

## 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;</p>	<p><b>AO4.1</b> No acceptable outcomes are provided.</p>

Performance outcomes	Acceptable outcomes
<p>(b) protects and enhances the image and 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>	
<b>Site requirements</b>	
<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>
<b>Built form</b>	
<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><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
<p>Note – Planning scheme policy – Tropical urbanism provides guidance on appropriate design response.</p>	
<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;</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>
<b>Tropical urbanism</b>	
<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> </ul>

Performance outcomes	Acceptable outcomes
	<p>(f) active frontages are provided to buildings fronting streets identified on the Cairns city centre local plan maps contained in Schedule 2.</p>
<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><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>

Performance outcomes	Acceptable outcomes
<p><b>PO23</b> Landscaping, street furniture, directional signage and footpath treatments are provided to the frontage of the development site that:</p> <ul style="list-style-type: none"> <li>(a) are of a high quality and standard;</li> <li>(b) reflect and reinforce the tropical image of the city centre;</li> <li>(c) reinforce the concept of a 'city in a rainforest'.</li> </ul>	<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> <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 and building names.</p>
<b>Landscaping</b>	
<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>
<b>Pedestrian and cycle networks</b>	
<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>
<b>Parking and access</b>	
<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>
Additional requirements for night time activities	
<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>