the provision of a continuous street canopy over the footpath at street level.
- (t) vehicle parking areas are integrated within or behind buildings to ensure they are not visual features of the local plan area;
- (u) high quality public transport facilities are provided at key locations;
- (v) appropriately scaled public art and cultural infrastructure is provided;
- (w) development contributes to establishing a defined edge between Precinct 1 – City centre core, Precinct 2 - City centre frame and sites situated outside the City centre local plan area;
- (x) the operational aspects of the Cairns Airport and Port of Cairns are protected.

### **Precinct 1 – City centre core**

- (3) In addition to 7.2.2.3(2), the overall outcomes sought for the precinct are:
  - (a) Precinct 1 – City centre core contains the following sub-precinct:
    - (i) Sub-precinct 1a – Shields Street;
  - (b) built form and building height reinforces the prominence of the city centre as the Principal centre;
  - (c) development provides a street canopy over the footpath at street level;
  - (d) active frontages are established for the full frontage of buildings located on the streets identified on the Cairns city centre local plan maps contained in Schedule 2;
  - (e) vehicular crossovers are located to reinforce the pedestrian priority to city centre streets and continuous active frontages, in particular through the use of rear laneways, where available;
  - (f) development within the precinct provides uses that support a 24 hour economy;
  - (g) where development fronts two north - south streets, intra-block pedestrian connection is provided;
  - (h) residential buildings within the precinct provide for higher density living opportunities above ground level to facilitate active frontages at the street level.

- (i) the pedestrian scale streetscape and view lines of Precinct 1a - Shields street are maintained.

**Precinct 2 – City centre frame**

- (4) In addition to 7.2.2.3(2), the overall outcomes sought for the precinct are:
  - (a) Precinct 2 – City centre frame contains the following sub-precinct:
    - (i) Sub-precinct 2a – City centre frame (Building height)
  - (b) provides for a transition of building form from Precinct 1 – City centre core of the local plan to sites outside of the local plan area;
  - (c) development which establishes within the Precinct 2 - City centre frame maintains the primacy of Precinct 1 – City centre core;
  - (d) development within the precinct compliments Precinct 1 – City centre core through predominantly residential and tourist accommodation uses;
  - (e) development provides a street canopy over the footpath at street level;
  - (f) development provides public access to the waterfront;
  - (g) development provides high quality landscaping.

Note – Planning Scheme Policy – Tropical urbanism provides guidance on appropriate design and achieving the purpose and outcomes of this code.

Note – The Ports North Land Use Plan has statutory effect over parts of the City centre local plan area. The Far North Queensland Ports Corporation Land is identified on the Zone maps and City centre local plan maps contained in Schedule 2. Queensland Ports Corporation Land is subject to the provisions of Part 10 - Other plans.

**7.2.2.4 Criteria for assessment**

Part A - Criteria for self-assessable and assessable development

**Table 7.2.2.4.a – Cairns city centre local plan code – assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<b>Centre role and function</b>	
<p><b>PO1</b> Development supports the role and function of Cairns city centre as the Principal centre for Cairns and the Far North Queensland region by accommodating the highest order, widest range, most diverse mix and highest density of commercial, business, retail, recreational, entertainment, residential and tourist development.</p>	<p><b>AO1.1</b> No acceptable outcomes are provided.</p>
<p><b>PO2</b> The establishment of uses is consistent with the purpose and overall outcomes sought for the local plan area.</p>	<p><b>AO2.1</b> No acceptable outcomes are provided.</p>
<p><b>PO3</b> Conflicts between proposed and existing developments are minimised through location, design and operation.</p>	<p><b>AO3.1</b> No acceptable outcomes are provided.</p>
<p><b>PO4</b> Development: (a) reinforces the city centre as the area accommodating the highest intensity of development; (b) protects and enhances the image and</p>	<p><b>AO4.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<p>tropical character of the city centre;</p> <p>(c) respects the character, heritage values and amenity of the area;</p> <p>(d) does not affect the operational aspects of the Cairns Airport and Port of Cairns.</p>	
Site requirements	
<p><b>PO5</b> The site contains sufficient area and is of suitable shape to accommodate all aspects of the proposed development.</p> <p>Note – Planning scheme policy – Tropical urbanism provides guidance on appropriate design response.</p>	<p><b>AO5.1</b> No acceptable outcomes are provided.</p>
<p><b>PO6</b> The height of buildings and structures reinforces Precinct 1 – City centre core as the area accommodating the highest intensity of development. The height of buildings and structures within Precinct 2 – City centre frame provides for a transition between the building height and form of the local plan area to surrounding areas.</p> <p>Note – Planning scheme policy – Tropical urbanism provides guidance on appropriate design response.</p> <p>Note – A visual impact assessment may be required where a proposed development exceeds the height stated in AO6.1, 6.2, 6.3, or 6.4. Planning scheme policy – Landscape values provides guidance on undertaking a visual impact assessment.</p> <p>Note – Where a proposed development exceeds the height stated in AO6.1, AO6.2, AO6.3 or AO6.4, the proposed setbacks and site coverage will be assessed in relation to the proposed height.</p>	<p><b>AO6.1</b> Where on a site with an area of 1000m<sup>2</sup> or greater and within Precinct 1 – City centre core or Sub-precinct 1a – Shields Street, the height of any building or structure is not more than the corresponding height of the Obstacle limitation surface as identified on the Airport environs overlay map contained in Schedule 2.</p> <p><b>AO6.2</b> Where on a site with an area of 1000m<sup>2</sup> or greater and within Precinct 2 – City centre frame, the height of any building or structure is not more than 30 metres.</p> <p><b>AO6.3</b> Where on a site with an area of 1000m<sup>2</sup> or greater and within Sub-precinct 2a – City centre frame (building height), the height of any building or structure is not more than the corresponding height of the Obstacle limitation surface as identified on the Airport environs overlay map contained in Schedule 2.</p> <p><b>AO6.4</b> Where on a site with an area less than 1000m<sup>2</sup>, the height of buildings and structures is not more than 28 metres and 9 storeys.</p>
Built form	
<p><b>PO7</b> The design and siting of buildings and structures at podium level:</p> <p>(a) contributes to the desired amenity and character of the streetscape and local plan area;</p> <p>(b) contributes to the safety, character, amenity and vitality of the streetscape;</p> <p>(c) ensures continuity at ground level;</p> <p>(d) maintains a human scale.</p> <p>Note – Planning scheme policy – Crime prevention through environmental design (CPTED) provides guidance on appropriate design responses for safety.</p> <p>Note – Planning scheme policy – Tropical urbanism provides</p>	<p><b>AO7.1</b> Where less than 9 metres and 2 storeys above the height of the existing footpath, development is built to the street frontage(s) and set back 0 metres from all other boundaries.</p> <p><b>AO7.2</b> Podiums are not more than:</p> <p>(a) 9 metres and 2 storeys above the height of the existing footpath level, where within 15 metres of a street frontage;</p> <p>(b) 11 metres in height above the height of the existing ground level where greater than 15 metres from the street frontage.</p>

Performance outcomes	Acceptable outcomes
guidance on appropriate design response.	
<p><b>PO8</b> Development achieves adequate separation between buildings and structures on the same site or adjoining sites to:</p> <ul style="list-style-type: none"> <li>(a) maintain privacy and amenity for residents and occupants;</li> <li>(b) maximise the availability of light and ventilation to the development, adjoining sites and public places;</li> <li>(c) avoid a visually over bearing built form;</li> <li>(d) maintain view lines and vistas to the mountains and the ocean along streets, between developments and from public places.</li> </ul> <p>Note – Planning scheme policy – Tropical urbanism provides guidance on appropriate design response.</p>	<p><b>AO8.1</b> Where buildings or structures are greater than 9 metres above the height of the existing footpath level, they are set back:</p> <ul style="list-style-type: none"> <li>(a) 10 metres from all street frontages, other than the Esplanade or Sub-precinct 1a – Shields Street;</li> <li>(b) 15 metres from the Esplanade, and Sub-precinct 1a – Shield Street;</li> <li>(c) 1/6 of the height of the building or 4 metres, whichever is the greater from the side boundaries;</li> <li>(d) 10 metres from the rear boundary.</li> </ul> <p><b>AO8.2</b> Where buildings and structures are greater than 9 metres and 2 storeys but not more than 28 metres and 9 storeys above the height of the existing footpath level and they are on a site with an area less than 1000m<sup>2</sup>, they are set back:</p> <ul style="list-style-type: none"> <li>(a) 10 metres from all street frontages, other than the Esplanade or Sub-precinct 1a – Shield Street;</li> <li>(b) 15 metres from the Esplanade, and Sub-precinct 1a – Shield Street;</li> <li>(c) 0 metres from the side boundaries;</li> <li>(d) 10 metres from the rear boundary.</li> </ul> <p><b>AO8.3</b> Where development includes more than one tower on a single site, towers are horizontally separated, at all levels above podium level, by the lesser of:</p> <ul style="list-style-type: none"> <li>(a) 1/3 of the height the building; or</li> <li>(b) 20 metres.</li> </ul>
<p><b>PO9</b> Development is designed and sited to ensure that:</p> <ul style="list-style-type: none"> <li>(a) buildings are consistent with the site and surrounds, moderate in width and avoid a visually overbearing built form;</li> <li>(b) development does not result in the appearance of a wall of buildings when viewed from streets and public places;</li> <li>(c) view lines and vistas are maintained to the mountains and the ocean along streets, between developments and from public places;</li> <li>(d) privacy and amenity for residents and occupants on the site and adjoining sites is maintained;</li> <li>(d) the availability of light and ventilation to development, adjoining sites and public places is maximised.</li> </ul>	<p><b>AO9.1</b> The maximum width of any tower elevation, in any plane, is 40 metres.</p> <p><b>AO9.2</b> Where development is on a site with an area less than 1000m<sup>2</sup>, the total maximum width of built form above podium height, including development on adjoining sites, without appropriate separation is 40 metres.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO10</b> Balconies and habitable rooms are to be oriented to the street front and rear of the site and setback appropriately to achieve privacy between adjoining developments and sites and amenity for residents and occupants.</p>	<p><b>AO10.1</b> No acceptable outcomes are provided.</p>
<p><b>Tropical urbanism</b></p>	
<p><b>PO11</b> Development provides a high standard of design that:</p> <ul style="list-style-type: none"> <li>(a) achieves tropical urbanism outcomes;</li> <li>(b) positively contributes to the image of the region and provides a visually appealing and interesting skyline when viewed from surrounding areas including but not limited to the coral sea;</li> <li>(c) assists in the legibility of the city centre from surrounding areas.</li> <li>(d) displays the qualities of good urban places;</li> <li>(e) reflects the concept of a 'city in a rainforest';</li> <li>(f) uses appropriate materials;</li> <li>(g) provides high quality landscaping.</li> </ul> <p>Note – Planning scheme policy – Tropical urbanism provides guidance on meeting the performance outcome.</p>	<p><b>AO11.1</b> No acceptable outcomes are provided.</p>
<p><b>PO12</b> The design of buildings pays particular regard to design features of the streetscape, including:</p> <ul style="list-style-type: none"> <li>(a) a demonstration of the qualities of good urban places and tropical urbanism</li> <li>(b) horizontal forms, such as roof heights, plinths, verandahs, parapets and eaves;</li> <li>(c) dominant and accentuated vertical patterning;</li> <li>(d) the scale and patterning of openings and associated shades and awnings;</li> <li>(e) the colour, texture and scale of building materials and trims;</li> <li>(f) other dominant features of adjacent development.</li> </ul> <p>Note – Planning scheme policy – Tropical urbanism provides guidance on appropriate design response.</p>	<p><b>AO12.1</b> No acceptable outcomes are provided</p>
<p><b>PO13</b> Development is designed and sited to provide articulation and relief in the façade through design and practical features.</p>	<p><b>AO13.1</b> Building facades are to be articulated and provide contrast between light and shadow for at least 50% of the façade area.</p>
<p><b>PO14</b> Visible walls are provided with architectural treatments to provide relief through depth, texture, colour, light and shade.</p>	<p><b>AO14.1</b> Where a wall is greater than 3 metres high and more than 6 metres wide, architectural relief is provided in the form of windows, penetrations or other design features including through the use of depth, texture, colour, light and shade.</p> <p><b>AO14.2</b> Treatments of facades along street frontages are to be 'returned' on side or rear elevations (where</p>

Performance outcomes	Acceptable outcomes
	visible from a public place) for a distance of 10 metres.
<p><b>PO15</b> Development achieves tropical urbanism through responding to the tropical climate and providing a comfortable environment for residents and occupants</p>	<p><b>AO15.1</b> Building facades are to be articulated and designed to facilitate 50% shading to each façade.</p> <p><b>AO15.2</b> Buildings, materials and external surfaces are light in colour to assist in reducing internal temperatures.</p>
<p><b>PO16</b> Development promotes an integrated streetscape, and buildings and street canopies are designed to respond to the city's distinctive tropical character and local environment, and contribute to the concept of a 'City in a rainforest'.</p>	<p><b>AO16.1</b> No acceptable outcomes are provided.</p>
<b>Streetscape</b>	
<p><b>PO17</b> Development strengthens the city centre's sense of place and identity by maintaining and/or creating visual connections with significant built and landscape elements within and surrounding the centre.</p> <p>Note – Vistas and view lines to the esplanade and inlet are maintained, and created from public places.</p>	<p><b>AO17.1</b> No acceptable outcomes are provided.</p>
<p><b>PO18</b> Buildings located in positions such as corner sites or with frontage to public spaces, are designed to emphasise the importance of their location.</p>	<p><b>AO18.1</b> No acceptable outcomes are provided.</p>
<p><b>PO19</b> The vertical rhythm, scale and architectural detail of the existing streetscape is complemented. Regard is to be given to urban design elements such as colonnades, verandahs, windows, eaves, parapets, roof form, scale and other significant features of adjacent developments.</p>	<p><b>AO19.1</b> No acceptable outcomes are provided.</p>
<p><b>PO20</b> Development is designed to provide:</p> <ul style="list-style-type: none"> <li>(a) an attractive streetscape;</li> <li>(b) active frontages at the pedestrian level which encourage interaction between the public and private realm;</li> <li>(c) a vibrant street-oriented atmosphere.</li> </ul>	<p><b>AO20.1</b> Development is designed to provide:</p> <ul style="list-style-type: none"> <li>(a) an identifiable principal pedestrian point of entry from the primary street frontage or the corner, in the case of a corner lot;</li> <li>(b) a built form that is of a human scale;</li> <li>(c) visual and physical interaction between the public and private realm, and does not provide expanses of blank walls or visually impermeable security devices;</li> <li>(d) articulation of the facade on both the horizontal and vertical plane;</li> <li>(e) windows and or balconies that overlook the street and adjacent public areas;</li> <li>(f) active frontages are provided to buildings fronting streets identified on the Cairns city centre local plan maps contained in</li> </ul>

Performance outcomes	Acceptable outcomes
<p><b>PO21</b> Development provides a continuous, safe pedestrian environment which has a high level of amenity and comfort.</p> <p>Note – Planning scheme policy – Tropical urbanism provides guidance on appropriate design response.</p>	<p>Schedule 2.</p> <p><b>AO21.1</b> Development incorporates a street canopy over the footpath that:</p> <ul style="list-style-type: none"> <li>(a) affords pedestrians shelter from the sun and rain for the full frontage of the site;</li> <li>(b) has a minimum height of 2 storeys above the finished footpath level, as measured to the underside of the feature;</li> <li>(c) has a maximum height of 6 metres or the height of the podium or the corresponding development, whichever is the lesser;</li> <li>(d) provides appropriate shading and screening features for weather protection commensurate with its orientation;</li> <li>(e) joins, and is complementary to the awning or street canopy on adjoining buildings in terms of design, height and aesthetics;</li> <li>(f) accommodates vehicle and service entry and exit points without compromising the function, form and utility of the pedestrian environment.</li> </ul> <p><b>AO21.2</b> Infrastructure, services and utilities are not visible features when viewed from the public realm.</p> <p><b>AO21.3</b> Development does not create opportunities for human concealment.</p> <p><b>AO21.4</b> Development provides a finished floor level for all ground level tenancies fronting a street, at the level of the existing footpath.</p> <p><b>AO21.5</b> Where flood or storm tide constraints necessitate a finished floor level for ground level tenancies above the height of the existing footpath level:</p> <ul style="list-style-type: none"> <li>(a) any ramps, stairs or other features utilised to bridge the variation in floor level are contained wholly within the curtilage of the building;</li> <li>(b) active frontages are provided from the level of the footpath.</li> </ul> <p><b>AO21.6</b> Activities on the road reserve are complementary to the uses in adjacent buildings and are secondary to the pedestrian needs of footpaths.</p>
<p><b>PO22</b> Development in Sub-precinct 1a – Shields Street demonstrates the highest level of integration with the existing streetscape.</p>	<p><b>AO22.1</b> No acceptable outcomes are provided.</p>
<p><b>PO23</b> Landscaping, street furniture, directional signage and footpath treatments are provided to the frontage of the development site that:</p>	<p><b>AO23.1</b> Streets are landscaped and treated in accordance with the green streets identified on the Cairns city centre local plan maps contained in Schedule 2.</p>

Performance outcomes	Acceptable outcomes
<p>(a) are of a high quality and standard;</p> <p>(b) reflect and reinforce the tropical image of the city centre;</p> <p>(c) reinforce the concept of a 'city in a rainforest'.</p>	<p>Note – Planning scheme policy – Landscaping provides further guidance on meeting the specific landscaping requirements from the City in a Rainforest Master Plan.</p>
<p><b>PO24</b> Legibility is promoted through the design of buildings and spaces and assists users to find their way.</p>	<p><b>AO24.1</b> Buildings prominently display street numbers, building names and where appropriate, directional signage.</p>
<p><b>Landscaping</b></p>	
<p><b>PO25</b> Development is landscaped both horizontally on the site and structures, and vertically to provide a meaningful contribution to reflect the concept of a 'city in a rainforest'.</p> <p>Note – Planning scheme policy – Tropical urbanism provides guidance on meeting the performance outcome.</p>	<p><b>AO25.1</b> No acceptable outcomes are provided for horizontal landscaping.</p> <p><b>AO25.2</b> Buildings and structures are vertically landscaped for a minimum of 15% of each façade, for the full height of the development.</p> <p>Note – Compliance with the vertical landscaping requirements can be achieved through mature vegetation projecting out of the horizontal plane.</p>
<p><b>Pedestrian and cycle networks</b></p>	
<p><b>PO26</b> Development improves local connectivity by maintaining existing, and providing additional east-west intra-block pedestrian connections where possible.</p>	<p><b>AO26.1</b> Development with frontage to Pedestrian arcade connections as identified on the Cairns city centre local plan maps contained in Schedule 2, provides a pedestrian arcade between the identified streets, with a minimum width of 6 metres, or maintains an existing connection, between the two north – south streets.</p>
<p><b>PO27</b> Development located adjacent to the waterfront provides for a continuous public boardwalk and public open space.</p>	<p><b>AO27.1</b> No acceptable outcomes are provided.</p>
<p><b>Parking and access</b></p>	
<p><b>PO28</b> Vehicle access points do not visually dominate the streetscape. Vehicular accesses are consolidated through shared access points, or laneway accesses are utilised.</p> <p>Note – Refer to the Centre design code.</p>	<p><b>AO28.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO29</b> Vehicle access points do not compromise pedestrian safety and amenity and ensure that safe and serviceable access is provided to developments.</p>	<p><b>AO29.1</b> Vehicle access is provided at the same level as the footpath for minimum of 15 metres from the sites street frontage into the development / site.</p>
<p><b>PO30</b> Development is designed to ensure that off-street parking is not a visible feature from streets and other public spaces.</p>	<p><b>AO30.1</b> Off-street car parking is located within a building or behind a building and is screened from view from the street or public places by the built form, including the provisions of active frontages.</p>
<p><b>PO31</b> Development is designed such that the safety and efficiency of the pedestrian and road network are not adversely impacted upon.</p>	<p><b>AO31.1</b> No acceptable outcomes are provided.</p>
<p><b>PO32</b> Development fronting a limited access street, as identified on the Cairns city centre local plan maps contained in Schedule 2, does not provide additional physical vehicle access points to a limited access street.</p>	<p><b>AO32.1</b> No acceptable outcomes are provided.</p>
<p><b>PO33</b> On-site vehicle parking is provided to accommodate the demand generated by the development.</p> <p>Note – Where a conflict exists between the rates specified in the planning scheme and those proposed, a Traffic Impact Assessment Report prepared in accordance with Planning scheme policy – Parking and access is required to demonstrate that sufficient vehicle parking is provided for the development.</p>	<p><b>AO33.1</b> Development provides on-site car parking spaces not less than the following minimum rates for:</p> <ul style="list-style-type: none"> <li>(a) Food and Drink Outlet – 1 space per 50m<sup>2</sup> GFA and outdoor dining area;</li> <li>(b) Office – 1 space per 50m<sup>2</sup> GFA;</li> <li>(c) Shop or Shopping centre – 1 space per 50m<sup>2</sup> GFA.</li> </ul> <p>Note – For all other uses the rate is as specified within Table 9.4.8.3.b of the Parking and access code in part 9</p>
<p><b>Additional requirements for night time activities</b></p>	
<p><b>PO34</b> Development for a Hotel, Bar and/or Nightclub entertainment facility is located and accessed from a street identified as a night time entertainment activity street on the Cairns city centre local plan maps contained within Schedule 2, to ensure development does not cause nuisance to adjoining and nearby premises and to ensure public safety is maintained.</p>	<p><b>AO34.1</b> No acceptable outcomes are provided.</p>
<p><b>PO35</b> Development involving night time activities is located, designed and operated to ensure development does not cause nuisance to adjoining and nearby premises.</p>	<p><b>AO35.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<b>Amenity</b>	
<p><b>PO36</b> Development involving the use of balconies, podiums or rooftops for entertainment of patrons, visitors, guests or residents is appropriately located, designed and operated to ensure development does not cause nuisance to adjoining and nearby premises and protects and maintains the operational integrity of the Cairns Airport.</p>	<p><b>AO36.1</b> No acceptable outcomes are provided.</p>
<b>Flood and storm tide</b>	
<p><b>PO37</b> Development in an area which is subject to flood or storm tide inundation does not contain habitable floors or essential infrastructure or services below the nominated inundation level for the defined event.</p>	<p><b>AO37.1</b> No acceptable outcomes are provided.</p>

## 7.2.3 Earlville local plan code

### 7.2.3.1 Application

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

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

### 7.2.3.2 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 Earlville local plan code.

The Earlville local plan area is the focus of retail and business activity for the inner suburbs of Cairns City. It is located approximately 4.5 kilometres west of the Cairns city centre at the northern end of the Bruce Highway, where it transitions into Mulgrave Road.

Mulgrave Road was originally known as Hop Wah Road as it led to the Hop Wah Plantation where the first sugar mill in the district was built in 1880. The site of the mill was on Clarke's Creek next to the present location of Stockland Shopping Centre. The old name lost its significance after the plantation closed down and the road was renamed Mulgrave Road in 1911.

Originally established in 1980, at the then western periphery of Cairns City Council, the Earlville Shoppingtown (now known as Earlville Shopping Centre) is the dominant built development in the local plan area. However it is complemented by a range of retail and business services predominately focussing on Mulgrave Road and some light industries in areas adjacent to Ishmael Road. The Earlville Major centre offers a high level of retail activity, some community uses and employment in the surrounding area. However the diversity of uses should be increased and the level of amenity and access, particularly pedestrian and public transport are to be improved.

Earlville is considered to be one of the best opportunities for the development of a transit orientated community given the size of the centre, existing mix of uses, nearby higher density residential areas and a range of services. An emphasis will be placed on the renewal of the older housing stock into higher density housing that will support the transit orientated initiatives proposed for Earlville. Development opportunities for higher residential densities exists within the Earlville Local Plan area to protect the lower, established lower density residential neighbourhoods in the surrounding communities.

Two main precincts will be established in the Earlville Major centre over time providing for a high intensity residential and mixed use core and a supporting mixed use commercial frame where activity is consolidated and supported by higher residential densities. Buildings in these precincts are higher than surrounding communities but also have high quality streetscapes, pedestrian environments and incorporate high quality urban design outcomes.

The focus of the transit network in Earlville will be on the Mulgrave Road frontage of the Earlville Core precinct, However in the longer term, public transport will service Ishmael Road as development increases the pedestrian and mixed-use appeal of the secondary road. The increased presence of public transport options in Earlville will make access easier for local residents and patrons coming from outside areas over time.

The effective walkable catchment in Earlville is complicated by a number of barriers including limited crossing opportunities along Mulgrave Road, creek and drainage corridor crossing restrictions and level changes between precincts. The significant planning challenge for Earlville is to establish more convenient and comfortable pedestrian and cycling connections that overcome the difficulties presented by current physical restrictions.

### 7.2.3.3 Purpose

- (1) The purpose of the Earlville local plan code is to establish the Earlville local plan area as a:
  - (a) Major centre within the Cairns region;
  - (b) transit-orientated, mixed-use community with supporting areas of higher residential densities;
  - (c) highly connected and self-contained community.
  
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) the Earlville Shopping Centre site is consolidated as the core of retail activity within the Earlville local plan area;
  - (b) a frame of mixed-use, commercial and retail uses increase employment opportunities and support the core with a range of higher residential densities;
  - (c) development that promotes mixed-use, transit orientated development is established in key locations;
  - (d) industrial buildings to the east of Ishmael Road continue to be used for light and service industries and transition through new development to mixed-use commercial and residential activities that activate Ishmael Road and create a transport supportive environment;
  - (e) the presence of pedestrian friendly spaces and active frontages on major vehicle, public transport and pedestrian thoroughfares is increased;
  - (f) vehicle parking areas are integrated with or behind buildings to ensure they are not dominant visual features of the local plan area;
  - (g) infrastructure, services and activities that support the needs of workers and local residents and recreational facilities are facilitated;
  - (h) appropriately scaled public art and cultural infrastructure is provided;
  - (i) pedestrian and cycle links throughout the local plan area are improved;
  - (j) the provision of a well-planned and high quality public transport station;
  - (k) existing parkland areas as focal points within the urban fabric of the local plan area are retained and reinforced;
  - (l) future development on and around Cannon Park establishes appropriately located road connections to the east and west and connects to the existing and future surrounding road network;
  - (m) the height of buildings and structures is greatest in the Earlville Major centre core and transitions outwards to the frame precinct and surrounding residential areas to ensure:
    - (i) the image and structure of the Major centre emphasises and reinforces its role and function within the hierarchy of centres;
    - (ii) lower density residential neighbourhoods beyond the local plan boundaries are not adversely impacted upon;
  - (n) the design of buildings supports the structure of the Earlville Major centre through:
    - (i) a connected and active frontage along Mulgrave Road and Ishmael Road;
    - (ii) consolidation of land for more intense development outcomes and higher structures contributing to a compact centre with improved pedestrian environments around buildings;
    - (iii) contribute to a positive identity for the Major centre;
  - (o) gateway sites are given significance through their use and built form in:
    - (i) the way they address road, pedestrian, transport connections and public spaces;
    - (ii) their architectural design.

**Precinct 1 – Earlville core**

- (3) In addition to 7.2.3.3(2), the overall outcomes sought for the precinct are:
- (a) the precinct is the highest order precinct within the centre;
  - (b) the highest order and greatest range of retail and entertainment activities are concentrated within the precinct;
  - (c) buildings and structures within the precinct emphasise the intensity, scale and increased activity within the core through elevated height and separation between buildings with high quality landscaped, pedestrian-focussed environments;
  - (d) the pedestrian appeal of areas at ground level is emphasised through active frontages and comfortable pedestrian spaces and cyclist facilities;
  - (e) connections for pedestrians and cyclists between the precinct and Precinct 2 – Earlville frame are improved.

**Precinct 2 – Earlville frame**

- (4) In addition to 7.2.3.3(2), the overall outcomes sought for the precinct are:
- (a) land uses within the precinct are of a scale and intensity complementary to the intensity and scale of those within Precinct 1 – Earlville core;
  - (b) buildings and structures within the precinct emphasise the commercial and mixed-use activity through medium-rise buildings and active frontages;
  - (c) higher residential densities within the precinct are encouraged through consolidation of lots with increased heights and separation from lower density residential activities;
  - (d) gateways and large allotments in the precinct are used effectively for:
    - (i) commercial activities that require larger floor areas; or
    - (ii) mixed-used development which integrate uses vertically rather than across a site.

**Precinct 3 – Cannon park**

- (5) In addition to 7.2.3.3(2), the overall outcomes sought for the precinct are:
- (a) uses that transition away from the existing race course occur only at such time as adequate road connections can be delivered to Ishmael Road, Mulgrave Road and a future by-pass of Earlville to the east;
  - (b) any redevelopment of the precinct is supported by:
    - (i) a detailed structure plan prepared demonstrating how the site may be developed over time;
    - (ii) demonstration that the proposed development supports the role of Earlville as a transit oriented community;
    - (iii) design, layout or buildings that reflect the significance of the race course to the local history of Cairns;
    - (iv) connection to surrounding infrastructure networks.

7.2.3.4 Criteria for assessment

Part A - Criteria for assessable development

Table 7.2.3.4.a – Earlville local plan code – assessable development

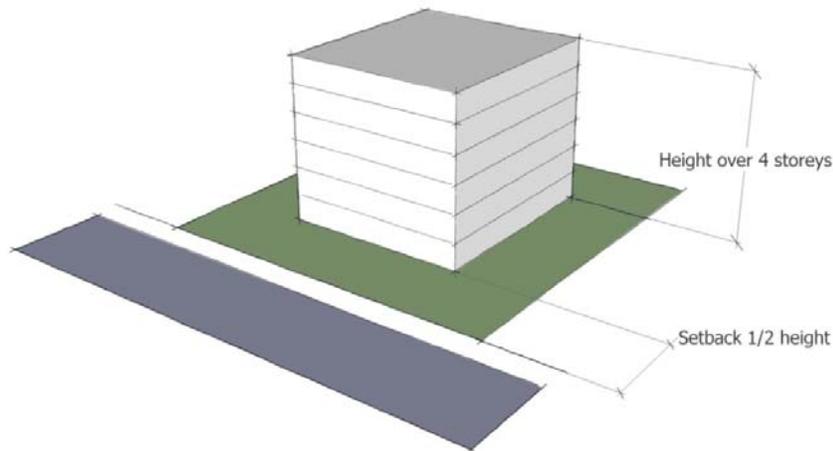
Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<b>Design</b>	
<p><b>PO1</b> The height of buildings and structures ensures:</p> <ul style="list-style-type: none"> <li>(a) taller buildings on appropriately sized land are constructed to prevent horizontal sprawl, maximising opportunities for public space;</li> <li>(b) that there is a transition of building heights from the Earlville core precinct to the surrounding residential neighbourhoods;</li> <li>(c) activation through high quality public and semi-public spaces at ground level.</li> </ul> <p>Note – A visual impact assessment may be required where a proposed development exceeds the height stated in AO1.1. Planning scheme policy – Landscape values provides guidance on undertaking a visual impact assessment.</p> <p>Note – Where a proposed development exceeds the height stated in AO1.1, the proposed setbacks and site coverage will be assessed in relation to the proposed height.</p>	<p><b>AO1.1</b> The height and scale of development is consistent with the outcomes specified within Table 7.2.3.4.b.</p> <p>Note – Height is inclusive of the roof height.</p> <p><b>AO1.2</b> Buildings greater than 4 storeys are set back from property boundaries:</p> <ul style="list-style-type: none"> <li>(a) ½ the height of the building or structure where adjacent to a Residential zone or existing residential development; or</li> <li>(b) ¼ the height of the building or structure where adjacent any other zone.</li> </ul> <p>Note – Figures 7.2.3.4.a and 7.2.3.4.b provides visual guidance to the setback provisions for buildings greater than four storeys.</p> <p>Note – Refer to the definition of Residential zones contained in Schedule 1.2.</p> <p><b>AO1.3</b> Areas around the building at the ground level are activated through:</p> <ul style="list-style-type: none"> <li>(a) high quality landscaping affording pedestrian comfort and meeting or recreating spaces;</li> <li>(b) land uses such as offices, shops or food and drink outlets;</li> <li>(c) high quality urban design;</li> <li>(d) a positive local character and identity.</li> </ul> <p>Note – AO1.3 will be applied to residential development only where it:</p> <ul style="list-style-type: none"> <li>(a) is within a mixed-use building; or</li> <li>(b) has frontage to Ishmael Road or Mulgrave Road (except AO1.3(b)); or</li> <li>(c) provides for pedestrian or cycle ways (except AO1.3(b)).</li> </ul>
<p><b>PO2</b> Development of gateway sites shown on the Earlville local plan maps contained in Schedule 2 results in memorable architecture and distinctive developments in the local area through:</p> <ul style="list-style-type: none"> <li>(a) land uses that contribute to the creation of the place;</li> <li>(b) active frontages to streets, pedestrian and cycle connections, public transport and other public spaces;</li> <li>(c) architectural features that create a distinct or varied built form from buildings around it.</li> </ul>	<p><b>AO2.1</b> Development on gateway sites:</p> <ul style="list-style-type: none"> <li>(a) contain land uses that contribute to the precinct intent and outcomes;</li> <li>(b) contain active frontages and facades to public spaces and public transport facilities;</li> <li>(c) are finished with architectural features such as articulated roof profiles, parapets, awnings and balconies, tropical landscaping, and a range of building materials.</li> </ul> <p>Note – Refer to the definition of Gateway site contained in Schedule 1.2.</p>
<p><b>PO3</b></p>	<p><b>AO3.1</b></p>

Performance outcomes	Acceptable outcomes
<p>Development on Ishmael Road and Mulgrave Road provides active frontages and connectivity of streetscape, pedestrian paths and street front spaces promoting integration with surrounding areas.</p>	<p>Development is built to the street front boundary along Mulgrave Road and Ishmael Road.</p> <p><b>AO3.2</b> A cantilevered awning is provided over the footpath, to the full frontage of the site, with a setback of 1 metre from the face of the kerb, and with:</p> <ul style="list-style-type: none"> <li>(a) a maximum height of 3 metres from the footpath level to the underside of the awning; or</li> <li>(b) at a height consistent with or stepping up/down to, the awning structures on buildings on adjacent sites.</li> </ul> <p><b>AO3.3</b> The street frontage is predominantly populated with land uses such as offices, shops or food and drink outlets.</p>
<p><b>PO4</b> Buildings establish a positive urban form and identity for the Earlville Major centre when viewed from public places.</p>	<p><b>AO4.1</b> Buildings incorporate a range of materials and finishes, roofscapes, fenestration and shading devices, and architectural features that contribute to an emerging identity for the Earlville Major centre.</p>
<b>Open space, pedestrian and cycle networks</b>	
<p><b>PO5</b> Development delivers pedestrian, cycling and road connections in locations shown on the Earlville local plan maps contained in Schedule 2 to improve the connectivity within the local plan area and provide public transport supportive neighbourhoods and environments.</p>	<p><b>AO5.1</b> No acceptable outcomes are provided.</p>
<b>Car parking area</b>	
<p><b>PO6</b> Development ensures that off-street parking is not a dominant visual feature of development.</p>	<p><b>AO6.1</b> Development ensures car parking areas are not dominant visual features through incorporating:</p> <ul style="list-style-type: none"> <li>(a) articulated and enclosed car parking facilities; or</li> <li>(b) car parking areas that are sleeved behind buildings encompassing land uses; or</li> <li>(c) car parking areas that are provided in a number of smaller parts over a large site; or</li> <li>(d) car parking areas that are screened through dense landscaping.</li> </ul> <p>Note – Planning scheme policy – Crime prevention through environmental design (CPTED) provides guidance on the incorporation of safe design principles.</p>
<b>Additional requirements for Precinct 1 – Earlville core</b>	
<p><b>PO7</b> Development in the Precinct 1 - Earlville core represents the highest intensity of retail and commercial land use and building design within the Earlville local plan area.</p>	<p><b>AO7.1</b> No acceptable outcomes are provided.</p>

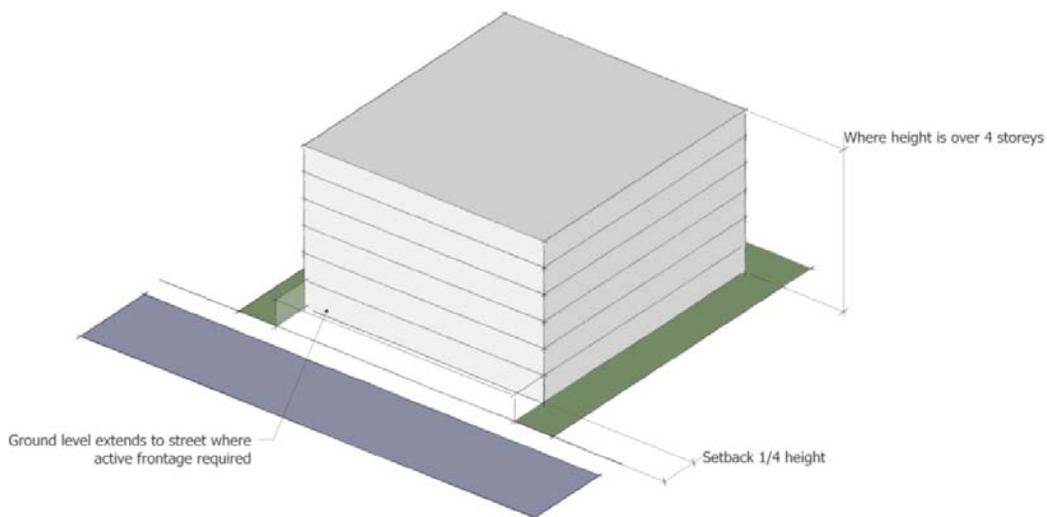
Performance outcomes	Acceptable outcomes
<b>Additional requirements for Precinct 2 – Earlville frame</b>	
<p><b>PO8</b> Development in the Precinct 2 - Earlville frame is subservient to the dominant retail uses within Precinct 1 - Earlville core.</p>	<p><b>AO8.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Precinct 3 – Cannon Park (only applies to development that is not associated with or ancillary to the race course)</b>	
<p><b>PO9</b> Development ensures local road connections to Ishmael Road, Mulgrave Road and the future Earlville bypass road are established.</p>	<p><b>AO9.1</b> No acceptable outcomes are provided.</p>
<p><b>PO10</b> Development of the site is supported by:</p> <ul style="list-style-type: none"> <li>(a) a detailed structure plan prepared to show how the site may be developed over time;</li> <li>(b) demonstration that the proposed development supports the role of Earlville as a transit oriented community;</li> <li>(c) building design and layout reflects the significance of the race course to the local history of Cairns;</li> <li>(d) connections to surrounding infrastructure networks.</li> </ul> <p>Note – Planning scheme policy – Structure planning provides guidance on preparing structure plans and details to support development applications.</p>	<p><b>AO10.1</b> No acceptable outcomes are provided.</p>

**Table 7.2.3.4.b – Earlville local plan building heights, frontages and land areas**

Precinct	Land area	Minimum frontage	Height
Precinct 1 - Earlville core	> 800m <sup>2</sup>	As per zone code and use code requirements.	
	800m <sup>2</sup> - 2,000m <sup>2</sup>	20 metres	15 metres and 4 storeys in height
	>2,000m <sup>2</sup>	40 metres	21 metres and 6 storeys in height
Precinct 2 - Earlville frame	<2,000m <sup>2</sup>	As per zone code and use code requirements	
	>2,000m <sup>2</sup>	40 metres	18 metres and 5 storeys in height
Precinct 3 - Cannon Park	No acceptable outcomes are provided.		



**Figure 7.2.3.4.a – Setbacks for buildings greater than four storeys adjacent to a residential zone**



**Figure 7.2.3.4.b – Setbacks for buildings greater than four storeys adjacent to a non-residential zone**

## 7.2.4 Edmonton local plan code

### 7.2.4.1 Application

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

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

### 7.2.4.2 Context and setting

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

The Edmonton local plan area is located approximately 10 kilometres to the south of the Cairns city centre. The local plan area is located on the western side of the Bruce Highway. The northern boundary is formed by Blackfellows Creek and the southern boundary, in part, by McKinnon Creek and to the west to Walker Road

The area was first established for sugar cane cultivation with the expansion of the northern sugar industry and the establishment of the Hambledon Mill in the late 1800's. The land known as Mann's Farm is central to Local plan area and has been farmed for sugar cane cultivation by successive generations of the Mann family for 115 years and is designated for the future Edmonton town centre.

The local plan area consists of the Edmonton Major centre site which contains a future Health precinct on the eastern portion of the existing sugar cane farm. In the west of the local plan area key sites include the Isabella State School, Cairns Regional Council's district sporting precinct, Sugarworld Gardens and the existing shopping centre. Safe pedestrian connectivity between these areas should be serviced with improved pedestrian and bicycle links.

The land to the south of the Edmonton Major centre contains predominantly detached dwellings on a mix of traditional lot sizes of approximately 700m<sup>2</sup> or greater. Opportunities exist for consolidating these lots for higher density residential densities. The underlying zones provide direction on the outcomes sought by new development in this area. Hambledon State School is located to the south of the Edmonton Major centre site. Safe pedestrian and bicycle connectivity between the school, the centre and surrounding areas should be enhanced.

The Edmonton Major centre will become the highest order of centre for the Edmonton and Southern growth corridor. The Edmonton Centre core precinct forms the 'heart' of the business district and will develop the characteristics and qualities evident in the main streets of traditional townships where a wide range of integrated uses and building types define an attractive and 'user-friendly' pattern of public spaces of high amenity and accessibility for all users. The built form of the Edmonton centre core precinct will encourage pedestrian scale streets and spaces with active frontages. The adjacent Edmonton centre frame precinct provides the transition of commercial and residential uses alongside the Community health precinct. The Edmonton Major centre will include a variety of public and private sector uses, as well as open spaces where people can gather and hold public events which allows the local plan area and surrounds to be relatively self-contained. This provision of a wide mix of uses is much like the Cairns city centre. However, the development of the Edmonton Major centre will need to be consistent with its role within the greater hierarchy of centres for the Cairns region.

Land adjacent to the Community health precinct also has an opportunity for urban consolidation and higher residential densities where consolidation of lots can occur and passive surveillance and access to parks can be facilitated.

The existing mixed use / highway precinct contains a mix of recreation, shopping, local centre, clerical and government (library, post office, police) uses. Whilst some of these uses, in particular those oriented towards the government sector, are likely to relocate to the Edmonton Major centre, the general built form and development mix are expected to remain.

Key outcomes of the Edmonton Major centre and local plan will be to increase accessibility for pedestrians, support transit orientated development opportunities and provide effective cycle and pedestrian links to the future public transport station to be located to the north of the site on Logomeir Road. Ultimately the primary access to the Edmonton Major centre from the highway will be via the planned Bentley Park interchange which will feed traffic from the highway to the north of the site through Logomeir Road.

The establishment of the Edmonton centre core and Edmonton centre frame precincts should be in accordance with the Edmonton local plan purpose and ensure that the frame continues to develop with complimentary land uses that do not detract from the primacy of the town centre within the local plan area.

The Edmonton local plan aims to facilitate re-development and increased densities within certain key sites through up-zoning. However, higher densities of development should only occur when lots are consolidated or existing sites can appropriately accommodate the proposed development to achieve a better overall outcome.

#### 7.2.4.3 Purpose

- (1) The purpose of the Edmonton local plan is to:
  - (a) facilitate the establishment of the Edmonton Major centre which provides for a mix of uses and activities to provide higher order employment, retail, administrative, community, cultural, entertainment and leisure functions and facilities to service the local area and future Mount Peter locality;
  - (b) establish a framework for the Edmonton Major centre that has:
    - (i) a Centre core precinct which contains the highest mix and density of community, commercial, retail, entertainment and residential activities, within the Edmonton local plan area;
    - (ii) an Edmonton centre frame precinct which has complementary land uses which support the Centre core precinct;
    - (iii) a Community health precinct which provides for community health infrastructure, and business and facilities aligned with the health and well-being of the community;
    - (iv) an Urban consolidation precinct of higher residential densities to support economic activity and public transport systems in the Edmonton Major centre.
  - (c) facilitate integration through:
    - (i) land uses and infrastructure to support the public transport node and the Major centre;
    - (ii) an interconnected network of public streets providing for the efficient movement of pedestrians, cyclists, public transport and vehicles;
    - (iii) high levels of connectivity to transport networks, open space, sport and recreation facilities, community facilities and existing commercial areas.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) the Edmonton Major centre is established within the local plan area, as part of the hierarchy of centres as identified on the Strategic framework maps contained in Schedule 2;
  - (b) development contributes to the framework of the Edmonton Major centre with Precinct 1 - Edmonton centre core being the dominant precinct for retail, commercial and community activity within the local plan area;
  - (c) development within the Edmonton Major centre ensures that the role and function of the centre can be achieved over time;
  - (d) development on gateway sites identified on the Edmonton local plan maps contained in Schedule 2 are designed to establish a built form which provides an attractive point of arrival;
  - (e) roads incorporate wide verges, underground services, street tree planting and facilitate pedestrian and cycle movement;

- (f) development provides a high quality built form that is responsive to the tropical setting and provides a varied and interesting streetscape;
- (g) appropriately scaled public art and cultural infrastructure is provided;
- (h) vehicle parking areas are integrated within or behind buildings to ensure they are not dominant visual features of the local plan area;
- (i) development reinforces the local character and history through elements of design;
- (j) development contributes to an inclusive, active, healthy and engaged community with a high level of access to social, cultural and community services, infrastructure and facilities;
- (k) development contributes to diversity in housing choice in identified areas of higher residential densities and through the consolidation of existing residential land;
- (l) built form around the Edmonton future public transport station is oriented toward the station and provides ground-floor, pedestrian-oriented uses that activate the Precinct 1 – Edmonton centre core.

### **Precinct 1 – Edmonton centre core**

- (3) In addition to 7.2.4.3(2), the overall outcomes sought for the precinct are:
  - (a) development is of a mixed-use, multi-storey form where the mix of uses is achieved vertically (e.g. multiple dwellings above retail and commercial uses) to ensure a continuous active frontage at ground level;
  - (b) development is predominantly for the establishment of a range of shopping, commercial, entertainment, leisure, residential and community uses;
  - (c) large-scale commercial uses such as a supermarket or a discount department store are located within the precinct and integrate with the streetscape rather than being located within internalised centres;
  - (d) buildings are designed to achieve a comfortable, high-quality pedestrian environment in the public realm at a human scale;
  - (e) building heights ensure a transition in height to land outside the precinct;
  - (f) buildings on street corners are designed to emphasise the importance of their location and anchor the corner;
  - (g) the design of streets and adjacent development fosters safe, and convenient and equitable pedestrian access throughout the precinct;
  - (h) development integrates with surrounding development by contributing to the establishment of an interconnected network of public streets enabling the efficient and comfortable movement of pedestrians, cyclists, public transport and vehicles;
  - (i) a multi-purpose park provides a focal point for the Edmonton Major centre and an attractive gathering space that is robustly designed to be able to accommodate a variety of community events of differing scales.

### **Precinct 2 – Edmonton centre frame**

- (4) In addition to 7.2.4.3(2), the overall outcomes sought for the precinct are:
  - (a) commercial office, shopping and residential land uses are integrated within the precinct through mixed-use developments, whereby no single land use dominates the precinct;
  - (b) the existing commercial activities that occur in the precinct to the west and east of Precinct 1 – Edmonton centre core are integrated within the newly established Edmonton Major centre;
  - (c) buildings and public spaces achieve a high standard of design, form and finishes and demonstrate a practical and appealing tropical design response;
  - (d) development reinforces a public transport, pedestrian and cycle networks by including linkages and integrating with surrounding development within Precinct 1 – Edmonton centre core and Precinct 3 - Community health;
  - (e) any future public transport station is fronted by active uses that assist in establishing a point of arrival, while also providing for surveillance of the station;

- (f) built form in proximity to the future public transport station is orientated towards the stations and provides ground-floor, pedestrian-oriented uses that activate the precinct.

**Precinct 3 – Community health**

- (5) In addition to 7.2.4.3(2), the overall outcomes sought for the precinct are:
  - (a) the use of land within the precinct is directly aligned to the health services industry or community well-being;
  - (b) development results in land uses that are complementary to those within Precinct 1 – Edmonton centre core and Precinct 2 – Edmonton centre frame rather than being competitive;
  - (c) development results in a compact built form where taller buildings are designed and constructed to maximise opportunities for public spaces;
  - (d) development ensures pedestrian, cycle and vehicle links integrate the precinct with surrounding communities and precincts.

**Precinct 4 – Urban consolidation**

- (6) In addition to 7.2.4.3(2), the overall outcomes sought for the precinct are:
  - (a) higher residential densities within the precinct are encouraged through consolidation of lots with increased heights and separation from lower density residential activities;
  - (b) development with multiple frontages (to roads or open space areas) is designed and oriented to activate and provide casual surveillance to the public spaces and foster improved use of public space where near the Edmonton Major centre.

**7.2.4.4 Criteria for assessment**

Part A - Criteria for assessable development

**Table 7.2.4.4.a – Edmonton local plan code – assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<p><b>PO1</b> Development of gateway sites identified on the Edmonton local plan maps contained in Schedule 2 results in memorable architecture and distinctive developments in the local area through:</p> <ul style="list-style-type: none"> <li>(a) land uses that contribute to the creation of the place;</li> <li>(b) active frontages to streets, pedestrian and cycle connections, public transport and other public spaces;</li> <li>(c) architectural features that create a distinct or varied built form from buildings around it.</li> </ul>	<p><b>AO1.1</b> Development on gateway sites:</p> <ul style="list-style-type: none"> <li>(a) contain land uses that contribute to the precinct intent and outcomes;</li> <li>(b) contain active frontages and facades to public spaces and public transport facilities;</li> <li>(c) are finished with architectural features such as articulated roof profiles, parapets, awnings and balconies, tropical landscaping, and a range of building materials.</li> </ul> <p>Note – Height is inclusive of the roof height.</p> <p>Note – Gateway sites are identified on the Edmonton local plan maps contained in Schedule 2.</p> <p>Note – Refer to the definition of Gateway site contained in Schedule 1.2.</p>
<p><b>PO2</b> Buildings establish a positive urban form and identity for the Edmonton Major centre.</p>	<p><b>AO2.1</b> Buildings incorporate a range of materials and finishes, roofscapes, fenestration and shading devices, and architectural features that contribute to an emerging identity for the Edmonton Major centre.</p>
<p><b>PO3</b> Development within 100m of the future public transport station:</p>	<p><b>AO3.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<ul style="list-style-type: none"> <li>(a) orientates toward the Station;</li> <li>(b) provides ground-floor, pedestrian-oriented uses that activate public spaces;</li> <li>(c) ensures a built form as a gateway to the Edmonton Major centre.</li> </ul>	
<p><b>PO4</b> Development establishes a network and hierarchy of pedestrian, cycle and vehicular access links that:</p> <ul style="list-style-type: none"> <li>(a) is based on a grid network of streets;</li> <li>(b) has walkable block sizes;</li> <li>(c) is safe, efficient and provides for the needs of all users of the Edmonton Major centre;</li> <li>(d) has a high level of connectivity for all users;</li> <li>(e) establishes links between precincts and broader community focal points.</li> </ul>	<p><b>AO4.1</b> No acceptable outcomes are provided.</p>
<p><b>PO5</b> Development ensures that off-street parking is not a dominant visual feature of streets and public spaces.</p>	<p><b>AO5.1</b> Development ensures car parking areas are not dominant visual features through incorporating:</p> <ul style="list-style-type: none"> <li>(a) articulated and enclosed car parking facilities; or</li> <li>(b) car parking areas that are located behind buildings; or</li> <li>(c) car parking areas that are provided in a number of smaller parts over a large site; or</li> <li>(d) car parking areas that are screened through dense landscaping.</li> </ul> <p>Note – Planning scheme policy – Crime prevention through environmental design (CPTED) provides guidance on the incorporation of safe design principles.</p>
<p><b>Additional requirements for development within the Major centre zone and Precinct 3 – Community health</b></p>	
<p><b>PO6</b> Development reinforces the establishment of the Edmonton Major centre with consideration for:</p> <ul style="list-style-type: none"> <li>(a) development sequencing;</li> <li>(b) structure of Edmonton Major centre and place making;</li> <li>(c) economic development and employment;</li> <li>(d) transport and mobility;</li> <li>(e) community facilities and recreation land;</li> <li>(f) infrastructure networks;</li> <li>(g) centres design.</li> </ul>	<p><b>AO6.1</b> A structure plan supports development proposing reconfiguring a lot or material change of use to demonstrate how the development meets the needs of the community, implements the centre structure and infrastructure networks identified on the Edmonton local plan maps contained in Schedule 2;</p> <p>or</p> <p><b>AO6.2</b> Development is consistent with an approved structure plan, preliminary approval or development permit.</p> <p>Note – Guidance on preparing a structure plan is provided within Planning scheme policy – Structure planning and additional considerations may be sought by the zone or overlays applicable to the land.</p>
<p><b>Additional requirements for Precinct 1 – Edmonton centre core</b></p>	
<p><b>PO7</b> Development in Precinct 1 – Edmonton centre</p>	<p><b>AO7.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<p>core provides for a mix of land uses and ensures:</p> <ul style="list-style-type: none"> <li>(a) convenient access to community facilities;</li> <li>(b) diverse employment opportunities;</li> <li>(c) opportunity for social interaction;</li> <li>(d) urban vitality and street life;</li> <li>(e) increased synergy and compatibility of proposed uses;</li> <li>(f) potential conflict between land uses is minimised;</li> <li>(g) the provision of mixed housing types;</li> <li>(h) mixed use activities are located on public transport stops;</li> <li>(i) civic buildings and community facilities are provided in visible locations;</li> <li>(j) retail development with a GFA of greater than 2,500m<sup>2</sup> is located at the edge of the precinct.</li> </ul>	
<p><b>PO8</b> The height of buildings or structures:</p> <ul style="list-style-type: none"> <li>(a) reinforces Precinct 1 - Edmonton centre core as the area accommodating the highest intensity of development;</li> <li>(b) ensures that there is a transition of building form from the Edmonton centre core to the surrounding areas;</li> <li>(c) ensures there is variation in vertical rhythm, scale and architectural detail;</li> <li>(d) buildings located on gateway sites are designed to express and emphasise the importance of their location.</li> </ul> <p>Note – A visual impact assessment may be required where a proposed development exceeds the height stated in AO8.1. Planning scheme policy – Landscape values provides guidance on undertaking a visual impact assessment.</p> <p>Note – Where a proposed development exceeds the height stated in AO8.1 or AO8.2, the proposed setbacks and site coverage will be assessed in relation to the proposed height.</p>	<p><b>AO8.1</b> Buildings or structures are not more than 20 metres and 5 storeys in height.</p> <p>or</p> <p><b>AO8.2</b> Where on a gateway site, buildings and structures are not more than 23.5 metres and 6 storeys in height.</p> <p>Note – Height is inclusive of roof height.</p> <p><b>AO8.3</b> The design of podium levels and street frontages of tall buildings pays particular regard to design features of the streetscape, including:</p> <ul style="list-style-type: none"> <li>(a) horizontal forms, such as roof heights, plinths, verandahs, parapets and eaves;</li> <li>(b) dominant and accentuated vertical patterning;</li> <li>(c) the scale and patterning of openings and associated shades and awnings;</li> <li>(d) the colour, texture and scale of building materials and trims;</li> <li>(e) other dominant features of adjacent development.</li> </ul>
<p><b>PO9</b> Development:</p> <ul style="list-style-type: none"> <li>(a) defines the linear space of the street;</li> <li>(b) does not dominate the streetscape;</li> <li>(c) ensures that there is separation between towers;</li> <li>(d) ensures that the availability of light and ventilation to towers and adjoining premises is maximised.</li> </ul>	<p><b>AO9.1</b> Site cover and setbacks for buildings as set out in Table 7.2.4.4.b are achieved.</p>
<p><b>PO10</b> Development is designed to:</p> <ul style="list-style-type: none"> <li>(a) present an attractive and active street frontage;</li> </ul>	<p><b>AO10.1</b> Development is built to the street frontage(s).</p> <p><b>AO10.2</b> A cantilevered awning is provided over the footpath,</p>

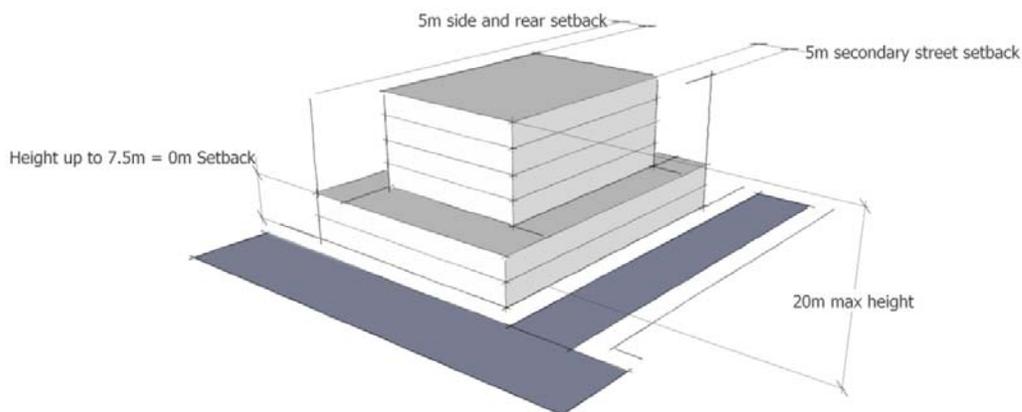
Performance outcomes	Acceptable outcomes
<p>(b) provide articulated buildings defining and addressing the street;</p> <p>(b) create a vibrant street-orientated atmosphere;</p> <p>(c) provide a safe and high quality pedestrian environment.</p> <p>Note – Planning scheme policy – Crime prevention through environmental design(CPTED) provides guidance on incorporating safe design principles.</p>	<p>to the full frontage of the site, with a setback of 1 metre from the face of the kerb, and with:</p> <p>(a) a maximum height of 3 metres from the footpath level to the underside of the awning; or</p> <p>(b) at a height consistent with, or stepping up/down to, the awning structures on buildings on adjoining sites.</p> <p><b>AO10.3</b> Development incorporates active frontages and predominantly consists of land uses such as offices, shops or food and drink outlets.</p> <p><b>AO10.4</b> The street frontage of buildings:</p> <p>(a) has a main entrance facing the primary street frontage or the street corner;</p> <p>(b) has windows and balconies that overlook all street frontages and adjacent public / civic areas;</p> <p>(c) is broken into human scale by the use of awnings, verandahs, columns, changes in plan, and appropriately scaled doors and windows;</p> <p>(d) does not feature expanses of blank walls or visually impermeable security devices at the pedestrian level;</p> <p>(e) does not create opportunities for human concealment.</p>
<p><b>PO11</b> Development provides a mix of uses vertically within multi-storey buildings with active frontages on the ground floor.</p>	<p><b>AO11.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<b>Additional requirements for Precinct 2 – Edmonton centre frame</b>	
<p><b>PO12</b> Development in Precinct 2 – Edmonton centre frame is developed with a mix of uses to ensure:</p> <ul style="list-style-type: none"> <li>(a) convenient access to community facilities and diverse employment opportunities;</li> <li>(b) opportunity for social interaction;</li> <li>(c) urban vitality and street life;</li> <li>(d) increased opportunities for co-locating compatible land uses;</li> <li>(e) potential conflict between land uses is minimised;</li> <li>(f) the provision of mixed housing types.</li> </ul>	<p><b>AO12.1</b> No acceptable outcomes are provided.</p>
<p><b>PO13</b> The height of buildings or structures:</p> <ul style="list-style-type: none"> <li>(a) reinforce the function of the Precinct;</li> <li>(b) ensure there is a transition of building form, from the Edmonton centre frame precinct to the surrounding areas.</li> </ul> <p>Note – Where a proposed development exceeds the height stated in AO13.1 or AO13.2, the proposed setbacks and site coverage will be assessed in relation to the proposed height.</p>	<p><b>AO13.1</b> Buildings or structures are not more than 17 metres and 4 storeys in height.</p> <p>or</p> <p><b>AO13.2</b> Where on a gateway site, buildings and structures are not more than 30 metres and 5 storeys in height.</p> <p>Note - Height is inclusive of the roof height.</p>
<p><b>PO14</b> Where development requires larger floor areas or has the potential to cause local impacts, they are located on the edge of the Centre Frame precinct, and opportunities for active street frontages are maximised by:</p> <ul style="list-style-type: none"> <li>(a) providing an active street frontage to at least 25% of the frontage;</li> <li>(b) ensuring blank sides are not visible from the primary street frontage;</li> <li>(c) being designed to minimise the appearance of being stand-alone buildings;</li> <li>(d) ensuring service delivery areas are located at the rear of the site, and are not visible from the primary street frontage.</li> </ul>	<p><b>AO14.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Precinct 3 – Community health</b>	
<p><b>PO15</b> Development in Precinct 3 – Community health is directly aligned to the health services industry or community well-being.</p>	<p><b>AO15.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO16</b> Development in Precinct 3 – Community health is constructed to promote a compact urban form and the height of buildings or structures ensures:</p> <ul style="list-style-type: none"> <li>(a) taller buildings are constructed to prevent horizontal sprawl and maximising opportunities for public spaces;</li> <li>(b) there is a transition of building form from the precinct to the surrounding areas;</li> <li>(c) variation in vertical rhythm, scale and architectural detail.</li> </ul>	<p><b>AO16.1</b> No acceptable outcomes are provided.</p>
<p><b>Additional requirements for Precinct 4 – Urban consolidation</b></p>	
<p><b>PO17</b> The establishment of higher residential densities occurs through consolidation of low density residential land and activities.</p>	<p><b>AO17.1</b> No acceptable outcomes are provided.</p>
<p><b>PO18</b> Residential development with multiple frontages to public spaces (roads or open space areas) are designed and oriented to activate and provide casual surveillance to the public spaces.</p>	<p><b>AO18.1</b> No acceptable outcomes are provided.</p>

**Table 7.2.4.4.b – Edmonton local plan building heights site cover and setbacks**

Height	Site cover	Setbacks
All levels between 0 metres – 7.5 metres	100%	0 metres to all boundaries
All levels between 7.5 metres and 23.5 metres	50%	10 metres to primary street frontage; 5 metres to secondary street frontage; 5 metres to other boundaries



**Figure 7.2.4.4.a – Height, setbacks and site cover for buildings in Precinct 1 – Edmonton Centre Core**

## 7.2.5 Edmonton industry and business local plan code

### 7.2.5.1 Application

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

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

### 7.2.5.2 Context and setting

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

#### Edmonton industry and business growth

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

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

#### Public and active transport

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

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

#### Desired future community form

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

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

sustainable and equitable manner at the desired standard of service.

### **Strategic outcomes**

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

#### Economic development and employment

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

#### Biodiversity conservation

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

#### Protection of waterways, wetlands and water quality

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

#### Coastal management

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

#### Transport and mobility

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

#### Cultural heritage

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

#### Integrated water cycle management

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

#### Integrated and sustainable infrastructure

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

### **Development assessment**

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

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

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

### 7.2.5.3 Purpose

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

#### Development sequencing and impacts of current activities

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

#### Structure planning and place making

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

#### Economic development and employment

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

**Transport and mobility**

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

**Community facilities, open space and sport and recreation facilities**

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

**Precinct 1 – Business, trades and service employment**

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

**Precinct 2 – Industry employment**

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

**Precinct 3 – Transport and high impact industries**

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

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

#### **Precinct 4 – Mixed use centre**

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

#### **Precinct 5 – Existing employment**

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

#### **Precinct 6 – Existing community**

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

#### **Precinct 7 – High impact sports**

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

**Precinct 8 – Future investigation**

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

**7.2.5.4 Criteria for assessment**

Part A - Criteria for assessable development

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

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

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

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

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

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

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

## 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

## 7.2.7 Mount Peter local plan code

### 7.2.7.1 Application

The Mount Peter local plan code applies to assessing development within the Mount Peter local plan area as shown on the Mount Peter local plan maps contained in Schedule 2.

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

### 7.2.7.2 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 Mount Peter local plan code.

#### Physical attributes

The dominant features of the District are the low lying alluvial plains of the Trinity Inlet Catchment and the steep vegetated ranges to the west and south of the district which form part of the Wet Tropics World Heritage Area. A number of waterways traverse the area including Wrights Creek which traverses the centre of the local plan area and Peterson Creek and Mackey Creek which defines the northern and southern boundaries of the local plan area respectively.

The scenic qualities of Mount Peter contribute significantly to the character, landscape qualities and appeal of the Cairns city as a whole. The local plan area contains significant natural areas which are important to the conservation of biodiversity. Many of these areas are included in the Wet Tropics World Heritage Area. These areas together with the remaining vegetation and riparian corridors should be maintained, enhanced, conserved and appropriately managed as part of the open space network. Similarly, the hillslopes which provide such a dramatic backdrop to the area should be retained in their existing state. Connectivity between the remaining vegetation should be achieved by providing links and corridors between vegetated areas, waterways and the hillslopes.

#### Urban development

Urban development is intended to occur in areas previously cleared for rural purposes. Mount Peter is proposed to accommodate much of the population growth expected in the Southern growth corridor. The opportunities for residential living extend from lower density and conventional residential living on the western periphery of Mount Peter, and medium to higher density residential living in areas close to centres, community services, facilities and public transport. New residential development should achieve an efficient use of land and should foster the growth of residential communities with recognisable character and a sense of place.

#### Economic development and employment

Across the local plan area there are opportunities for the integrated development of commercial, retail, business facilities, community and service facilities in and adjacent to centres. The establishment of centres are intended to service the developing residential areas across the local plan and to provide employment opportunities for the local plan and for communities within the adjoining districts. Land to the east of the Bruce Highway (which is located within the Edmonton industry and business local plan) is intended for employment based uses, such as low impact industrial, transport-based industries, business/technology park and complementary mixed use industry based facilities and is intended to play a key role as a major employment node for Mount Peter and the Southern growth corridor. Low intensity tourist activities based on appreciation and enjoyment of the natural environment are considered to be acceptable in the area, provided there are no adverse impacts on natural areas. The extraction of sand, gravel and hard rock, occurring at the south western extent of the Local plan area will continue throughout the development of Mount Peter.

### Public and active transport

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

### Desired future community form

Key attributes of the future urban community of the Mount Peter local plan area include:

- (1) A land use structure and form of development that is transit oriented and designed to support the use of public and active transport modes over private vehicle use;
- (2) A network of centres, that complement the hierarchy of centres, and accommodate major employment and other centre functions including retail facilities, community facilities, public transport interchanges, civic and cultural facilities necessary to meet the needs of the Mount Peter urban community and promote high levels of community self-containment;
- (3) An interconnected environmental and urban open space system that frames individual urban villages, provides for the protection of significant natural areas and environmental values and accommodates sport and recreation facilities that promote active living and healthy lifestyles;
- (4) High standards of environmental performance are achieved through the protection, enhancement and management of the community's significant ecological assets and by designing all development such that it maintains and protects ecological integrity and processes, the physical condition, ecological health and environmental values of natural areas, and surface and ground water systems;
- (5) A diversity of lot sizes and housing types that meet the lifecycle needs of residents and provide opportunities for affordable living, with the highest density of residential development located close to centres and public transport;
- (6) High standards of tropical design and place making that contribute to the establishment of Mount Peter as an attractive, comfortable place to live with a strong sense of community identity;
- (7) Infrastructure and facilities that are provided to residents in a timely, cost effective, sustainable and equitable manner at the desired standard of service.

### Strategic outcomes

To achieve the desired future community form for the Mount Peter local plan the following strategic outcomes have been facilitated into the Mount Peter local plan code:

#### Economic Development and Employment

Mount Peter achieves a prosperous, strong, vibrant and sustainable economy, providing employment across a diversity of interconnected centres with a high proportion of people living and working in Mount Peter.

#### Biodiversity Conservation

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

#### Protection of waterways, wetlands and water quality

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

#### Transport and Mobility

Movement within and to areas beyond the local plan area is sustainable, convenient and safe. The transport system design makes it easier to walk, cycle and access public transport. The public transport system integrates with centres, residential development, education and employment hubs to reduce vehicle dependency. Connected and safe walking and cycling networks also contribute towards reduced car dependency.

Strong and Sustainable Community

Residents enjoy a range of quality services, facilities and community events and feel a strong sense of identity, safety and security. Communities are connected and in addition to high standards of services residents enjoy the physical environment of an urban setting that responds to the climatic environments and mitigates environmental impacts through sensitive and smart urban design.

Community Facilities

The current and future social needs of the Mount Peter community are met through the coordinated planning and provision of a range of community facilities and services (including schools, churches, community centres, libraries, cultural facilities, child care services, health and support services, justice and emergency services).

Cultural Heritage

The history and cultural heritage of Mount Peter is respected. These areas include, and are not limited to, Indigenous cultural heritage and historic sites associated with the former mining, timber and cane growing industries.

Place-making

Mount Peter establishes a sustainable approach to urban development through a considered mix of residential, open space, community and employment uses. Centres within Mount Peter become the focal point of urban life, supported by economic drivers, catalysts and high frequency public transport services. The centres develop to support a variety of needs and integrate with the higher level of service of Edmonton Town Centre and the Gordonvale District Centre.

Housing Types

Housing diversity responds to the needs of the community, through the provision of a diverse and affordable housing choice that is responsive to the changing demographic structure of the Mount Peter population, promoting social diversity and equitable access to goods and services. Housing typologies and densities are achieved through a phased approach to development.

Active and Passive Recreation

Residents in the Mount Peter local plan area are provided with sporting and recreation facilities which promote active living and healthy lifestyles through opportunities for play, sport, walking and cycling. Incidental physical activity is provided for through passive recreation opportunities in local parks, linear open space links and a connected street network.

Integrated Water Cycle Management

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

Integrated & Sustainable Infrastructure

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

**Development assessment**

It is recognised that many aspects of these strategic outcomes are integrated across the planning scheme and will be reflected in a number of elements of the planning scheme through the strategic framework, overlay codes, zone codes, use codes, general codes, local government infrastructure plan and planning scheme policies. A holistic, adaptable and sustainable approach will need to be taken to development assessment processes for structure plans and development activities within the Mount Peter local plan area.

### 7.2.7.3 Purpose

- (1) The purpose of the Mount Peter local plan code is to facilitate the overall outcomes and precinct specific outcomes of the code through a well-planned, strategic and integrated approach to development of new communities in the Southern growth corridor.
- (2) The purpose of the code will be achieved through the following overall outcomes:

#### Development sequencing and impacts of current activities

- (a) development in the Mount Peter local plan area is consistent with the overall structure to achieve the indicative community needs specified for each Precinct in Table 7.2.7.4.b;
- (b) development ensures the purpose and overall outcomes of the Edmonton industry and business local plan the Gordonvale local plan and the Edmonton local plan are not compromised through inefficient use of land within the Mount Peter local plan area;
- (c) land is developed sequentially from the north;
- (d) land beyond the Initial development area as identified on the Mount Peter local plan maps contained in Schedule 2, is not developed for urban purposes until the area within the Initial development area is established for urban purposes and infrastructure has been brought to the edge of the Initial development area which is able to service land beyond the Initial development area;
- (e) development within the Initial development area does not compromise the overall outcomes for development of the balance of the local plan area (i.e. within the areas outside the Initial development area);
- (f) new development which is potentially incompatible with urban development is not established in the local plan area where such uses would constrain the efficient expansion of urban development in the future;
- (g) development does not compromise the operation of existing resource extraction activities;
- (h) areas currently utilised for primary production continue to be used for this purpose for the longest extent possible.

#### Structure planning and place making

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

#### Economic development and employment

- (j) economic development within the Mount Peter local plan area creates employment, attracts investment and services and enhances the region's environment, lifestyle and community;
- (k) provide for the continuation of extractive industries, poultry farms and aquaculture on an interim basis and for the appropriate use of separation distances and buffer areas;
- (l) new centres within the Mount Peter local plan area are of a scale, and incorporate functions, that are consistent with the role of that centre in the centres hierarchy and occur in an orderly and sequenced manner that does not unreasonably impact upon other existing and planned centres outside of the Mount Peter local plan area.

#### Housing choice and diversity

- (m) development provides a range of housing forms and styles that can achieve the desired level of self-containment;
- (n) adaptable housing is encouraged to meet the needs of the community through its life cycle.

#### Transport and mobility

- (o) communities are serviced by a functional and safe road network with an efficient internal circulation system and connectivity to the Bruce Highway;

- (p) a public transport system is enabled by establishing a network of supportive roads and efficient subdivision layouts;
- (q) the ultimate intensity and density of development is higher around transit nodes than other areas.

### Community facilities

- (r) A range of community facilities are:
  - (i) provided to respond to local needs, encourage active community participation and healthy lifestyles and help build the life and identity of the community;
  - (ii) established in locations which are convenient and highly accessible to the communities they serve;
  - (iii) located, sized and designed to maximise opportunities for co-location and sharing of land between educational facilities, sport and recreation facilities and other community facilities.

### Recreation opportunities

- (s) A range of parks, sport and recreation spaces provide:
  - (i) accessible, functional and appealing open space areas and facilities which promote active living and healthy lifestyles through opportunities for recreation, sport, walking, cycling and play;
  - (ii) a network of open space and sport and recreation land is provided throughout the Mount Peter Local Plan area;
  - (iii) a range of low impact environmental recreation and educational opportunities and outdoor experiences compatible with the protection of ecological values.

### Centres

- (t) Centres are established generally in locations identified on the Mount Peter local plan maps contained in Schedule 2, and:
  - (iii) complement and reinforce the role and function of nearby centres and employment nodes, recognising that Edmonton is the Major centre for the Southern growth corridor;
  - (iv) are developed predominantly in the form of active street frontages, as opposed to fully enclosed retail formats;
  - (v) are established with two key precincts; a core and a frame:
    - (A) within the Core precinct, development is predominantly retail, commercial, and civic and community facilities at a high intensity;
    - (B) within the Frame precinct, development is of a lesser intensity and provides for residential (at higher densities), retail and local service and community needs, acting as a transition from centre to residential neighbourhoods.
- (u) local and neighbourhood centres provide for a range of small scale retail and commercial uses and encourage open space and community infrastructure as focal points within communities;
- (v) mixed use centres are developed for major elements of the community facilities infrastructure network not otherwise accommodated within the planned centres;
- (w) integrate public transport infrastructure and facilities.

### Precinct 1 - Conservation

- (3) In addition to 7.2.7.3(2), the overall outcomes sought for the precinct are:
  - (a) development, other than infrastructure for access corridors, community needs and environmentally compatible uses and activities (i.e. environmental education and interpretive signage, shared use trails and associated amenities, is not established;
  - (b) development is compatible with the purpose of the precinct which provides for the protection and enhancement of important environmental and landscape values and comprises land which is to remain undeveloped for urban purposes.

**Precinct 2 - Cooper Road**

- (4) In addition to 7.2.7.3(2), the overall outcomes sought for the precinct are:
- (a) development facilitates a Local centre;
  - (b) the centre is sited in a location and supported by infrastructure that is highly accessible to future public transport routes and facilities, and surrounding communities;
  - (c) the Edmonton Major centre and the Maitland Road District centre are higher order centres than the Cooper Road precinct Local centre;
  - (d) structure plans and subdivision layouts ensure the ultimate form of the local centre is compact and walkable with varying building heights reflecting the ultimate form and intensity of development for the district centre;
  - (e) development achieves the intensity and form desired for the district centre or interim development allows for its ultimate compact form to be achieved over the longer term;
  - (f) development on land identified within structure plans and subdivision layouts to provide for community infrastructure and facilities, open space and sport and recreation activities does not compromise the achievement of its intended land use.

**Precinct 3 - Maitland Road**

- (5) In addition to 7.2.7.3(2), the overall outcomes sought for the precinct are:
- (a) the precinct is situated outside the Initial development area and is not to be developed within the life of this planning scheme;
  - (b) future development facilitates the district centre to the south of Maitland Road, in the location generally shown on the Mount Peter local plan maps contained in Schedule 2;
  - (c) the centre is in a location that is supported by infrastructure and is highly accessible to future public transport routes and facilities;
  - (d) the district centre supports the Edmonton Major centre, the Gordonvale district centre and the hierarchy of centres across the region;
  - (e) structure plans and lot layouts ensure the ultimate form of the district centre is compact and walkable with varying building heights reflecting the ultimate form and intensity of development for the district centre core and frame;
  - (f) development achieves the intensity and form desired for the district centre or interim development allows for its ultimate compact form to be achieved;
  - (g) development on land identified within structure plans and subdivision layouts to provide for community infrastructure and facilities, open space and sport and recreation activities does not compromise the achievement of its intended land use.

**Precinct 4 - Future urban communities**

- (6) In addition to 7.2.7.3(2), the overall outcomes sought for the precinct are:
  - (a) the precinct is situated outside the Initial development area;
  - (b) future development within the precinct is established as a series of interconnected, walkable and transport supportive residential neighbourhoods;
  - (c) development in the precinct provides for a range of residential living environments that accommodate a diversity of lifestyles and recognise the particular character and environmental attributes of different parts of the local plan area;
  - (d) future development in the precinct incorporates transport and open space infrastructure networks that provide a high level of permeability and connectivity between neighbourhoods and key points of economic and community activity.

**7.2.7.4 Criteria for assessment**

Part A - Criteria for assessable development

**Table 7.2.7.4.a – Mount Peter local plan code – assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<b>Structure planning</b>	
<p><b>PO1</b> A structure plan is prepared outlining the manner in which the development outcomes have been integrated with respect to the following, including precinct specific outcomes:</p> <ul style="list-style-type: none"> <li>(a) development sequencing;</li> <li>(b) structure of communities and place making;</li> <li>(c) economic development and employment;</li> <li>(d) housing diversity;</li> <li>(e) transport and mobility;</li> <li>(f) community facilities and recreation land;</li> <li>(g) infrastructure networks;</li> <li>(h) centres design;</li> <li>(i) overlay outcomes.</li> </ul> <p>Note – Planning scheme policy – Structure planning provides guidance on the preparation of structure plans.</p>	<p><b>AO1.1</b> A structure plan supports development proposing reconfiguration of land or material change of use and meets the needs of the planned community for Mount Peter, as described generally in Table 7.2.7.4.b.</p> <p>Note – Guidance on preparing a structure plan is provided within Planning scheme policy – Structure planning.</p>
<p><b>PO2</b> Development ensures the purpose and outcomes of the following local plans are not compromised through inefficient use of land within the Mount Peter local plan area:</p> <ul style="list-style-type: none"> <li>(a) Edmonton industry and business local plan;</li> <li>(b) Edmonton local plan;</li> <li>(c) Gordonvale local plan.</li> </ul>	<p><b>AO2.1</b> Development achieves the minimum dwelling yields and centre types as outlined within Table 7.2.7.4.b and essential infrastructure requirements.</p>
<b>Development sequencing</b>	
<p><b>PO3</b> Development occurs sequentially from the north, within the Initial development area (IDA) identified on the Mount Peter local plan maps contained in Schedule 2.</p>	<p><b>AO3.1</b> Land beyond the Initial development area identified on the Mount Peter local plan maps contained in Schedule 2, are not developed for urban purposes until the area within the Initial development area has been brought to the edge of the Initial development area which is able to</p>

Performance outcomes	Acceptable outcomes
	<p>service land beyond the Initial development area;</p> <p>or</p> <p><b>AO3.2</b> The provision of infrastructure for future communities, including roads, community facilities, open space, sport and recreation facilities, telecommunications where underground, water, sewerage, and electricity, is not impeded by the Initial development area identified on the Mount Peter local plan maps contained in Schedule 2.</p> <p>Note – Telecommunication infrastructure in this acceptable outcome does not include high impact telecommunications facilities (e.g. telecommunication towers).</p>
<p><b>PO4</b> Development within the Initial development area does not compromise the ability for future precincts to achieve the overall outcomes sought for the Local Plan.</p>	<p><b>AO4.1</b> No acceptable outcomes are provided.</p>
<p><b>Non-urban development</b></p>	
<p><b>PO5</b> Development which is potentially incompatible with urban development is not established where such uses would constrain the efficient expansion of urban development in the future.</p>	<p><b>AO5.1</b> Development does not constrain the efficient expansion of urban settlements.</p> <p><b>AO5.2</b> Development is compatible with urban development when it is established on adjacent land.</p>
<p><b>Interim development forms</b></p>	
<p><b>PO6</b> Development which is not in its ultimate intended form does not compromise the achievement of such desired form.</p>	<p><b>AO6.1</b> Recognition of acceptable interim land uses, built form and design outcomes which will not compromise or be incompatible with ultimate intended form for the Local Plan area is given within structure plans and the holding of land for the following land use and infrastructure categories:</p> <ul style="list-style-type: none"> <li>(a) dense residential activities;</li> <li>(b) centres activities;</li> <li>(c) community facilities;</li> <li>(d) open space and recreation facilities.</li> </ul> <p><b>AO6.2</b> The use of land, which is inconsistent or incompatible with the ultimate form of development is not established;</p> <p>or</p> <p><b>AO6.3</b> The use of land, which is inconsistent or incompatible with the ultimate form of development has a limited life or ceases operation when urban development is established</p>

Performance outcomes	Acceptable outcomes
	on adjacent land.

**Table 7.2.7.4.b – Mount Peter local plan area indicative community needs to be accommodated within precincts**

Precinct	Target dwelling yields	Ultimate dwelling yields	Centre type
Precinct 2 – Cooper Road	4360 dwellings	5450 dwellings	Local centre
Precinct 3 – Maitland Road	4780 dwellings	5975 dwellings	District centre
Precinct 4 – Future urban communities	4385 dwellings	5480 dwellings	Neighbourhood centres in accordance with a structure plan

## 7.2.8 Smithfield local plan code

### 7.2.8.1 Application

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

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

### 7.2.8.2 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 Smithfield local plan code.

The Smithfield local plan establishes a community of interest generally from the Kennedy Highway north to Reed Road. This forms part of a greater community commonly known as the Cairns Northern Beaches. The Smithfield Major centre anchors the southern end of the Smithfield local plan area, providing an activity and employment node for the daily and weekly needs of the Cairns Northern Beaches residents.

Major focus of development in the local plan area contributes to infill and renewal development of residential stock around centres and activity focus areas, supporting the vibrancy of centres, community focal points and public transport opportunities. Connectivity is increased between communities, with particular emphasis on convenient and comfortable pedestrian and cycle connections.

A variety of centres are established within the community. This ensures the needs of the community are adequately met (e.g. child care centres, small-scale convenience, business and café style developments). Public spaces and facilities are provided adjacent to, or within activity areas, ensuring the efficient use of land is achieved and will enhance the establishment of 'places'.

Growth in the Smithfield area focusses on supporting increased economic activity to support wider principles of increasing self-containment and local employment opportunities. Mixed use and higher residential densities are encouraged to support local activity and provide a base for growth around centres and supporting future transport networks.

The structure of the growth and activity will revolve around the growth of the James Cook University and future business, local employment and opportunities for residential higher densities along the McGregor Road corridor. James Cook University and the Smithfield Major centre will form the two key activity nodes. Strong connections between, to and through these two nodes is critical to the enhancement of the community's structure and connectivity.

The Smithfield Major centre consists of the shopping centre to the west of the Captain Cook Highway and big box style employment, local convenience and some residential development to the east. The node is generally bound to the north by Stanton Road where existing uses are intended to transition to attractive professional services, residential densities and mixed-use development, supporting east-west road networks, pedestrian and cycle links and transport opportunities. The Smithfield shopping centre remains the dominant focus of retail opportunities for the Cairns Northern Beaches. Small scale and boutique retail markets may be established elsewhere to support local communities and tourist markets, although it is anticipated that these do not occur in significant shopping centre developments.

The Smithfield Shopping Centre site diversifies its economic activity and productivity and challenges traditional shopping centre design by utilising space in a more efficient and innovative manner. Night time activity and entertainment with a pedestrian friendly environment is established. Professional services and business facilities are established in new buildings, providing for a needed market for the Cairns Northern Beaches. Parking is consolidated within multi-level structures which are sleeved and designed for active frontages, and/or pedestrian focussed environments. This allows for the new buildings and changes to the built form to occur. Opportunity exists for a gateway building fronting the Kennedy Highway and Captain Cook Highway, signifying the gateway and arrival to a developing community of interest and economic activity in the Cairns Northern Beaches area.

The James Cook University is a major anchor for growth and business attraction to the Cairns Northern Beaches. While the planning scheme has little influence over the activities on the James Cook University site, the built form outcomes and layout of its future development is encouraged to continually seek a high level of integration with the surrounding community and land uses. Professional services, business and research aligned industries are encouraged to establish on and opposite the university. McGregor Road, Maisel Close and Ardisia Street area encouraged to become activity focused areas supporting these forms of commerce and research. Similarly, Campus Village is encouraged to reorganise and renew its form to evolve into an area of vibrant activity providing a mix of uses and residential environments, supporting alternative modes of transport and connectivity with the university. Infill and renewal developments are encouraged to establish higher residential densities and student accommodation options.

Land between the Smithfield Bypass and the Captain Cook Highway is utilised in its best capacity for employment and business activities. Access is difficult at the northern part of this precinct due to the Smithfield Bypass Road, which requires land to be used efficiently.

Mixed residential densities are provided to the east of the Smithfield Bypass, extending north to Trinity Beach Road. While development approvals may exist in these areas, an opportunity exists to review these development outcomes and establish a community form that has greater significance in the Smithfield area. Residential development should be well setback or buffered from low amenity areas and facilities in the Smithfield local area (such as the industry area on the eastern periphery). Within Low medium density residential zoned areas non-residential uses are established where they serve the local community and do not detract from the residential amenity of the area.

Community focussed design and innovative centre design and development is a particular opportunity for the residential areas east of the Bypass. The Cattana Wetlands should become a significant place of gathering, activity and community focus into the future as more people reside in close proximity to the natural feature.

### 7.2.8.3 Purpose

- (1) The purpose of the Smithfield local plan code is to facilitate development that contributes to an integrated community consisting of existing and transitioning residential neighbourhoods, a consolidated Major centre, new mixed use development and new employment nodes and the growth and integration of the James Cook University with the wider community.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) the structure of the Smithfield local plan establishes a pattern of local activity and an economy, based on two key nodes being the James Cook University at the north and the Smithfield Major centre at the south;
  - (b) economic and employment activity supports local communities and activity, and strengthens self-containment in the suburbs of the Cairns Northern Beaches;
  - (c) an increase in the range of professional business and services;
  - (d) places of activity offer a range of community focal points and functions;
  - (e) expansion of existing centres does not compromise the achievement of balanced demand across the Cairns Northern Beaches for retail floor space and employment activities;
  - (f) a mix of higher residential densities is established to support Local centres, open spaces and future transport networks;
  - (g) appropriately scaled public art and cultural infrastructure is provided;
  - (h) pedestrian, bicycle, public transport and road networks are provided to improve the connectedness of communities within and adjacent to the Smithfield local plan area;
  - (i) the height of buildings and structures emphasises the importance and role of individual Precincts and ensures heights transition down to surrounding residential areas;
  - (j) gateway sites are given significance through their use and built form in:
    - (i) the way they address road, pedestrian, transport connections and public spaces;
    - (ii) their height and architectural design.

**Precinct 1 – Smithfield Major centre**

- (3) In addition to 7.2.8.3(2), the overall outcomes sought for the precinct are:
- (a) Precinct 1 – Smithfield Major centre contains the following sub-precincts:
    - (i) Sub-precinct 1a- Smithfield Shopping Centre;
    - (ii) Sub-precinct 1b – employment;
  - (b) the Smithfield Major centre represents the focus of employment and economic activity in the Cairns Northern Beaches;
  - (c) Smithfield Shopping Centre is to remain the dominant retail centre for the Cairns Northern Beaches;
  - (d) the use of existing car parking areas transitions to vertical structures and mixed uses, allowing more efficient use of space and lifting the pedestrian appeal of spaces adjacent and between the centre and activity areas;
  - (e) connection between the Smithfield Shopping Centre and adjoining communities is enhanced through built form, active design and infrastructure;
  - (f) development in Precinct 1a - Smithfield Shopping Centre diversifies the activity function of the centre to facilitate the following outcomes over time:
    - (i) predominantly retail and professional service focus with professional businesses and services being located within multi-storey buildings;
    - (ii) entertainment, restaurants and night time activity establishes in a consolidated precinct, diversifying the appeal and duration of the centre's use and effectively managing the impacts of noise and light.
  - (g) expansive open areas of car parking are minimised on employment land to the east of the Captain Cook Highway through more efficient building design and use of land;
  - (h) the provision of a well-planned and high quality public transport station.

**Precinct 2 – James Cook University**

- (4) In addition to 7.2.8.3(2), the overall outcomes sought for the precinct are:
- (a) tropical innovation and education development drives the expansion of the university and business attraction;
  - (b) infrastructure and land use align to ensure the university integrates and functions within the community and not as a standalone and isolated facility;
  - (c) opportunities for professional businesses and services, small and fine scale retail and activity establishes adjacent to McGregor Road;
  - (d) residential activities supporting the university and businesses are integrated within facilities as mixed-use living opportunities;
  - (e) land uses, particularly residential activities and community supporting infrastructure, establish adjacent to transport infrastructure;
  - (f) technology, innovative industry and employment establishes, having a mix of smaller and larger building footprints;
  - (g) opportunity for major community infrastructure exists at the gateway site between the Captain Cook Highway and the existing university facilities;
  - (h) the Smithfield Campus Shopping Village to the east of the Captain Cook Highway has opportunity for redevelopment and to establish a mix of business, entertainment and accommodation activities in multi-storey developments;
  - (i) the provision of a well-planned and high quality public transport station.

**Precinct 3 – Future employment**

- (5) In addition to 7.2.8.3(2), the overall outcomes sought for the precinct are:
  - (a) development is predominantly for professional commercial or industrial uses in the precinct;
  - (b) a mix of retail, professional business, innovative and technology industries establishes in a finer grain model of development;
  - (c) existing mixed business and industry land transitions to professional business and service industries, aligning with the research and expertise development of James Cook University;
  - (d) Precinct 3 – Future employment contains the following sub-precincts:
    - (i) Sub-precinct 3a – Future mixed use area
    - (ii) Sub-precinct 3b –Future retail and commercial area;
  - (e) Development in Sub-precinct 3a – Future mixed use area:
    - (i) establishes a structure plan allowing for a mix of uses, focussed on a range of low impact industry and centre activities along with a range of residential housing opportunities and mixed use developments;
    - (ii) ensures the transition of impacts and uses from the adjacent employment areas to the residential land to the east, considering the impact of infrastructure to be established in the area in line with growth demands.
  - (f) Development in Sub-precinct 3b –Future retail and commercial area:
    - (i) establishes a structure plan allowing for a mix of uses, focussed on centre activities and mixed use developments;
    - (ii) ensures the transition of impacts and uses from the adjacent employment areas to the residential land to the east, considering the impact of infrastructure to be established in the area in line with growth demands.

**Precinct 4 – Residential communities**

- (6) In addition to 7.2.8.3(2), the overall outcomes sought for the precinct are:
  - (a) higher residential densities establish within comfortable walking distances of centres, public spaces, higher order connecting roads and public transport facilities, through:
    - (i) consolidation of land for higher density residential activities;
    - (ii) infill development.
  - (b) development, other than residential development, establishes at a scale consistent with a Neighbourhood centre and is facilitated adjacent to public spaces and, or public transport routes and infrastructure.

**7.2.8.4 Criteria for assessment**

Part A - Criteria for assessable development

**Table 7.2.8.4.a – Smithfield local plan code – assessable development**

Performance outcomes	Acceptable outcomes
<b>For assessable development</b>	
<b>Economic activity</b>	
<p><b>PO1</b> Development achieves a consolidated, dominant retail centre on the existing Smithfield shopping centre site and ensures new and additional floor space for the sale and supply of retail goods and services develops in line with the need of the Cairns Northern Beaches communities to 2025.</p>	<p><b>AO1.1</b> Development with a cumulative floor area of greater than 2,500m<sup>2</sup> on any one or adjacent sites, outside Precinct 1 – Smithfield Major centre demonstrates an economic and community need for the development which will not compromise the effective function of the Smithfield shopping centre site.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO2</b> Small-scale retail, businesses and restaurants establish to support local communities where they are:</p> <ul style="list-style-type: none"> <li>(a) within a walking distance or catchment of predominantly residential neighbourhoods;</li> <li>(b) adjacent to a higher order road(s);</li> <li>(c) in proximity to public transport routes.</li> </ul>	<p><b>AO2.1</b> Land uses in residential areas, other than for residential activities:</p> <ul style="list-style-type: none"> <li>(a) have less than 250m<sup>2</sup> total gross floor area;</li> <li>(b) are located within 400 metres of existing or future residential land uses;</li> <li>(c) are located on a collector road or sub-arterial road;</li> <li>(d) are located within 400 metres of a public transport route.</li> </ul>
<b>Building height and gateway sites</b>	
<p><b>PO3</b> The height of buildings or structures:</p> <ul style="list-style-type: none"> <li>(a) reinforces Precinct 1 - Smithfield Major centre as the area accommodating the highest intensity of development;</li> <li>(b) ensures that there is a transition of building form from Precinct 1 – Smithfield Major centre to the surrounding areas;</li> <li>(c) ensures there is variation in scale and architectural detail of development in multi-storey buildings and structures.</li> </ul> <p>Note - A visual impact assessment may be required where a proposed development exceeds the height stated in AO4.1. Planning scheme policy – Landscape values provides guidance on undertaking a visual impact assessment.</p> <p>Note – Where a proposed development exceeds the height stated in AO3.1 or AO3.2, the proposed setbacks and site coverage will be assessed in relation to the proposed height.</p>	<p><b>AO3.1</b> Buildings or structures have a height:</p> <ul style="list-style-type: none"> <li>(a) up to 14 metres and three storeys in Precinct 1;</li> <li>(b) up to 21 metres and 6 storeys in Precinct 1a;</li> <li>(c) up to 15 metres in Precinct 1b, Precinct 2 and Precinct 3, Precinct 3a and Precinct 3b;</li> <li>(d) up to 14 metres and three storeys in the Precinct 4.</li> </ul> <p>or</p> <p><b>AO3.2</b> Where on a gateway site, buildings and structures are not more than 21 metres and 6 storeys.</p> <p>Note - Height is inclusive of the roof height.</p> <p><b>AO3.3</b> Buildings and structures are set back from property boundaries:</p> <ul style="list-style-type: none"> <li>(a) ½ the height of the building or structure where adjacent a residential zone; or</li> <li>(b) ¼ the height of the building or structure where adjacent any other zone.</li> </ul> <p>Note - Height is inclusive of the roof height.</p> <p>Note - Figures 7.2.8.4.a and 7.2.8.4.b provides visual guidance to the setback provisions for buildings greater than four storeys.</p> <p>Note – Refer to the definition of Residential zones contained in Schedule 1.2.</p> <p><b>AO3.4</b> Ground floors are activated through:</p> <ul style="list-style-type: none"> <li>(a) high quality landscaping affording comfort and meeting or recreating spaces;</li> <li>(b) land uses such as offices, shops or food and drink outlets.</li> </ul>

Performance outcomes	Acceptable outcomes
<p><b>PO4</b> Development of gateway sites shown on the Smithfield local plan maps contained in Schedule 2 results in memorable architecture and distinctive developments in the local area through:</p> <ul style="list-style-type: none"> <li>(a) land uses that contribute to the creation of the place;</li> <li>(b) active frontages to streets, pedestrian connections, public transport and other public spaces;</li> <li>(c) architectural features that create a distinct or varied built form from buildings around it.</li> </ul>	<p><b>AO4.1</b> Development on a gateway site:</p> <ul style="list-style-type: none"> <li>(a) contains land uses that increases self-containment within the Cairns Northern Beaches;</li> <li>(b) provides active frontages;</li> <li>(c) is finished with architectural features such as articulated roof profiles, parapets, awnings and balconies, tropical landscaping, and a range of building materials.</li> </ul> <p>Note – Refer to the definition of Gateway site contained in Schedule 1.2.</p>
<b>Connectivity</b>	
<p><b>PO5</b> Development delivers pedestrian, cycling and road connections in locations identified on the Smithfield local plan maps contained in Schedule 2.</p>	<p><b>AO5.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Precinct 1 – Smithfield Major centre</b>	
<p><b>PO6</b> Development within Precinct 1 - Smithfield Major centre reinforces:</p> <ul style="list-style-type: none"> <li>(a) its role as the major anchor for employment and economic activity in the Cairns Northern Beaches;</li> <li>(b) Smithfield shopping centre is to remain the dominant retail centre for the Cairns Northern Beaches.</li> </ul>	<p><b>AO6.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Sub-precinct 1a – Smithfield Shopping Centre</b>	
<p><b>PO7</b> Development on the Smithfield Shopping Centre site ensures:</p> <ul style="list-style-type: none"> <li>(a) the diversification of employment to incorporate professional business and services within buildings up to four storeys, over time in line with demand;</li> <li>(b) the emergence of a dominant entertainment and night time activity precinct;</li> <li>(c) a gateway development is achieved on the south-east corner of the site.</li> <li>(d) active frontages and design for pedestrian and vehicle environments at the outer edges of buildings;</li> <li>(e) consolidation of car parking in multi-storey structures;</li> <li>(f) built form and entry points addresses and enhances connections to existing communities;</li> <li>(g) public transport facilities are integrated into design of future structures.</li> </ul>	<p><b>AO7.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<b>Additional requirements for Sub-precinct 1b – Employment</b>	
<p><b>PO8</b> Land to the east of the Captain Cook Highway is used efficiently and consolidates expansive car parking areas for more efficient buildings and use of land without diminishing car parking need.</p>	<p><b>AO8.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Precinct 2 – James Cook University</b>	
<p><b>PO9</b> Development contributes to the achievement of a distinct education, professional service and community infrastructure precinct through the following outcomes:</p> <ul style="list-style-type: none"> <li>(a) establishment, use or delivery of infrastructure is for use by the wider community;</li> <li>(b) professional businesses, services and small-scale retail and activity uses establish adjacent to McGregor Road;</li> <li>(c) residential and accommodation activities establish in proximity to public transport, education facilities and centres;</li> <li>(d) opportunity for major public infrastructure to establish between the Captain Cook Highway and the University is capitalised upon.</li> </ul>	<p><b>AO9.1</b> No acceptable outcomes are provided.</p>
<p><b>PO10</b> Development on the Smithfield Campus Shopping Village Centre site capitalises on opportunity for renewal and establishes a mix of business, entertainment and, or accommodation activities in multi-storey developments.</p>	<p><b>AO10.1</b> No acceptable outcomes are provided.</p>
<b>Additional requirements for Precinct 3 – Future employment</b>	
<p><b>PO11</b> Development the precinct ensures:</p> <ul style="list-style-type: none"> <li>(a) it meets the employment needs of the Cairns Northern Beaches is facilitated;</li> <li>(b) buildings are not more than four storeys in height;</li> <li>(c) active frontages and design for pedestrian and vehicle environments at the outer edges of buildings;</li> <li>(d) efficient use of space to reduce expansive car parking areas;</li> <li>(e) built form and entry points addresses and enhances connections to existing communities.</li> </ul>	<p><b>AO11.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<b>Additional requirements for Sub-precinct 3a – Future mixed use area</b>	
<p><b>PO12</b> Development in Sub-precinct 3a – Future mixed use area:</p> <ul style="list-style-type: none"> <li>(a) establishes a structure plan allowing for a mix of uses, focussed on a range of low-scale industry and commercial activities and a range of residential housing opportunities;</li> <li>(b) ensures the transition of impacts and uses from the adjacent employment areas to the residential land to the east, considering the impact of infrastructure to be established in the area in line with growth demands.</li> </ul>	<p><b>AO12.1</b> A structure plan supports development proposing reconfiguration of land or material change of use.</p> <p>Note – Guidance on preparing a structure plan is provided within Planning scheme policy – Structure planning.</p>
<b>Additional requirements for Sub-precinct 3b – Future retail and commercial area</b>	
<p><b>PO13</b> Development in Sub-precinct 3b – Future retail and commercial area:</p> <ul style="list-style-type: none"> <li>(a) establishes a structure plan allowing for a mix of uses, focussed on shopping, showrooms, low-scale industry and commercial activities;</li> <li>(b) ensures the transition of impacts and uses from the adjacent employment areas to the residential land to the east, considering the impact of infrastructure to be established in the area in line with growth demands.</li> </ul>	<p><b>AO13.1</b> A structure plan supports development proposing reconfiguration of land or material change of use.</p> <p>Note – Guidance on preparing a structure plan is provided within Planning scheme policy – Structure planning.</p>
<b>Additional requirements for Precinct 4 – Residential communities</b>	
<p><b>PO14</b> Development in Precinct 4 - residential communities provides for higher residential densities.</p>	<p><b>AO14.1</b> Development for higher residential densities:</p> <ul style="list-style-type: none"> <li>(a) consolidates parcels of land; or</li> <li>(b) establishes through infill development (e.g. secondary dwellings, dual occupancies, small-scale multiple dwellings where retaining existing buildings).</li> </ul>

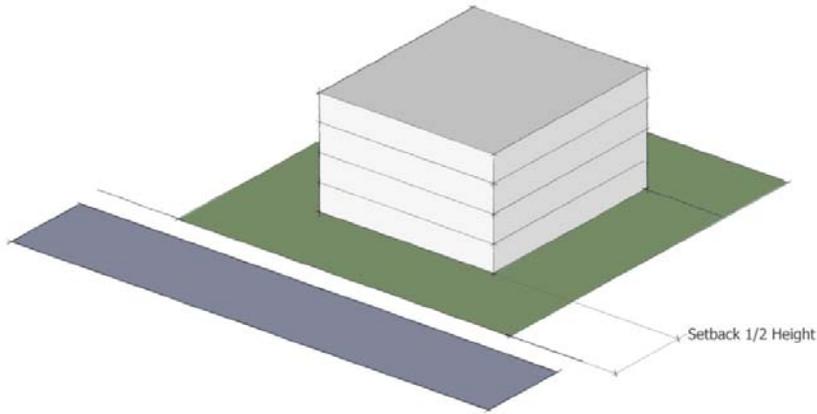
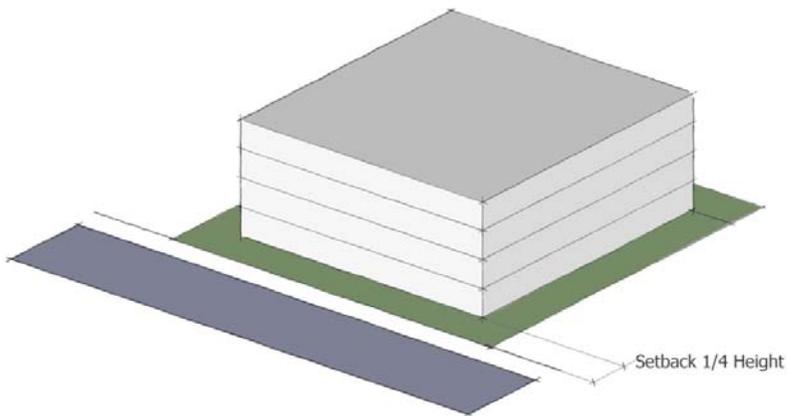


Figure 7.2.8.4.a – Setbacks for buildings greater than four storeys adjacent to a residential zone



7.2.8.4.b – Setbacks for buildings greater than four storeys adjacent to a non-residential zone

Figure