

Integrated Planning Act 1997

Planning Scheme for the former Cairns City

Adoption

The local government for Cairns Regional Council adopted the following consolidated planning scheme on 25 February 2009.

Commencement

The planning scheme took effect on and from 1 March 2009.

State Planning Policies

The Minister for Environment, Local Government, Planning and Women has identified the following State planning policies as having been appropriately reflected in the planning scheme:

- State Planning Policy 1/92: Development and the Conservation of Agricultural Land; and
- State Planning Policy 1/02: Development in the Vicinity of Certain Airports and Aviation Facilities; and
- State Planning Policy 2/02: Planning and Managing Development Involving Acid Sulfate Soils; and
- State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide (Bushfire Only).
- *Integrated Planning Act 1997* section 6.1.54 (Provisions applying for State-controlled roads)

The Minister for Environment, Local Government, Planning and Women has given notice that the *Integrated Planning Act 1997* section 6.1.54 applies to the planning scheme.

Amendments

The following gazetted amendments are included in the consolidated Planning Scheme commencing 1 March 2009:

Amendment	Description	Commenced
Amendment 2005, No 1	85 Cook Street, Portsmith	9 December 2005
Amendment 2006, No 1	110-124 Giffin Road, White Rock	2 June 2006
Amendment 2006, No 2	Wiseman Road, Edmonton	1 September 2006
Amendment 2006, No 3	Oleander Close, Holloways Beach	1 September 2006
Amendment 2006, No 4	Moore Road, Smithfield	3 November 2006
Amendment 2007, No 1	Administrative review	1 March 2009
Amendment 2007, No 2	Ross Street, Portsmith	11 April 2008
Amendment 2008, No 2	Alley Park Sporting Precinct Amendment	1 March 2009

The following gazetted amendments are included and shown in this Planning Scheme:

Amendment	Description	Commenced
Amendment 2009, No 3	False Cape Special Facilities Removal	26 May 2010
Amendment 2010, No 6	Australian Noise Exposure Forecast Mapping	10 November 2010
Amendment 2010 No 7	CBD – North Cairns Planning Area Map	10 November 2010
Amendment 2010, No 3	Short term letting of a house	8 December 2010
Amendment 2011, No 4	Whiterock – Edmonton Planning District Planning Area Map	15 August 2011

Table of Contents

Chapter 1	Introduction	1-1
1.1	Overview.....	1-1
1.2	Relationship to the Council's Corporate Plan: (The Vision for the City).....	1-1
1.3	Regional Context and Strategic Direction.....	1-2
1.3.1	The FNQ Regional Plan.....	1-2
1.3.2	Cairns Structure Plan	1-3
1.3.3	Development Sequence	1-4
1.4	Interpretation	1-6
1.4.1	Relationship to the Integrated Planning Act 1997	1-6
1.4.2	CairnsPlan Functions as Part of IDAS	1-6
1.5	Structural Elements of CairnsPlan	1-7
1.5.1	Desired Environmental Outcomes	1-7
1.5.2	Planning for Districts.....	1-7
1.5.3	Assessment Tables.....	1-7
1.5.4	Codes.....	1-8
1.5.5	Special Facilities Schedules	1-10
1.5.6	Definitions	1-10
1.6	Foreshores	1-10
1.7	Roads	1-10
1.8	Waterways.....	1-11
1.9	Strategic Port Land	1-11
Chapter 2	Desired Environmental Outcomes	2-1
2.1	Overview.....	2-1
2.2.	Ecological Processes and Natural Systems.....	2-3
2.2.1	Ecological Processes and Biodiversity.....	2-3
2.2.2	Catchments and Waterways.....	2-4
2.2.3	The Tropical Coastline	2-5

2.2.4	Risk Management	2-6
2.2.5	The Scenic Landscape	2-8
2.3	Economic Development	2-11
2.3.1	Primary Production.....	2-11
2.3.2	Economic Activity and Employment Centres.....	2-12
2.3.3	Tourism Industry.....	2-13
2.3.4	Preservation of Resources.....	2-14
2.3.5	Pattern of Urban Development.....	2-16
2.3.6	Physical Infrastructure.....	2-17
2.3.7	Transportation.....	2-18
2.4	Cultural, Economic, Physical and Social Wellbeing.....	2-25
2.4.1	Liveable, Sustainable, Tropical City	2-25
2.4.2	Housing.....	2-26
2.4.3	Cultural Heritage.....	2-26
2.4.4	Sense of Community.....	2-27
2.4.5	Community and Social Facilities.....	2-28
2.4.6	Accessibility and Mobility.....	2-29
Chapter 3	Planning for Districts.....	3-1
3.1	Overview.....	3-1
3.2	Districts	3-1
3.3	Planning Areas.....	3-2
3.4	Overlays	3-3
3.5	Community Infrastructure Designations	3-4
3.6	Cairns Beaches District	3-13
3.6.1	Description and Intent	3-13
3.6.2	Schedule of Special Facilities Approvals	3-14
3.6.3	Schedule of Community Infrastructure Designations	3-15
3.7	Barron – Smithfield District	3-19
3.7.1	Description and Intent	3-19

3.7.2	Schedule of Special Facilities Approvals	3-20
3.7.3	Schedule of Heritage Sites	3-22
3.7.4	Character Precincts.....	3-23
3.7.5	Schedule of Annotations	3-23
3.8	Redlynch Valley District.....	3-27
3.8.1	Description and Intent	3-27
3.8.2	Schedule of Special Facilities Approvals	3-28
3.8.3	Schedule of Community Infrastructure Designations	3-28
3.8.4	Schedule of Heritage Sites	3-29
3.9	Freshwater – Stratford – Aeroglen District.....	3-35
3.9.1	Description and Intent	3-35
3.9.2	Schedule of Heritage Sites	3-36
3.9.3	Character Precincts.....	3-36
3.10	CBD – Cairns North District.....	3-41
3.10.1	Description and Intent	3-41
3.10.2	Schedule of Special Facilities Approvals	3-42
3.10.3	Schedule of Community Infrastructure Designations	3-43
3.10.4	Schedule of Heritage Sites	3-44
3.10.5	Character Precincts.....	3-56
3.11	Portsmouth – Woree Industrial District.....	3-61
3.11.1	Description and Intent	3-61
3.11.2	Schedule of Special Facilities Approvals	3-62
3.11.3	Schedule of Heritage Sites	3-62
3.12	Inner Suburbs District	3-67
3.12.1	Description and Intent	3-67
3.12.2	Schedule of Special Facilities Approvals	3-67
3.12.3	Schedule of Community Infrastructure Designations	3-70
3.12.4	Schedule of Heritage Sites	3-70
3.12.5	Character Precincts.....	3-73

3.13	White Rock – Edmonton.....	3-79
3.13.1	Description and Intent	3-79
3.13.2	Schedule of Special Facilities Approvals	3-80
3.13.3	Schedule of Community Infrastructure Designations	3-82
3.13.4	Schedule of Heritage Sites	3-82
3.14	Gordonvale – Goldsborough District.....	3-87
3.14.1	Description and Intent	3-87
3.14.2	Schedule of Special Facilities Approvals	3-87
3.14.3	Schedule of Heritage Sites	3-88
3.14.4	Character Precincts.....	3-89
3.15	Babinda District.....	3-93
3.15.1	Description and Intent.....	3-93
3.15.2	Schedule of Special Facilities Approvals	3-93
3.15.3	Schedule of Community Infrastructure Designations	3-94
3.15.4	Schedule of Heritage Sites	3-94
3.15.6	Schedule of Character Precincts.....	3-102
3.16	The Islands District.....	3-107
3.16.1	Description and Intent	3-107
3.16.2	Schedule of Special Facilities Approvals	3-107
3.16.3	Schedule of Heritage Sites	3-108
3.17	Rural Lands District.....	3-113
3.17.1	Description and Intent	3-113
3.17.2	Schedule of Special Facilities Approvals	3-113
3.17.3	Schedule of Heritage Sites	3-114
Chapter 4	Codes.....	4-1
4.1	Codes in the CairnsPlan.....	4-1
4.1.1	Planning Area Codes	4-1
4.1.2	Overlay Codes.....	4-1
4.1.3	Land Use Codes.....	4-1

4.1.4	General Codes	4-2
4.2	Structure of Codes	4-2
4.3	Codes and Approvals	4-3
4.3.1	Self-Assessable Development.....	4-3
4.3.2	Code Assessable Development	4-3
4.3.3	Impact Assessable Development.....	4-3
4.4	Applicability of Codes.....	4-3
4.5	Planning Area Codes.....	4-5
4.5.1	Rural 1 Planning Area Code	4-5
4.5.2	Rural 2 Planning Area Code	4-7
4.5.2	Rural 2 Planning Area Code	4-7
4.5.3	Low Density Residential Planning Area Code	4-9
4.5.4	Residential 1 Planning Area Code	4-12
4.5.5	Residential 2 Planning Area Code	4-14
4.5.6	Residential 3 Planning Area Code	4-17
4.5.7	Tourist and Residential Planning Area Code.....	4-20
4.5.8	City Centre Planning Area Code	4-22
4.5.9	Sub-Regional Centre Planning Area Code.....	4-27
4.5.10	District Centre Planning Area Code	4-30
4.5.11	Local Centre Planning Area Code.....	4-33
4.5.12	Cityport North Planning Area Code	4-36
4.5.13	Cityport South Planning Area Code	4-42
4.5.14	Commercial Planning Area Code.....	4-55
4.5.15	Industry Planning Area Code.....	4-58
4.5.16	Community Facilities Planning Area Code	4-61
4.5.17	Sport and Recreation Planning Area Code.....	4-64
4.5.18	Open Space Planning Area Code	4-67
4.5.19	Conservation Planning Area Code.....	4-69
4.6	Overlay Codes	4-71

4.6.1	Bushfire Management Code.....	4-71
4.6.2	Character Precinct Code.....	4-75
4.6.3	Flood Management Code	4-83
4.6.4	Height and Impact of Buildings Code.....	4-86
4.6.5	Hillslopes Code.....	4-93
4.6.6	Local Heritage Code.....	4-99
4.6.7	Operational Aspects of the Cairns International Airport Code	4-101
4.6.8	Potential or Actual Acid Sulfate Soil Material Code.....	4-108
4.6.9	Vegetation Conservation & Significant Waterway Code.....	4-111
4.7	Land Use Codes	4-117
4.7.1	Aquaculture Minor	4-117
4.7.2	Business and Technology Park Code.....	4-119
4.7.3	Caravan and Relocatable Home Parks Code	4-121
4.7.4	Caretaker's Residence Code.....	4-122
4.7.5	Child Care Centre Code.....	4-124
4.7.6	Detached Bottle Shop Code	4-126
4.7.7	Display Facilities Code	4-128
4.7.8	Dual Occupancy	4-130
4.7.9	Extractive Industry Code	4-135
4.7.10	Home Activity Code.....	4-137
4.7.11	Home Based Business Code	4-139
4.7.12	House Code.....	4-141
4.7.13	Illuminated Tennis Court Code	4-142
4.7.14	Industry Class A, B & C Code.....	4-143
4.7.15	Intensive Animal Husbandry Code.....	4-145
4.7.16	Multiple Dwelling (Small Scale Development) Code	4-147
4.7.17	Multiple Dwelling and Holiday Accommodation Code.....	4-156
4.7.18	Restricted Premises Code	4-166
4.7.19	Retirement Village Code	4-168

4.7.20	Service Station Code.....	4-174
4.7.21	Shopping and Business Facilities Code.....	4-177
4.7.22	Short Term Accommodation Code.....	4-180
4.7.23	Showroom Code.....	4-183
4.7.24	Special Residential Accommodation Code.....	4-185
4.7.25	Telecommunications Facilities Code.....	4-191
4.8	General Codes.....	4-193
4.8.1	Development Near Major Transport Corridors and Facilities Code	4-193
4.8.2	Excavation and Filling Code	4-196
4.8.3	Infrastructure Works Code	4-199
4.8.4	Landscaping Code	4-203
4.8.5	Parking and Access Code	4-206
4.8.6	Reconfiguring a Lot Code	4-216
Chapter 5	Definitions	5-1
5.1	Introduction.....	5-1
5.2	Undefined Terms of Development.....	5-1
5.3	Land Use Definitions.....	5-3
5.3.1	Residential Uses.....	5-3
5.3.2	Tourist And Short Term Accommodation Uses.....	5-5
5.3.3	Retail Uses.....	5-6
5.3.4	Business And Commercial Uses.....	5-7
5.3.5	Industry And Associated Uses.....	5-9
5.3.6	Community Facilities	5-12
5.3.7	Recreation.....	5-14
5.4	Administrative Definitions	5-15

Chapter 1 Introduction

1.1 Overview

CairnsPlan is the Planning Scheme for the City of Cairns. CairnsPlan has been prepared in accordance with the *Integrated Planning Act 1997*.

CairnsPlan sets out Council's planning intentions for the City for the next 10-15 years.

The preferred form of the City within, and beyond, this 15-year horizon is depicted on the Structure Plan (Chapter 2) and is discussed in a commentary on the future development of Cairns.

While CairnsPlan has been prepared with a 15-year horizon, CairnsPlan will be reviewed in accordance with the timeframe for reviews established by the *Integrated Planning Act*, to respond to changes which may occur to ensure that CairnsPlan remains contemporary.

1.2 Relationship to the Council's Corporate Plan: (The Vision for the City)

The Council's vision for the City, as stated in Future Cairns, the Corporate Plan 2004-2009, is:

Cairns will be the best regional city in Australia and the Asia Pacific. It will have a reputation for:

- *Balancing the demands of its growing population and the desire to maintain quality of life;*
- *Maintaining unique natural and cultural environments; and*
- *Having the highest standards of excellence applied in the management of the City.*

The Council's Mission is:

Providing for Today – Planning for Tomorrow

The Corporate Plan establishes ten key goals, which set the direction for the Council. The key goals reflect community needs and aspirations and are responsive to legislative, social, economic and environmental change. The principals of sustainability form the foundation of the Corporate Plan.

CairnsPlan is one of a number of tools being used to implement the Corporate Plan, thereby giving meaning to the Council's mission and contributing to the achievement of the Vision.

1.3 Regional Context and Strategic Direction

1.3.1 The FNQ Regional Plan

The FNQ Regional Plan is intended to guide and manage development within the Far North Queensland region over the next twenty years in a manner that realises key environmental, social, economic and urban objectives for the future. The preparation of the Regional Plan was a joint undertaking between all levels of Government and key community interests.

The Regional Plan indicates that Cairns has emerged as one of Australia's primary regional centres with an expanding influence in domestic and international economic activities. A high proportion of the region's economic activities and employment opportunities outside the primary industry sector are concentrated in Cairns. Cairns is also the major commercial, business and services centre for the region and accommodates key regional infrastructure elements such as the Cairns International Airport, Cairns Seaport and the James Cook University.

The Regional Plan sets quite a detailed framework for the management of growth and development within the City as the major urban, tourist and economic centre in the region.

CairnsPlan is consistent with the Regional Plan and is intended to assist in the implementation of the Regional Plan, particularly through the implementation of the land use and development strategy identified by CairnsPlan.

The Regional Plan incorporates a Regional Structure Plan which is intended to establish, in broad terms, the preferred physical arrangements for the region over a twenty year period, primarily in relation to urban settlement and regional infrastructure.

The Regional Structure Plan is depicted on a map which embodies a number of key urban elements.

The fundamental strategy is to base the preferred settlement pattern on the principle of accommodating the majority of regional growth in existing urban centres or within designated urban growth areas.

The urban growth initiatives for Cairns include:

- Consolidation of existing and new urban areas;
- Development of a new urban growth corridor between Edmonton and Gordonvale west of the Bruce Highway; and
- Establishment of major service centres near Smithfield and Edmonton / Gordonvale.

The preferred development pattern for the Cairns urban area and surrounds is based (in part) on:

- The promotion of increased densities and the consolidation of existing and committed urban areas;

- The staged release of new development areas between Edmonton and Gordonvale, west of the Bruce Highway.

The Regional Structure Plan acknowledges the difficulties associated with developing a detailed development sequencing timetable for the next 15 – 20 years. However, the broad sequencing of development is identified in order to facilitate planning and decision making processes.

The components of the broad sequencing which relate to Cairns are as follows:

Short Term (0 – 10 Years)

Short term objectives are to consolidate existing development activities and set the framework for the medium and long term development pattern. Depending on the demand for new residential development, it is not envisaged that development will occur outside the urban boundaries identified in the (previous) Strategic Plans within the next 10 years.

A number of strategies are identified. These include the promotion and facilitation of increased urban densities in new and existing development areas; infill, redevelopment and consolidation of urban areas; supporting economic development and growth of employment opportunities particularly in designated nodes in the Cairns urban area; strengthening or developing sub-regional employment/service centres; and the preparation of integrated transport strategies.

Medium Term (10 – 15 Years)

Medium term development concepts are to continue consolidation and development within the designated urban area and, depending on demand, to open up new development areas in a staged process. Economic development and employment opportunities are to be facilitated within urban growth centres to reduce commuter transport demands.

Sequenced development in the Edmonton to Gordonvale corridor may commence, depending on the level of housing demand and the available land supply in the southern corridor. Urban expansion into the corridor should initially be restricted to those areas adjacent to the established urban development nodes at Edmonton and Gordonvale.

Long Term (15 + Years)

The long term development strategies include development of the Edmonton to Gordonvale corridor, west of the Bruce Highway and west of the hillsides situated between the Highway and Mt Peter Road, in orderly stages and promotion of economic development and employment creation in the Edmonton – Gordonvale area to reduce commuter and community travel for employment and services.

1.3.2 Cairns Structure Plan

The Cairns Structure Plan (Map 4, Section 2.3) depicts (amongst other things):

- The extent of the urban area proposed for the life of the Planning Scheme;
- The future Edmonton-Gordonvale urban corridor; and

- The major employment centres of sub-regional centres and major industrial areas.

The urban area identified on the Cairns Structure Plan and detailed through the District Plans is, with one exception, the urban area identified by the Strategic Plans within the previous Planning Schemes for the Part and the Balance of the City of Cairns.

The exception is an area situated on the eastern side of the Bruce Highway at Edmonton and bounded generally by the Bruce Highway, Thompson Road and Stoney Creek. This area forms part of the area identified for the Edmonton Business and Industry Centre.

Development may or may not commence within this additional area identified for urban development in the life of this Planning Scheme, depending on the demand for commercial and industrial land, amongst other things. However, it is important that the area be identified because it is within the overall area identified for the Edmonton Business and Industry Centre. The area should not be alienated through the establishment of inappropriate land uses or by inappropriate subdivision. Further, the area must be included in the detailed planning of water supply and sewerage services and of road networks, as well as in the environmental planning initiatives identified in the Planning Study on the Edmonton Business and Industry Centre.

1.3.3 Development Sequence

The preferred Development Sequence for the City reflects the broad sequencing for Cairns established by the Regional Plan.

Master planning for the Edmonton to Gordonvale urban corridor will be undertaken including planning for the physical and social infrastructure.

Short Term

Consolidation and infill of established urban areas and development of greenfield sites within the urban area identified on the Cairns Structure Plan.

Medium Term

Continued consolidation and infill of established urban areas and continued development of greenfield sites within the identified urban area.

Commencement of the first stages of the Edmonton Business and Industry Centre adjacent to the Bruce Highway and Thompson Road.

Long Term

Continued consolidation and infill of established urban areas and continued development of greenfield sites within the identified urban area.

Expansion of the Edmonton Business and Industry Centre with the development of further stages.

Development of greenfield sites in an area to the north-west of Gordonvale and located between Draper Road and existing low density residential development located adjacent to Castlereagh Street.

This area is situated adjacent to areas identified and partially developed for urban (residential) purposes and is capable of being provided with development infrastructure.

Land to the south of Stoney Creek and the identified urban area at Edmonton is not identified for urban development within the short term because it is unlikely that residential demand will require development of this land until the 15+ years timeframe. In addition, the greater part of this land is located at the top of the Wrights Creek catchment and cannot be fully serviced in an effective manner.

It is important that the future development of the Edmonton-Gordonvale urban corridor is not compromised by the establishment of land uses or by subdivision of land, particularly the fragmentation of larger parcels of land, that are not compatible with urban development in the longer term. The detailed district planning elements of CairnsPlan include measures to ensure that the potential for future urban development of this corridor is not compromised.

The Cairns Structure Plan and the preferred Development Sequence are intended to encourage infill and consolidation and new urban development within the identified urban area which closely reflects the urban area identified by the previous Strategic Plans.

The provision of Trunk Infrastructure such as water supply, wastewater management, road networks, stream management and community purpose infrastructure within the identified urban area has been planned to ensure that the urban area can be effectively and efficiently serviced. Details of the Trunk Infrastructure are set out in the Planning Scheme Policy, Trunk Infrastructure Contributions, and in the associated supporting information. Development will contribute towards the provision of Trunk Infrastructure in accordance with the Planning Scheme Policy to ensure that infrastructure is provided on a timely basis and to the desired standards of service.

The development of the urban form identified on the Structure Plan and in the preferred Development Sequence will assist in :

- Achieving the more efficient use of physical and social infrastructure within the identified urban area;
- Providing the opportunity for master planning of the Edmonton-Gordonvale urban corridor;
- Maintaining the viability of agriculture (particularly the sugar industry) and minimising the loss of good quality agricultural land within the future Edmonton – Gordonvale urban corridor for the medium term; and
- Maintaining the rural sector of the City for the continuation and potential strengthening of primary industries as a major economic force for both the City and the Region.

1.4 Interpretation

1.4.1 Relationship to the Integrated Planning Act 1997

The purpose of the *Integrated Planning Act 1997* is to seek to achieve ecological sustainability. CairnsPlan must advance this purpose.

CairnsPlan advances this purpose through the integration and co-ordination of the core matters of land use, infrastructure and valuable features identified by the *Integrated Planning Act 1997*.

CairnsPlan:

- Sets a clear strategy for land use and development within the City;
- Ensures that an appropriate level of infrastructure is provided in an efficient and equitable manner;
- Ensures that the valuable features of the City are recognised and are managed on a sustainable basis;
- Identifies development outcomes sought to be achieved in the City; and
- Identifies self-assessable and assessable development.

In the interpretation of CairnsPlan, the interpretation that will best achieve the desired outcomes of CairnsPlan contained in:

- The DEOs;
- The purposes of the Codes; and
- Is to be preferred to any other interpretation.

1.4.2 CairnsPlan Functions as Part of IDAS

CairnsPlan functions as part of IDAS, the Integrated Development Assessment System detailed in Chapter 3 of the *Integrated Planning Act 1997*.

1.5 Structural Elements of CairnsPlan

CairnsPlan has the following structural elements:

- Desired Environmental Outcomes
- Planning for Districts
- Assessment Tables
- Codes
- Schedules
- Definitions

1.5.1 Desired Environmental Outcomes

The Desired Environmental Outcomes (DEOs) identify the overall desired outcomes which are sought to be achieved by CairnsPlan.

There are 18 DEOs.

1.5.2 Planning for Districts

All land within the City is included in a District and a Planning Area.

Land within the City may be affected by an Overlay map. The Overlay maps applicable to each District are found in the section of CairnsPlan corresponding to that District.

1.5.3 Assessment Tables

The Assessment Tables for each District are found in the section of CairnsPlan corresponding to that District.

The Assessment Tables for each District identify the level of assessment assigned to development.

There are four levels of assessment:

- Exempt;
- Self-assessable;
- Code assessable;
- Impact assessable.

The Assessment Tables for each District consist of:

- Initial Level of Assessment- Material Change of Use;

- Initial Level of Assessment - Other Development; and
- Conversion Table.

The Initial Level of Assessment tables will assign the initial level of assessment for development. These tables also identify certain development as being “Impact Assessable (Inconsistent Use)” which means that the development requires impact assessment and is a use that is inconsistent with the development outcomes for that District.

If premises are included in an Overlay map, the Conversion Table converts the initial level of assessment to a level of assessment identified in the Conversion Table. If premises are included in more than one Overlay map, or affected by more than one Overlay Code, the highest level of assessment assigned by the Conversion Table applies to the development.

The Assessment Tables also contain a Guide to Applicability of Codes. This guide provides a guide only to the Codes applicable to development.

1.5.4 Codes

The Codes in CairnsPlan set out some of the requirements for development in the City.

There are four types of Codes in CairnsPlan:

- Planning Area Codes;
- Overlay Codes;
- Land Use Codes; and
- General Codes.

Each Code in CairnsPlan follows a similar structure. The structural elements of each Code are:

- Purpose;
- Applicability;
- Performance Criteria; and
- Acceptable Measures.

In addition some Codes, particularly Overlay Codes may contain information about the identification of affected premises by a Code and may describe desired development outcomes for that land.

The Purpose statement contained in each Code together with the Performance Criteria of that Code represents the desired outcomes for the development of land that is regulated by the respective Code.

The Applicability statement contained in each Code identifies the development that requires assessment against the requirements of the Code.

Performance Criteria are expressions of the desired development outcomes for a particular area, land or development.

Acceptable Measures are means by which the Performance Criteria or part of a Performance Criterion may be demonstrated.

Self-assessable development must comply with the Acceptable Measures applying to that development. Where self-assessable development cannot comply with the Acceptable Measures (or any one of the Acceptable Measures) applicable to that development, the development will trigger code assessment.

Assessable development must demonstrate that the Performance Criteria and the desired development outcomes expressed in that criteria can be achieved. The Acceptable Measures that are nominated in the Codes are one means by which it may be demonstrated that the desired outcomes may be achieved. Importantly, the Acceptable Measures nominated in the Codes may represent measures that may not be appropriate once a considered assessment of the assessable development has been undertaken. Compliance with the Acceptable Measures nominated does not exempt the obligation to demonstrate how the Performance Criteria can be achieved.

The requirements of the Codes are to be applied in the following order:

- Overlay Code;
- Planning Area Code;
- Land Use Code;
- General Code.

Where there is an inconsistency or conflict between the requirements of the applicable codes for development, the inconsistency or conflict is to be resolved as follows:-

- The achievement of the performance criteria of an Overlay Code is a priority development outcome and must be demonstrated. Where there is a true conflict between achievement of the performance criteria of an Overlay Code and the performance criteria of other applicable codes, the applicant must demonstrate how the development can achieve the performance criteria of the applicable Overlay Code.
- The achievement of the performance criteria of a Planning Area Code is a preferred development outcome where there is a true conflict between the requirements of a Planning Area Code and the achievement of the performance criteria of an applicable Land Use Code.
- The achievement of the performance criteria of a Land Use Code is a preferred development outcome where there is a true conflict between the requirements of a Land Use Code and the achievement of the performance criteria of an applicable General Code.

1.5.5 Special Facilities Schedules

Prior to the commencement of CairnsPlan, certain premises in the City were included in a Special Facilities zoning under the transitional schemes. CairnsPlan does not contain a Special Facilities or similar zoning. The development of premises identified in the Schedule of Special Facilities Approvals are intended to proceed in accordance with the requirements of the:

- The approved use identified in the Schedule, the conditions of the relevant approvals; or
- In accordance with the requirements of CairnsPlan if the approved use under the Special Facilities approval is not advanced.

1.5.6 Definitions

CairnsPlan contains two groupings of definitions in Chapter 5. The two groups are:

- Land Use definitions which have a specific meaning for the purpose of the Assessment Tables and assessment of the development; and
- Administrative definitions which do not have a specific land use meaning but are used in the interpretation of Land Use definitions and CairnsPlan generally.

1.6 Foreshores

The local government area of the City includes all land within the basic territorial unit of Council; however the area may also include additional territorial units such as foreshore areas and bathing reserves.

Where a foreshore area or bathing reserve (which is included in an additional territorial unit of Council under the Local Government Act 1993) is not shown as being included in a Planning Area on a Planning Area map, and where the foreshore or bathing reserve is adjoined by land included in:

- Land included wholly or partly in the Conservation Planning Area, the foreshore or bathing reserve is included in the Conservation Planning Area;
- Land included wholly or partly in a Planning Area other than the Conservation Planning Area, the foreshore or bathing reserve is included in the Open Space Planning Area; or
- Land not included in a Planning Area, the foreshore or bathing reserve is included in the Open Space Planning Area.

1.7 Roads

Roads are not included in any Planning Area on the Planning Area maps. Development on roads is exempt from regulation under this Planning Scheme.

Where a road is closed by permanent road closure and amalgamated with another lot, the area of closed road assumes the Planning Area of the balance of the lot.

1.8 Waterways

Where a waterway is not shown as being included in a Planning Area on the Planning Area maps, the following applies:

- If the waterway is adjoined on both sides by land included in the same Planning Area - the waterway is included in that Planning Area;
- If the waterway is adjoined on one side only by land in a Planning Area, the entire waterway is included in that Planning Area;
- If the waterway is adjoined on one side by land in a Planning Area and adjoined on the other side by land in another Planning Area - the waterway is included in the Planning Area that adjoins the waterway and the centreline of the waterway is the boundary between the two Planning Areas.

1.9 Strategic Port Land

CairnsPlan applies to the whole of the City of Cairns including urban and rural areas, with the exception of those areas identified as Strategic Port Land, pursuant to the *Transport Infrastructure Act 1994*.

The use and development of Strategic Port Land is controlled by a Land Use Plan prepared by the Cairns Port Authority under the *Transport Infrastructure Act*.

However, the Cityport area of the Strategic Port Land is included within CairnsPlan to provide ongoing planning control once sites within Cityport are developed and freehold title is granted over part or all of these sites. When this occurs :

- The land will cease to be Strategic Port Land; and
- The exemption from the operation of the Planning Scheme pursuant to Section 172 of the Transport Infrastructure Act will no longer be applicable.
- CairnsPlan will apply to those areas with freehold title.

Chapter 2 Desired Environmental Outcomes

2.1 Overview

The Desired Environmental Outcomes (DEOs) are the foundation of the CairnsPlan. The DEOs are the link between the purpose of the *Integrated Planning Act* of seeking to achieve ecological sustainability and the measures of the CairnsPlan.

The DEOs:

- Represent what is sought to be achieved through the CairnsPlan;
- Relate to the environment that is defined broadly in the *Integrated Planning Act* to cover matters and conditions relating to the natural, built and human environments; and
- Are expressions of the end states rather than means to ends.

The DEOs relate to the whole of the City.

Each DEO is sought to be achieved to the extent practicable having regard to each of the other DEOs.

The DEOs are grouped under the topics reflecting the three strands of ecological sustainability identified by the *Integrated Planning Act*:

- Ecological processes and natural systems;
- Economic development; and
- Cultural, economic, physical and social wellbeing of people and communities.

However, there are close interrelationships between the DEOs.

In a number of cases, elements of the subject of a DEO are mapped to illustrate the overarching planning strategies associated with the DEO. In these cases, the identified elements of the mapping are part of the DEO. Important issues associated with the DEOs are identified in the short discussion which follows each DEO.

2.2. Ecological Processes and Natural Systems

2.2.1 Ecological Processes and Biodiversity

The biodiversity and nature conservation values of the marine, terrestrial and freshwater ecosystems within the City are conserved and enhanced.

Discussion

The Cairns area contains a wide diversity of vegetation communities. The biodiversity of these communities and the interrelationships between them are recognised nationally and internationally through the listing of the wet tropical rainforest and offshore reef as World Heritage Areas. Some of the communities and the plants within them are considered endangered, vulnerable, rare or restricted in their occurrence.

Outside of the Wet Tropics World Heritage Areas many of our vegetation communities occur as small remnant patches that have been isolated by clearing for urban development and agriculture. Fragmentation, isolation and associated impacts affect the viability of many of these communities and the plants and animals that depend on them.

Several animals found in the Cairns area are listed as endangered or vulnerable. Other species, although common, are restricted to certain habitat types. Habitat loss and the effects of impacts are contributing factors to the declining populations of many native animals.

Protecting and re-establishing a connection between vegetation communities is of prime importance to ensure those endangered flora and fauna species survive. The reversal of current trends in habitat loss will prevent those currently 'of concern' species moving onto the endangered list.

Management and planning in the City need to be coordinated with the Wet Tropics Management Authority and several State Agencies to ensure that land use takes account of interconnectivity between natural communities within and outside Cairns.

Vegetation Conservation Values comprise one of the Overlays of CairnsPlan and are depicted on the Overlay Maps for the Districts, where applicable.

The Declared Fish Habitat Areas within the City are identified on Map 1 for information purposes. These areas have vegetation conservation values and contribute to biodiversity.

Performance Indicator

Where development has occurred, has it adversely affected the biodiversity or nature conservation values of the marine, terrestrial or freshwater ecosystems within the City?

2.2.2 Catchments and Waterways

Water quality, in-stream and riparian values and nature based recreation values of natural and modified waterways and wetlands and their catchments within the City are conserved and enhanced.

Discussion

Catchments and the waterways that drain them incorporate estuarine and freshwater wetlands that are vitally important in maintaining the interactions between our marine and terrestrial environments. The systems found in the Cairns area are recognised locally, regionally, nationally and internationally for their ecological and landscape values.

Catchment areas contained within the Wet Tropics provide a living record of the ecological and evolutionary processes that shaped the flora and fauna of Australia, and the world, over the past 400 million years. The Wet Tropics protects more than 395 rare or threatened plants species. It is also home to about a third of Australia's 315 mammal species, of which 13 are found no where else other than in the Wet Tropics.

Our streams and wetlands provide:

- Habitat and nursery grounds for aquatic and terrestrial organisms, particularly fisheries resources;
- Water for domestic, agricultural and industrial use;
- Ecological linkages between terrestrial systems, wetlands and marine environments;
- Recreational and scenic amenity;
- Conservation of biodiversity; and
- Resources for extractive industries.

There are few examples of intact catchments in Cairns. Most streams have some disturbance within their catchment. In many instances, the lower sections of catchments are highly disturbed (by urban and agricultural development, and extractive industries) whilst the headwaters, which in most instances lie in protected areas, remain in almost pristine condition. Elsewhere, particularly on the coastal plain, the riparian verge along rivers and streams has been greatly disrupted. Extraction of water for urban water supplies and, to a lesser extent, for agricultural use places additional pressure on some of these systems, particularly in extended periods of low rainfall.

Freshwater and estuarine wetlands have been impacted by infilling, drainage, bunding and levée bank construction, sedimentation, nutrient runoff, and altered hydrological regimes. The ingress of tidal waters into waterways and drains in the Inner City suburbs, through dredging to improve drainage, has resulted in a loss of freshwater environments.

Maintenance of healthy streams and wetlands involves management of all of these issues. Management needs to be addressed on an integrated, catchment-wide basis in association with local government organisations and community groups along with State Agencies.

Waterway Significance, based on ecological values and values for nature based recreation, comprises one of the Overlays of CairnsPlan and is depicted on the Overlay Maps for the Districts, where applicable.

Performance Indicator

Where development has occurred, has it adversely affected the water quality, in-stream or riparian values or nature based recreation values of natural or modified waterways and wetlands or their catchments within the City?

2.2.3 The Tropical Coastline

The values of all the coastal systems of the City for coastal stability, ecological processes and nature based recreation are conserved and enhanced.

Discussion

The conjunction of the Wet Tropics and Great Barrier Reef World Heritage Areas makes the Far North Queensland coast one of the few regions in the world where adjacent land and sea environments have been independently and internationally recognised for their outstanding conservation value. Sections of our coastline between these areas are similarly significant, for instance the intertidal communities of Trinity Inlet with over 30 mangrove species are regarded as amongst the richest in the world.

Three distinctive systems occur along our coast:

- Areas of highly diverse and productive wetlands, including seagrass beds, which are habitats for numerous protected species, including rare and threatened plants, estuarine crocodile, dugong and several marine turtle species.
- Beaches and beach ridge and foredune systems which are critical for coastal protection because they act as a buffer zone, reduce the impact of fluctuations of the shoreline, and reduce erosion by the sea. Coastal beaches backed by vegetated and stable buffer zones contribute to the ecological integrity of the City and offer a spectacular visual attraction for the region.

- Headlands are striking visual features of the coastline and support remnants of once extensive areas of coastal vegetation communities (open woodlands and lowland rainforests).

Wetland areas include the estuarine (mangrove) and freshwater systems that interface with our freshwater streams. They have high biodiversity values and are critical to maintenance of riverine and marine systems.

The waters and wetlands along the coast are used extensively for commercial, recreational and indigenous fishing, all of which make a substantial contribution to the regional economy. Coastal land use has reduced the extent of wetlands and modified the ecological processes that take place within them, such as the movement of nutrients from freshwater to marine systems and migration of fish between fresh and marine elements.

Along the Cairns coast, land use has encroached upon frontal dune areas, destroying habitat and disturbing the natural balance between erosion and replenishment, the consequence being the destabilisation and loss of beach areas in some localities. Past activities such as sand extraction, coupled with trapping of sand upstream of major barriers such as weirs, contributes to this process by reducing sand nourishment at the mouth of rivers leading to foreshore erosion.

CairnsPlan is intended to assist in the implementation of the State Coastal Plan and the Wet Tropical Coast Regional Coastal Management Plan.

Performance Indicator

Where development has occurred, has it adversely affected the values of the coastal systems of the City for coastal stability, ecological processes or nature based recreation?

2.2.4 Risk Management

The location and design of development minimises the potential risk to the safety and health of the community as a result of:

Flooding or Storm Surge

Slope Instability

Bushfire

Contaminated Land

Reduction in Air Quality

Increase in Noise Levels.

Discussion

There is some potential for communities, particularly urban communities, to be affected by geohazards or by aspects of urban development. Geohazards can be broadly defined to include all earth surface processes, such as flooding or land slip, with the potential to cause loss or harm to the community or the environment. Aspects of urban development include a reduction in air quality or an increase in noise levels.

Major elements of risk are identified as:

Flooding or Storm Surge

Tropical cyclones are a feature of the region's climate. Cairns also occasionally experiences storm surges and flooding. Most of the coastal plain is low-lying and prone to flooding or subject to encroachment by tidal waters. Global warming, and impacts related to this such as rising sea levels, could potentially exacerbate the effects of storm surge and tidal inundation in the foreseeable future.

Slope Instability

The stability of hillslopes is dependent on several factors including slope, surface and subsurface conditions and drainage. Ranges immediately to the west of the City are derived from slates, phyllites and schists that are frequently prone to mass movement. Heavy rains may also contribute to hillslope instability. The potential for instability can be increased by human-induced changes. In cases of slope failures in the Cairns area, the cause is often related to clearing of natural vegetation, interference to natural paths, drainage, or changes to the natural slope by cut and fill earthwork operations.

Bushfire

The hillslopes that form the backdrop to the City bear the scars of uncontrolled fires that have occurred over many decades. The modified vegetation communities that exist in these areas include introduced, fire-prone grasses that can provide a considerable fuel load. With the reduction of cane burning and its replacement with green trash blanketing, controlled burning practices, and strategic fire-break planting, the incidence of fire has reduced in recent years and fire damaged rainforest is recovering in many areas.

Our hillslopes also support large areas of fire-prone eucalypt woodland and other vegetation types that are dependent on periodic fire for their continued existence.

Contaminated Land

Discrete sites in the City have been contaminated by historical land uses. Contaminants include hydrocarbons (from fuel storage and distribution sites), heavy metals (from tanneries, workshops, timber mills *etc*) and agricultural chemicals. Permissible uses of contaminated land are limited and are contingent on the type of activity planned and some level of validated remediation.

Air Quality

Cairns enjoys excellent air quality with most problems generally related to point source situations. In the dry season, dust and smoke associated with fires on surrounding hillsides are sometimes significant. In the longer term, local conditions (the geography of the surrounding ranges and seasonal temperature inversions) could lead to decreased air quality in urban areas of the City.

Noise

Noise issues in the City are associated with transport corridors, industrial areas and an international airport within the City. The requirement to plan to control impacts of noise will continue to increase with growth and changing community expectations.

Performance Indicator

Where development has occurred, have the threats to the safety and health of the community which may result from flooding, slope instability, bushfire, contaminated land, reduction in air quality, or increase in noise levels been minimised?

2.2.5 The Scenic Landscape

The scenic landscape of the City is valued and enjoyed by residents and visitors, and the essential elements of this landscape, the forested hills and foothills, beaches and headlands, streams and rivers, wetlands, open spaces and rural land are conserved and enhanced.

Discussion

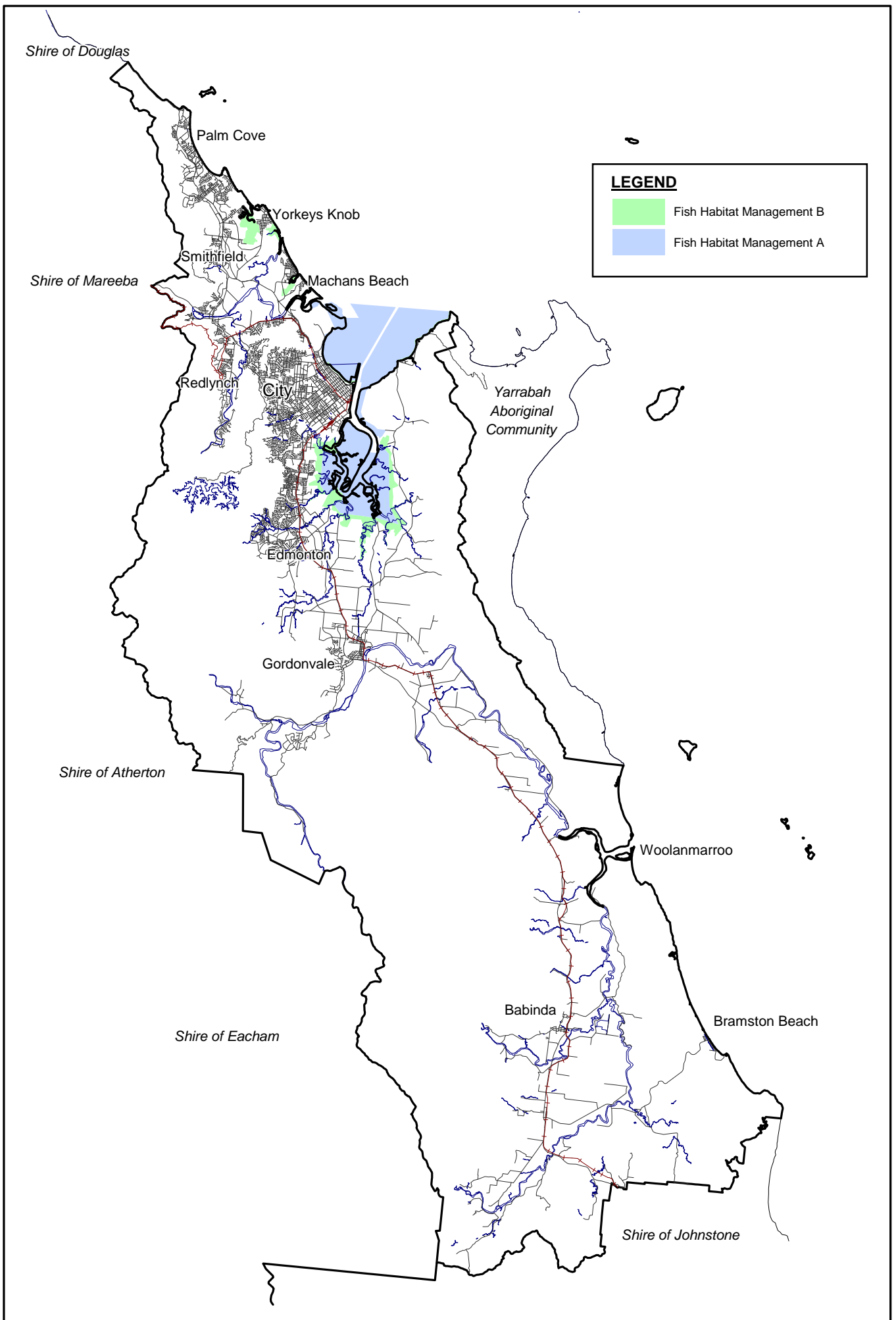
The Cairns area is internationally renowned for its high scenic value. The forested hillslopes rising above the coastal plains and river valleys are the signature landscape feature of the region. These hillslopes are also important habitats and form a link between coastal lowlands and mountain ranges. Even though parts of the original forest vegetation have been damaged or altered by fires and cyclones, it retains high scenic value arising from the dramatic topography and rich green vegetation.

The coastline of the area presents key aesthetic features including visually prominent landforms (rocky headlands, cliffs), undeveloped panoramas viewed from the coast (beaches, islands, inlets, bays, coastal ranges, hills), and a variety of visually striking vegetation communities (littoral rainforest, mangroves, coastal heath). The coastal landscape in the City is also important for distinguishing and separating urban areas and agricultural areas from the natural environment, thereby contributing to the amenity of coastal settlements.

The rural landscape is an important part of the scenic landscape of the City. Significant qualities of the rural landscape include cane farming and its contribution to the continually changing landscape; views of traditional farm houses and outbuildings; riverine forests; and stands of large forest trees in agricultural or pastoral lands and along roadsides.

Performance Indicator

Where development has occurred, has it adversely affected the scenic landscape of the City or any of the essential elements of the scenic landscape?



LEGEND

- Fish Habitat Management B
- Fish Habitat Management A

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Cairns Regional Council

**Map 1
 Fish Habitat**



Fish_Habitat.WOR	
Commencement Date:	Mar 2009
Amendment Date:	

2.3 Economic Development

2.3.1 Primary Production

Primary industries, particularly sugar cane production, continue to contribute to the economy of the City and to employment within the City.

The effects of urban development on the resource of good quality agricultural land and on the operation of primary industries are minimised.

The preferred pattern of development shown on the Structure Plan Map 4 limits the encroachment of urban development on to good quality agricultural land.

Discussion

Sugar cane growing and tropical fruit horticulture are the dominant uses of good quality agricultural land on the coastal plain in the City, although in recent years the local agricultural industry has diversified to include aquaculture, farm forestry and horticulture. These activities contribute significantly to employment and to the regional economy. Agriculture also provides a scenic rural landscape to townships within the area, giving each a unique character.

In the past, clearing for agricultural use has sometimes led to loss or degradation of significant ecological communities and systems. Future management of agricultural land needs to take into account the need to protect remnant vegetation systems from clearing or degradation by weed invasion, and to prevent soil erosion, soil degradation and waterway contamination.

Pressure for the conversion of agricultural land to residential use is occurring in areas close to the urban area of the City. When converting an area of agricultural land to other uses, it is necessary to consider this in terms of the viability of the particular agricultural industry (i.e. the minimum area of land required to ensure a viable agricultural base remains). The regional planning process provides a framework for identification of future urban areas and areas for continuing agricultural use.

Performance Indicator

Have primary industries contributed to the economy of the City and to employment within the City?

2.3.2 Economic Activity and Employment Centres

Business, retail and industrial activities are located in a hierarchy of centres and in designated areas throughout Cairns to encourage continued investment and an increase in the diversity and number of employment opportunities. Sub-regional, District and Local Centres are developed that contribute to a sense of community life and belonging for the people they serve.

The Sub-Regional and District centres and the major industrial and employment areas identified on the Structure Plan Map 4, are established and consolidated.

Discussion

Cairns is the major commercial, business and service centre for the Far North Queensland Region. The Regional Plan promotes:-

- The continued support of economic development and employment opportunities within Cairns urban areas, particularly in economic activity nodes.
- The facilitation of the role of Cairns as the primary regional economic centre.
- The development of Cairns as a national and international economic centre.

A hierarchy of centres has been developed to ensure the orderly provision of retail, commercial, administrative, community, entertainment and leisure services to all communities having regard to their size, their location and their needs.

The hierarchy of centres within the City consists of:

- CBD;
- Sub-Regional Centres;
- District Centres;
- Local Centres; and
- Specialised Centres.

Major industrial areas are located at Smithfield, Portsmith – Woree and Edmonton in order to provide employment opportunities in the northern, central and southern sectors of the urban area of the City. Smaller industrial areas, primarily intended to service local communities, are located throughout the urban areas of the City, particularly the inner City area.

The roles of the Cairns International Airport and the Seaport as major generators of economic activity and employment are recognised and maintained.

Cityport is also a major economic driver for the City. Cityport builds upon the status of Cairns as a major tourist destination and, in time, will consolidate with the CBD. Cityport contains major attractions such as the Convention Centre, the Cruise Liner Terminal, Reef Fleet Terminal and associated operators. These features, coupled with the existing and future range of tourist accommodation and associated entertainment and commerce, will ensure that Cityport continues to be an important employment centre and economic activity area.

Performance Indicator

Where significant new business, community and industrial development has occurred, has it been located within the Sub-Regional and District Centres and the major industrial and employment areas?

2.3.3 Tourism Industry

The tourism industry continues to play a major role in the economic growth of the City and the Region. The sustainable use of the resources of the natural environment contributes to the strength of the industry.

Development of major tourist accommodation is concentrated in the areas identified on Map 2. The major tourist attractions depicted on Map 2 are maintained and consolidated.

The potential conflicts between tourist accommodation, attractions and facilities and local communities are minimised.

Discussion

Cairns has established a role as a tourist destination over many years. Traditionally, the majority of visitors were from the domestic market. The development of the Cairns International Airport in the early 1980s and the subsequent significant growth in visitors from international markets provided a major impetus for growth in the tourism industry in both the City and the Far North Queensland Region.

The growth in domestic and international visitors has promoted expansion of accommodation, facilities and attractions. The range of facilities and the natural attractions of the Region, principally the Great Barrier Reef and Wet Tropics World Heritage Areas, in combination, have enabled the Region to become a world-class visitor destination.

Tourism has emerged as a major economic force for both the City and the Region and contributes more to the regional economy than any other industry.

The Cairns International Airport, the Seaport and the terminals for long distance rail and bus transport are located within the City and, in many respects, the City is the gateway to the attractions of the Region. This role is reinforced by the concentration of tourist accommodation, facilities and services within the City and by the opportunities for day trips from the City to scenic and other attractions.

Cityport contains major tourist accommodation in the form of international hotels, with a variety of new tourist accommodation also proposed. These facilities are proposed to cater for the range of requirements of visitors to the waterfront area and represent an important component of Cityport.

Apart from the tourist accommodation, Cityport contains major tourism attractions such as the Convention Centre, the Cruise Liner Terminal, Reef Fleet Terminal and associated operators linked to tourist ventures. Cityport represents not only an important berthing point but also a significant access point to the reef and the hinterland attractions.

Notwithstanding the role of the City as a gateway, the City contains a range of attractions and facilities for tourists. These include the Cairns beaches, particularly Trinity Beach and Palm Cove, the natural areas in the southern part of the City, retail and entertainment facilities in the CBD, the Convention Centre, the Casino and the major attractions of the Skyrail Rainforest Cableway and the Tjapukai Aboriginal Cultural Park.

It is important that the unique characteristics of the natural, rural and built environments, which together contribute to the attractiveness of the City and the Region as a tourist destination, are retained and that these resources are managed wisely to sustain the role of the tourism industry in the continued economic development of the City and the Region.

There is the potential for conflicts to occur between tourist accommodation, attractions and facilities and local communities resulting from differences in the nature and scale of buildings; the nature of activities; hours of operation; and the nature and extent of traffic movements. It is important that this potential for conflict is minimised.

Performance Indicator

Has the tourism industry contributed to the economic growth of the City and, where development of major tourist accommodation has occurred, has it been concentrated in the identified areas?

2.3.4 Preservation of Resources

Natural resources, such as extractive resources, good quality agricultural land, water and forestry resources within the City, are protected from encroachment by, and the adverse effects of, urban development and are utilised in a sustainable manner.

The extractive resource sites identified on Map 3 remain available for the extraction of materials. The extractive industry haul routes identified on Map 3 are, to the extent possible taking account of the established pattern of land use, protected from incompatible development.

The preferred pattern of development shown on the Structure Plan, Map 4 limits the encroachment of urban development into areas containing natural resources.

Discussion

The economy of the City has traditionally been based on the utilisation of the natural resources of the City. The primary industries of agriculture, horticulture, fishing and forestry have contributed, and will continue to contribute, to strong local and regional economies. The tourism industry is now a major economic force and relies heavily on the natural qualities of the City and the Region.

Considerable areas of good quality agricultural land have been under threat from the expansion of urban development. The continued loss or degradation of good quality agricultural land will have a direct impact on the City's agricultural industries and their economic output.

Waterways and wetlands are important as habitat and nursery grounds for aquatic and terrestrial organisms, particularly fisheries resources. The protection and management of waterways and wetlands are important to the continued viability of the fishing industry.

The role of the forestry industry has declined, primarily as a result of the world heritage listing of the wet tropics rainforest and the reduction in the logging of native timbers. There is the potential for the growth of the industry through the establishment of private and plantation forestry, particularly in the southern parts of the City.

Quarry and extractive products such as sand, gravel and hard rock are of considerable importance to many regional industries. Continued urban development represents a constraint to the extraction of materials, while creating a demand for those materials. Valuable resources should be identified and protected to ensure that they remain available to industry. For the most part, extractive resources are located in rural areas of the City. The expansion of urban development into these areas is not envisaged and is not consistent with the Structure Plan.

The haulage of extractive resources has the potential to affect land uses sensitive to noise or vibration such as residential uses, tourist and short term accommodation uses, child care centres, hospitals and medical centres, educational establishments and passive open space. Such uses should not be located adjacent to extractive industry haul routes or, where this is not possible because of the pattern of land use in the established areas of the City, should be buffered or protected from noise and vibration.

The natural areas, particularly in the southern part of the City, provide the opportunity for nature based recreation for both residents and tourists. These areas need to be used and managed on a sustainable basis to ensure that the natural values of these areas are protected and that future opportunities for the use of the resources within these areas are not lost.

The preferred pattern of development limits the encroachment of urban development into areas of good quality agricultural land and areas containing other natural resources.

Performance Indicator

Where development has occurred, has it reduced the availability of natural resources?

2.3.5 Pattern of Urban Development

The pattern of urban development recognises the importance of the natural environment, natural resources and quality of life to the viability of Cairns and the wellbeing of its residents.

The pattern of urban development provides opportunities for growth and consolidation within the framework established by the Regional Plan and achieves the efficient use of existing and planned infrastructure.

The preferred pattern of development shown on the Structure Plan, Map 4 is achieved.

Discussion

A pattern of urban development has been established by historical settlement and by previous planning schemes. Cairns is emerging as a linear city, with the urban area extending from Buchan Point in the north to Edmonton in the south and broken only by the canefields of the Barron Delta and the hillslopes of the Mount Whitfield Range.

Urban development options to accommodate the projected growth in the Cairns urban areas have been considered in detail in the preparation of the Regional Plan. Objectives for the Cairns urban area for the short term (0 – 10 years) are to consolidate existing development activities and set the framework for the medium and long term development pattern. Depending on the demand for new residential development, it is unlikely that development will occur outside the urban areas identified by the previous Strategic Plans before 2010.

Demographic analysis and population projections undertaken during the preparation of CairnsPlan confirm that the existing areas identified for urban development have the capacity to accommodate the population growth anticipated within, and beyond, the life of CairnsPlan.

The pattern of urban development promoted by CairnsPlan is consistent with and reinforces the preferred settlement pattern identified by the Regional Plan.

The linear nature of the City will become apparent in the medium to longer terms with development of the Southern Corridor between Edmonton and Gordonvale to the west of the Bruce Highway. While there are potential negatives of a linear form, positive outcomes can be achieved with the promotion of economic development and employment opportunities in sub-regional centres; the clustering of social infrastructure; and the integration of transport facilities.

The Road Hierarchy, including transport and haul routes, and the planned Public Transport Networks, are important elements of the pattern of urban development. The implementation of the Road Hierarchy and of the Public Transport Networks is essential to achieving the desired pattern of urban development.

The pattern of urban development is intended to set the foundation so that the positive outcomes of a linear form will be realised.

Performance Indicator

Where urban development has occurred, has the location of the urban development been consistent with the preferred pattern of urban development?

2.3.6 Physical Infrastructure

The pattern of urban development facilitates the efficient use of existing and committed infrastructure.

Physical infrastructure is provided in an efficient and equitable manner and to a level necessary to achieve contemporary environmental standards.

Discussion

The efficient, economical and timely delivery of physical infrastructure is an important part of land use planning. The community expects to have access to a range of services including transport, water supply, sewerage services, waste management, stormwater management and open spaces as well as energy, particularly electricity and telecommunications services.

Physical infrastructure is an essential foundation for achieving healthy and safe communities and sustainable economic growth and development.

The periods of rapid growth which have occurred in the City in recent times have, in some instances, placed considerable pressure on existing infrastructure and on the ability of agencies to deliver infrastructure to meet community standards and community expectations.

The pattern of urban development promoted by CairnsPlan, consistent with the preferred settlement pattern identified by the Regional Plan, is intended to assist in the delivery of infrastructure by clearly identifying the nature and extent of urban development. This pattern of urban development includes limited areas for rural residential development which were identified in the previous Strategic Plans and are acknowledged by the Regional Plan.

There are two aspects of the pattern of urban development which are important to the provision of physical infrastructure.

The first is that infill, redevelopment and consolidation of existing urban areas are promoted. While this will achieve optimum use of existing physical infrastructure, it will also necessitate augmentation of existing infrastructure.

The second is that there are significant greenfield sites, primarily in the southern part of the identified urban area, yet to be developed. Infrastructure planning for these areas has been carried out but it is important to ensure that the mechanisms are in place to achieve the delivery of physical infrastructure when development of these sites proceeds.

The infrastructure planning and charging mechanisms set out in the Planning Scheme Policy, Trunk Infrastructure Contributions, supporting this Planning Scheme identify the desired standards of service for the respective components of infrastructure and establish the arrangements for the funding and provision of physical infrastructure.

Performance Indicator

Has physical infrastructure been provided to urban development in an efficient and equitable manner and to a level which achieves contemporary environmental standards?

2.3.7 Transportation

Air, sea and rail transport systems, public transport, road transport and facilities for cyclists and pedestrians are integrated with urban development to facilitate the safe, efficient and effective movement of people and goods locally, nationally and internationally.

The establishment and maintenance of the major transport infrastructure of the Cairns International Airport, Cairns Seaport, highways/ arterial roads and railways required to provide for this movement of people and goods, as identified on the Structure Plan, Map 4, is facilitated.

The implementation of the Long Term Public Transport Network, shown on Map 5, is facilitated.

Discussion

Transport is critical to the functioning of the City and of the Region and is a key factor in the economies of both the City and the Region. Transport infrastructure is an important component of the Key Result Area of the Corporate Plan relating to Services and Infrastructure. Council has prepared a Transport Strategy to establish the strategic direction of Council on the elements of its transport system and to ensure that these elements are integrated with the principles set by the Regional Plan and the objectives of the Department of Main Roads and Queensland Transport.

The positioning of Cairns as a Pacific Rim City requires air links and, to a lesser extent, sea links to major centres within the Asia-Pacific Region. The Cairns International Airport and the Seaport are vital to the viability of the tourist industry and of primary industries.

The remoteness of Cairns from the State Capital and other major population and manufacturing centres increases the importance of air, sea, rail and road links.

A safe, effective and efficient transport network, incorporating public transport and facilities for pedestrians and cyclists, is essential so that all residents and visitors can move about the City.

Integrated transport and land use studies have been undertaken for the Kuranda Range and for the Cairns Southern Corridor. It is essential that the outcomes and initiatives from these studies are recognised so that future development of transport infrastructure is not compromised by land use and so that the allocation of land use supports the efficient functioning of the transport network.

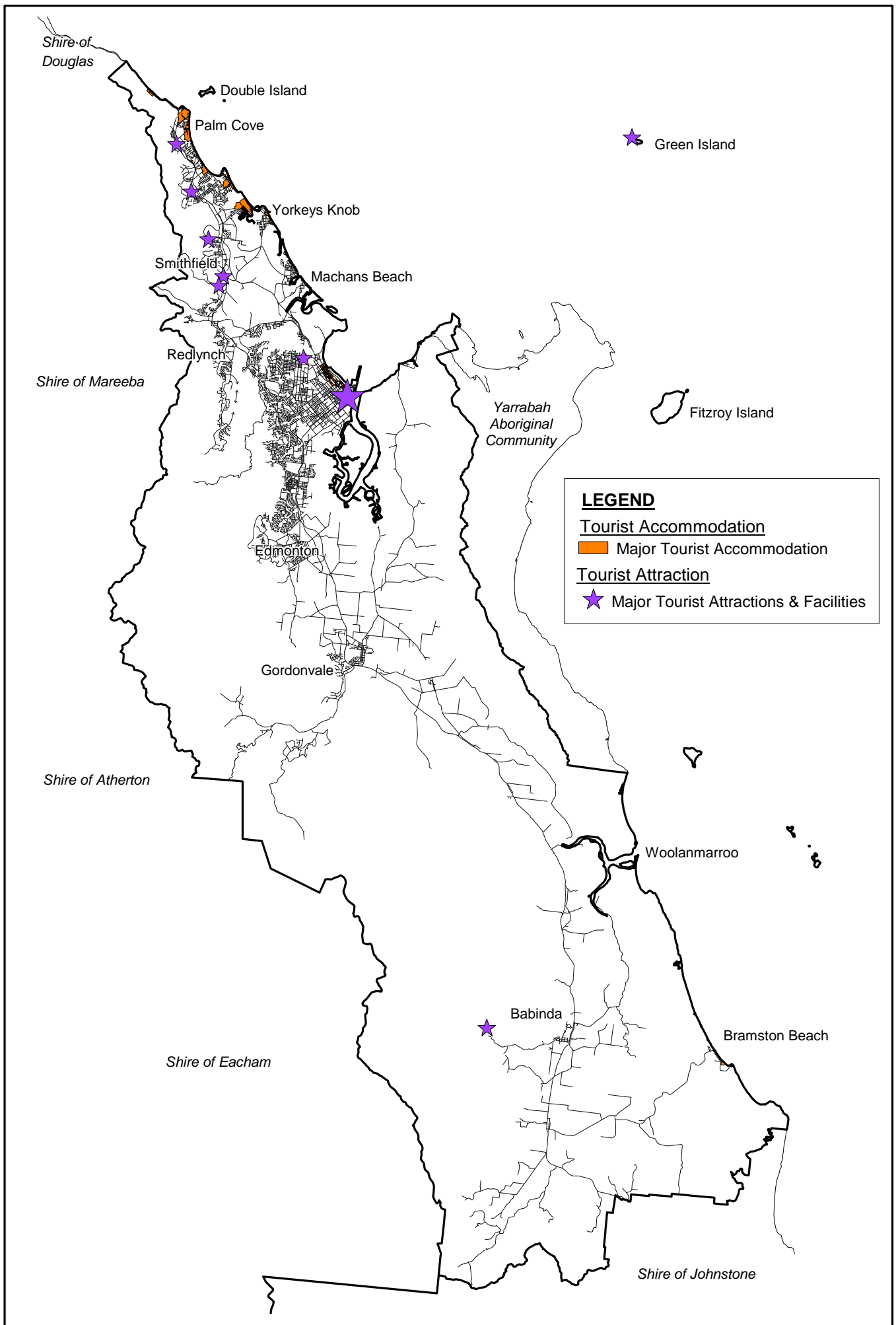
The Cairns Integrated Public Transport Plan 2005 was endorsed by Council and the Minister for Transport and Main Roads. The study has been prepared by Queensland Transport, the Department of Main Roads and Council to develop strategies for the enhancement of the public transport system in the City and surrounds. The strategies are aimed at providing a better public transport system, now and into the future, and, amongst other things, achieving the integration of planning for public transport with land use planning and with planning for other transport modes.

A Road Hierarchy has been jointly developed by Council, the Department of Main Roads and Queensland Transport in order to better co-ordinate transport planning.


The Road Hierarchy, as well as the Pedestrian and Cycle Movement Network, and Possible Public Transport Corridors, comprise Overlays of CairnsPlan and are depicted on the Overlay Maps for the Districts, where applicable.


Performance Indicator

Has the establishment and maintenance of the major transport infrastructure been facilitated where development has occurred?



LEGEND

Tourist Accommodation
 Major Tourist Accommodation

Tourist Attraction
 Major Tourist Attractions & Facilities

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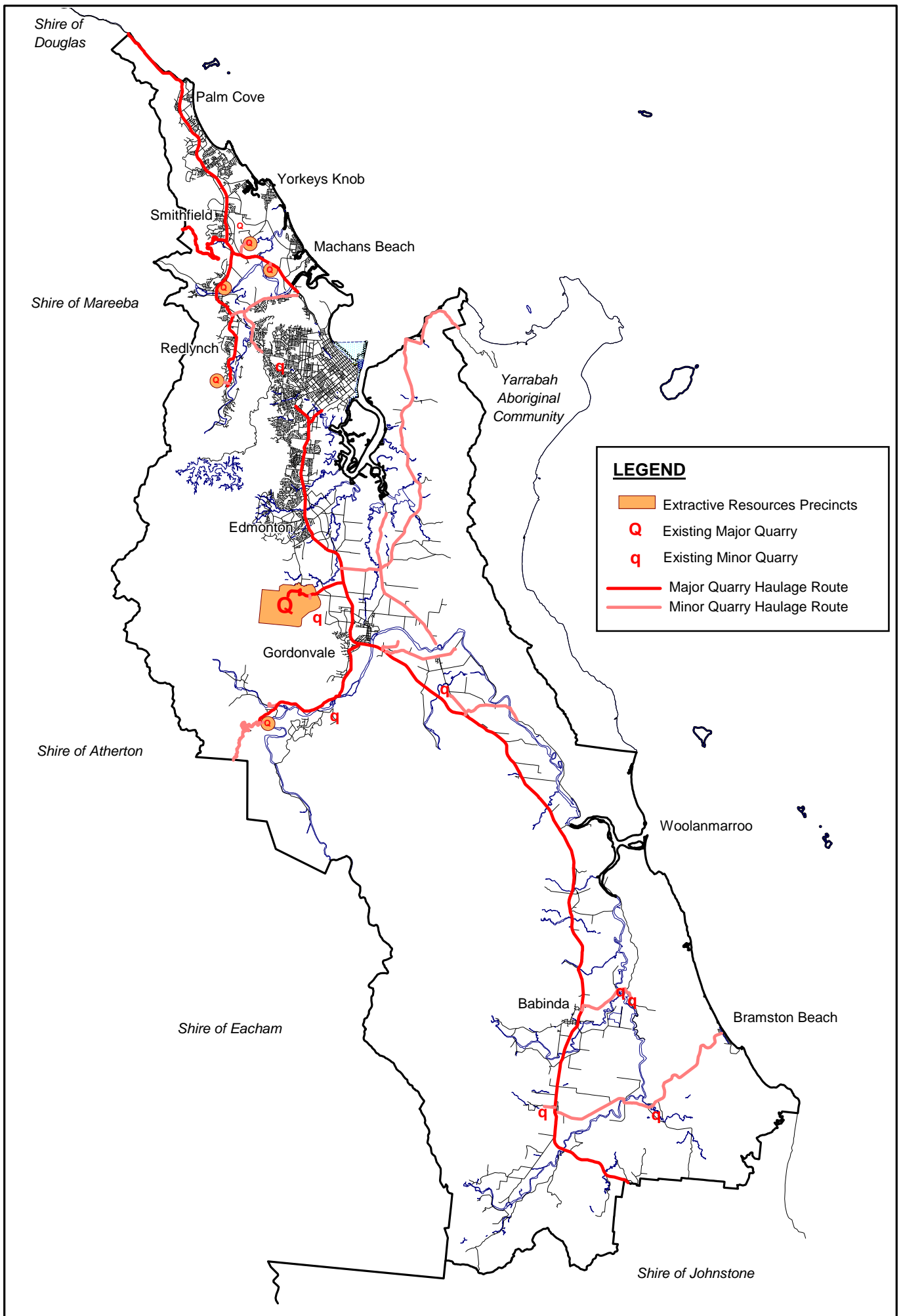
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CAIRNS PLAN
 Planning Scheme for
 the City of Cairns

Cairns City Council
Map 2
Tourism Strategy

				
	Tourism Strategy.WOR			
	<table border="1"> <tr> <td>Commencement Date:</td> <td>Mar 2009</td> </tr> <tr> <td>Amendment Date:</td> <td></td> </tr> </table>	Commencement Date:	Mar 2009	Amendment Date:
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Amendment Date:				



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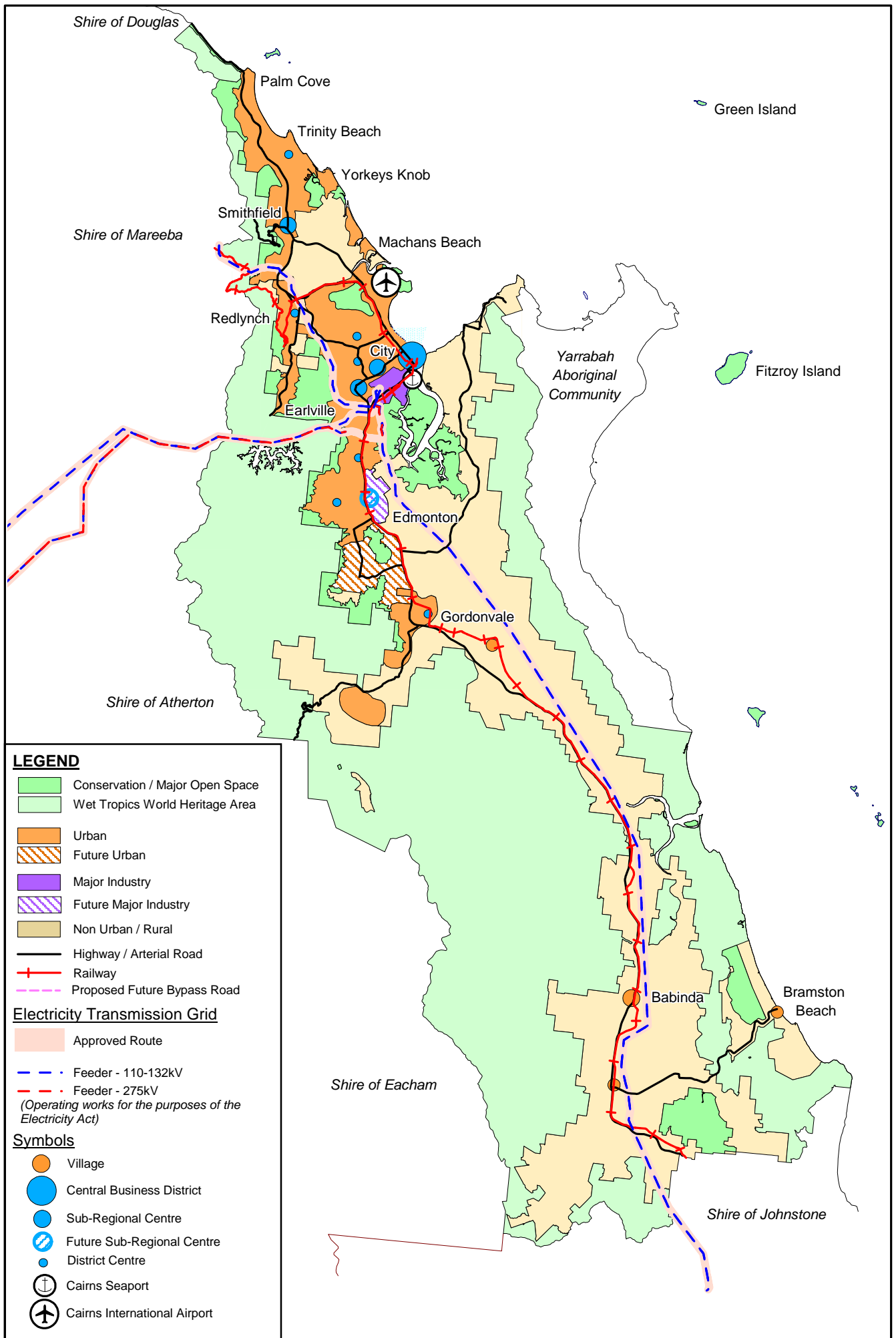
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Cairns Regional Council
Map 3
Extractive Resources & Extractive Industry Haul Routes



	
<i>Extractive_Resources.WOR</i>	
Commencement Date:	Mar 2009
Amendment Date:	



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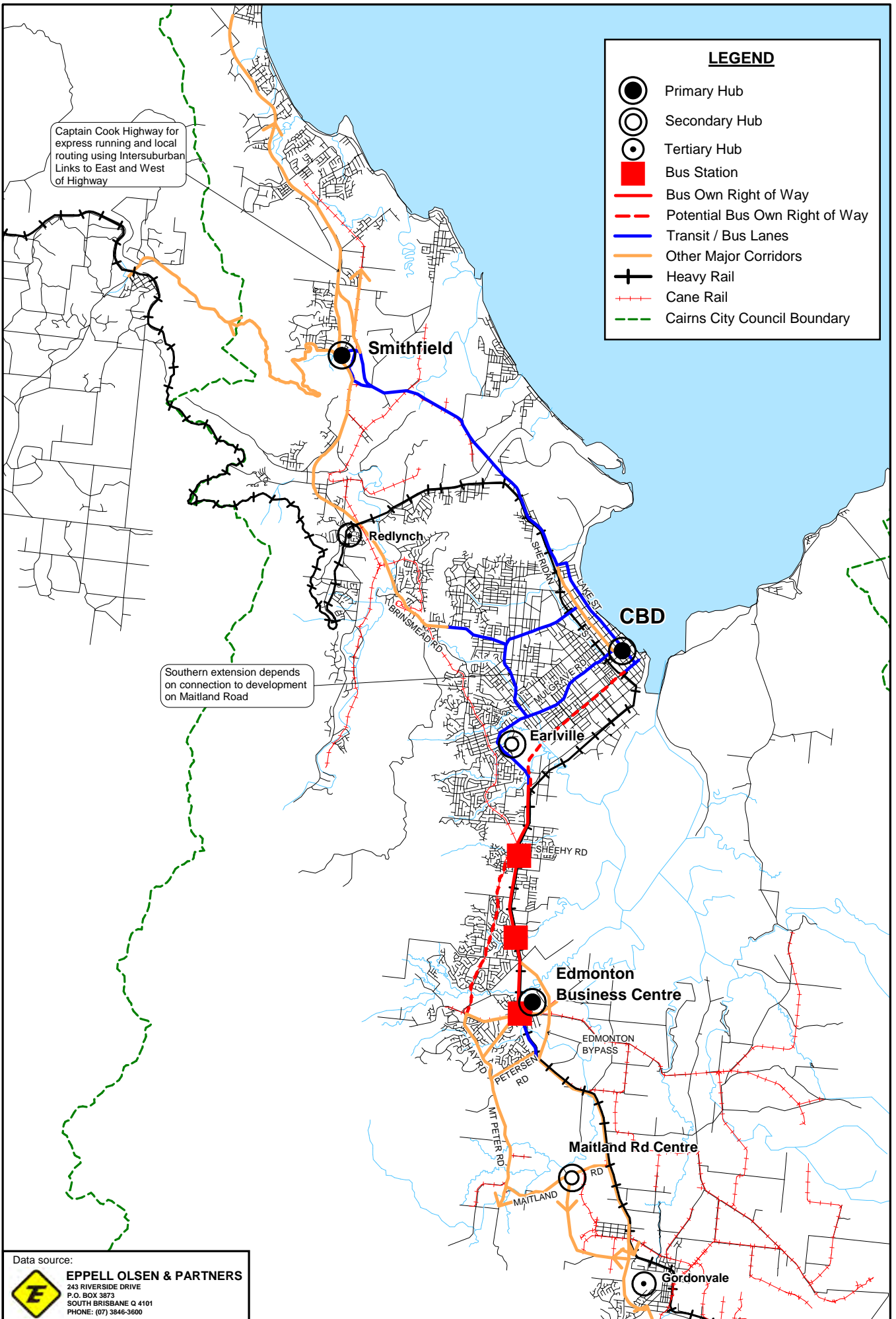
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CAIRNS PLAN
 Planning Scheme for
 the City of Cairns

Cairns Regional Council
Map 4
Structure Plan

Structure Plan A4.WOR

Commencement Date:	Mar 2009
Amendment Date:	



LEGEND

- Primary Hub
- Secondary Hub
- Tertiary Hub
- Bus Station
- Bus Own Right of Way
- Potential Bus Own Right of Way
- Transit / Bus Lanes
- Other Major Corridors
- Heavy Rail
- Cane Rail
- Cairns City Council Boundary

Captain Cook Highway for express running and local routing using Intersuburban Links to East and West of Highway

Southern extension depends on connection to development on Maitland Road

Data source:
EPPELL OLSEN & PARTNERS


 243 RIVERSIDE DRIVE
 P.O. BOX 3873
 SOUTH BRISBANE Q 4101
 PHONE: (07) 3846-3600

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CAIRNS PLAN
 Planning Scheme for the City of Cairns

Cairns City Council
Map 5
 Long Term Public Transport Network


 Cairns Regional Council


Future Transport.WOR
 Commencement Date: Mar 2009
 Amendment Date:

2.4 Cultural, Economic, Physical and Social Wellbeing

2.4.1 Liveable, Sustainable, Tropical City

The combination of natural features, built environment, and development patterns result in a liveable, sustainable, and tropical city promoting a distinct Cairns style. The essential elements of outdoor living, access to natural areas, good air quality, efficient housing and tropical design are promoted to ensure the Cairns lifestyle is maintained and enhanced.

Discussion

Fundamental to the liveability of any city is the need to encourage visitors and residents to use and contribute to the cities' urban and natural landscapes. Ensuring access to open spaces that promote an active, outdoor, tropical lifestyle is essential to the realisation of Cairns as a liveable city. Cairns is currently in a position to maximise planning for these important spaces as land is taken up for development.

Air quality is currently of low concern to residents in Cairns who enjoy a very good quality of air. Ensuring the future levels of pollution do not exceed comfortable levels is very important. There is scope to co-ordinate development with key public transport corridors and nodes which will assist in keeping pollution levels from increased vehicle use at acceptable levels.

The advent of ecologically sustainable housing has been felt around the nation and globally. The housing industry has formally recognised the need to introduce minimum requirements for sustainability through the introduction of energy efficiency into the Building Code of Australia for some types of dwellings, and more will come into effect in the near future.

The climatic conditions within the tropical climate zone presents some challenges for Cairns housing industry in terms of mitigating the effects of extreme heat, humidity and the seasonal wets. Technology has come to meet and overcome these challenges and we now have the opportunity to build homes that are operationally extremely efficient and built from materials which are themselves produced efficiently. Although some designs may cost higher to build, over the lifespan of the majority of buildings, the reduction in running costs can far outweigh the initial investment, and in many cases this is return period is only a few of years. However, many cost-effective moderations can be made to existing designs that achieve sound results.

Integrating the use of tropical design, materials and detailing into the built form will perpetuate the outdoor lifestyle that residents and visitors to Cairns currently enjoy. There is considerable scope to further incorporate these design principles into the current range of housing being offered throughout Cairns. Retaining examples of the historical and current exemplary tropical styles is also of importance to demonstrate the evolution of the built environment throughout Cairns.

Performance Indicator

Have development patterns promoted a distinctly tropical form of efficient, comfortable housing with access to natural areas?

2.4.2 Housing

The provision of a diverse choice of housing that is responsive to the climate, landscape and the changing demographic structure of the Cairns population while being affordable and efficient.

Discussion

Housing needs are as diverse and dynamic as the community itself, influenced by household composition, lifestyle, culture and stages of life. Key determinants in housing choice are household type, lifestyle aspirations and housing affordability.

There is considerable scope to further diversify housing choice and to achieve more integrated outcomes in relation to the location of housing, services and facilities, employment and educational opportunities and transport and communications networks.

Residents will benefit from a greater choice of housing and housing tenure, particularly for the low to middle income market, responding to changing housing needs and also from greater flexibility in the product so that it can be modified to suit the needs of successive purchasers or the lifestyle changes of long term owners.

The style and variety of tourist accommodation within Cairns caters for all levels of accommodation standards from the backpacker and budget variety and to four and five star hotels and premier resorts. Recent trends have included a significant growth in bed and breakfast accommodation, self-contained holiday apartments and purpose built accommodation of a high standard for backpackers and independent travellers.

A flexible approach is necessary so that new forms of tourist accommodation can be provided in response to market innovations and demands.

Care is required to ensure that accommodation for tourists does not affect the affordability or amenity of housing for permanent residents.

Performance Indicator

Has a diverse choice of affordable and efficient housing that is responsive to climate, landscape and changing demographics of Cairns been provided?

2.4.3 Cultural Heritage

Places of cultural heritage significance are conserved to retain their significance for the benefit of present and future generations.

Discussion

Cultural heritage places and landscapes have significance to the community because of social, historical, spiritual, aesthetic, architectural or archaeological values. Such places can include the built form and elements of the urban environment as well as natural places, features and landscapes.

Cultural heritage places are important to communities and their sense of identity for present and future generations. They need to be conserved and managed according to their cultural significance.

Indigenous cultural heritage places and landscapes are an important component of local indigenous culture and lifestyle. Indigenous peoples' strong sense of heritage includes tangible and intangible aspects such as language, song, stories and art. Protecting knowledge and information associated with a heritage place is as important as the physical protection of a place.

The *Aboriginal Cultural Heritage Act* and the *Torres Straight Islander Cultural Heritage Act* were adopted in 2004. The two Acts seek to provide protection over Aboriginal and Torres Straight Islander cultural heritage through establishing a duty of care in regards to Aboriginal and Torres Straight Islander heritage. The duty, which extends to all levels of Governments and developers, is to take all reasonable and practicable measures to ensure activity does not harm cultural heritage.

Aspects of cultural heritage significance comprise one of the Overlays of CairnsPlan and are depicted on the Overlay Maps for the Districts, where applicable.

Performance Indicator

Have places of cultural heritage significance been conserved, particularly in areas where development has occurred?

2.4.4 Sense of Community

Communities are created with a recognisable character and sense of place and which have a high level of amenity, safety, connectivity and integration between existing and new areas.

Discussion

The identity and character of our villages, towns and suburbs are formed by many aspects of the environment of the locality. These include the setting, the people, housing, vegetation, streetscapes, architectural styles, community services and facilities, open spaces, places to meet, security and local features.

The growth of a strong sense of community involves more than the recognition of identity and character and requires the development of community cohesion, community identity and community networks and values.

New development in established areas should respect and be compatible with the identity and character of the locality as well as contributing to the strengthening of the sense of community. Opportunities should be taken to consolidate Local and District Centres and to integrate community and social facilities with these centres.

Careful design of new residential areas should seek to create residential neighbourhoods to foster the growth of a strong sense of community.

Residential neighbourhoods should have clearly defined boundaries. Neighbourhoods should have access to a full range of local facilities. Local, natural and cultural heritage features should be recognised and respected.

Performance Indicator

Have communities with a recognisable character, sense of place, high level of amenity, safety, and connectivity been created?

Have these communities been integrated with new and existing communities?

2.4.5 Community and Social Facilities

Access to a range of community and social facilities for both established and new residential communities is facilitated, with community and social facilities being located so as to be convenient and highly accessible to the individuals, families and communities they serve.

Discussion

Community and social facilities must be accessible to all members of the community. It is particularly important that the characteristics and needs of specific population groups are taken into account when community and social facilities are provided.

It is also important that the provision of community and social facilities is achieved in a cost effective manner.

Cost effective and co-ordinated provision of facilities is complicated by the fact that the responsibility for the provision of facilities is split across a wide number of organisations including Federal, State and Local governments, community organisations and the private sector.

There are potential advantages in shared use and, if possible, shared provision of facilities and services. There are also potential advantages, in terms of accessibility, in locating facilities and services in places which can be reached easily by public transport. The role of the Sub-Regional, District and, to a lesser extent, Local Centres promoted by CairnsPlan is just as important in this respect as the roles in providing retail, business and entertainment facilities.

In new residential areas, it is important that population growth does not outpace the provision of community and social facilities. Planning for these facilities should occur well in advance so that the facilities can be provided in a timely manner.

In established areas, services and facilities have often failed to keep pace with changes to the structure of the resident population. Given the costs and difficulties associated with developing new facilities in established urban areas, the opportunities for reorganisation and re-use of existing facilities and services should be fully considered.

Performance Indicator

Where urban development has occurred, has access to a range of community and social facilities been facilitated and improved?

2.4.6 Accessibility and Mobility

Accessibility and mobility, for all members of the community, are enhanced through the location of services and facilities in a network of centres; the location of employment nodes in proximity to residential communities; and through integration of the transport systems with residential areas and commercial centres.

The implementation of the Long Term Public Transport Network, shown on Map 5, is facilitated.

Discussion

The City is served by an established road network, although access to the inner City suburbs from the southern urban areas is currently congested in peak periods. The implementation of recommendations from the integrated transport and land use study for the Cairns Southern Corridor and the implementation of the road hierarchy developed by Council, the Department of Main Roads and Queensland Transport will assist in maintaining and improving the efficiency of the road networks.

However, there is significant potential for the public transport system, particularly the bus system, to provide a valuable service to the community as a whole and, in particular, to the people in the community who do not have access to a private vehicle or to transport by a private vehicle. The provision of effective public transport together with the provision of pedestrian and bicycle paths will contribute towards improved accessibility and mobility, as well as reducing traffic volumes on the road network thereby resulting in less traffic congestion, shorter travel times and reduced need for parking facilities.

The implementation of the Cairns Integrated Public Transport Study, prepared by Queensland Transport, the Department of Main Roads and Council, has the potential to improve accessibility throughout the City by developing a public transport system that provides an attractive alternative to travel by private vehicle and that is equitable, affordable and accessible.

Accessibility and mobility can also be improved through the development of a hierarchy of centres and of designated employment and industrial nodes.

The development of strong centres providing Sub-Regional, District and Local retail, business, entertainment and community facilities in proximity to residential communities will ensure that a full range of facilities is accessible to all members of the community.

Similarly, the identification and development of employment and industrial nodes will provide employment opportunities in strategic locations reasonably close to residential communities.

Performance Indicator

Has urban development facilitated improved accessibility and mobility for all members of the community?

Chapter 3 Planning for Districts

3.1 Overview

The Planning for Districts establishes the detailed framework for land use and development within the City.

The City is divided into 12 Districts. Each District is the subject of a District Plan which provides detailed information on the preferred pattern of development for the District and on the constraints which may be applicable to particular areas within the District.

The City is further divided into Planning Areas. The Planning Areas identify the dominant land uses preferred in each District.

CairnsPlan establishes a number of Overlays. The Overlays provide information on special attributes of areas, places or sites; factors which may constrain development; and on elements of development infrastructure.

3.2 Districts

The City is divided into 12 Districts. The boundaries of these Districts are based on a number of factors, including geographic features, existing land use and communities of interest.

Each District is the subject of a District Plan which provides detailed information on:-

- The preferred pattern of development; and
- The Overlays applicable to the District.

There are Assessment Tables for each District. The tables identify the level of assessment for the components of development. The tables also provide a guide to the Codes applicable to the components of development.

The Districts are:

- Cairns Beaches
- Barron – Smithfield
- Redlynch Valley
- Freshwater – Stratford – Aeroglen
- CBD – North Cairns
- Portsmouth – Woree Industrial

- Inner Suburbs
- White Rock – Edmonton
- Gordonvale - Goldsborough
- Babinda
- The Islands
- Rural Lands.

The location of the Districts is shown on the Key Map.

3.3 Planning Areas

The City is divided into 19 Planning Areas.

Planning Areas identify areas of similar or compatible land use and identify the dominant land use preferred in each Planning Area.

Overall outcomes for each of the Planning Areas are set out in the Planning Area Codes, with any specific outcomes for a Planning Area which are particular to a District being identified.

The Planning Areas are:

- Rural 1
- Rural 2
- Low Density Residential
- Residential 1
- Residential 2
- Residential 3
- Tourist and Residential
- City Centre
- Sub-Regional Centre
- District Centre
- Local Centre
- Cityport North
- Cityport South

- Commercial
- Industry
- Community Facilities
- Sport and Recreation
- Open Space
- Conservation.

The District Plans identify the particular Planning Areas within a District in order to establish the preferred pattern of development or the preferred locations of land uses within each District.

The Planning Areas are the key element in illustrating the land use strategy for the City.

An Assessment Table for each District indicates the nature of assessment required in each Planning Area for the components of development regulated by CairnsPlan.

3.4 Overlays

The CairnsPlan establishes Overlays.

The Overlays are the secondary layer in the Planning Scheme for organising measures of the Planning Scheme based on:

- Areas, places or sites having special attributes that may:
 - make those areas, places or sites sensitive to the effects of development, or
 - constrain development due to an environmental hazard or the value of a resource;
- The identification of constraints to development to ensure the efficient operation of major infrastructure; and on
- The identification and the timely provision of elements of development infrastructure.

These Overlays are:

- Hillslopes;
- Vegetation Conservation / Waterways Significance;
- Connectivity;
- Cultural Heritage Areas;

- Height and Impact of Buildings;
- Potential or Actual Acid Sulfate Soil Material;
- Bushfire Risk Analysis;
- Flood Inundation (ARI 100 year);
- Operational Aspects of the Cairns International Airport:
 - Obstacle Limitation Surfaces;
 - Australian Noise Exposure Forecasts 2005;
 - Primary Light Control / Bird and Bat Strike Hazard;
 - Airport Public Safety Zone;
- Road Hierarchy;
- Pedestrian and Cycle Movement;
- Possible Public Transport Corridors.

The Overlays applicable to a particular District are shown on the Overlay Maps for that District.

The Overlays relating to Potential or Actual Acid Sulfate Soil Material, Bushfire Risk Analysis, and the Operational Aspects of the Cairns International Airport are also mapped at a City wide scale to provide a legible overview of the areas affected by these Overlays.

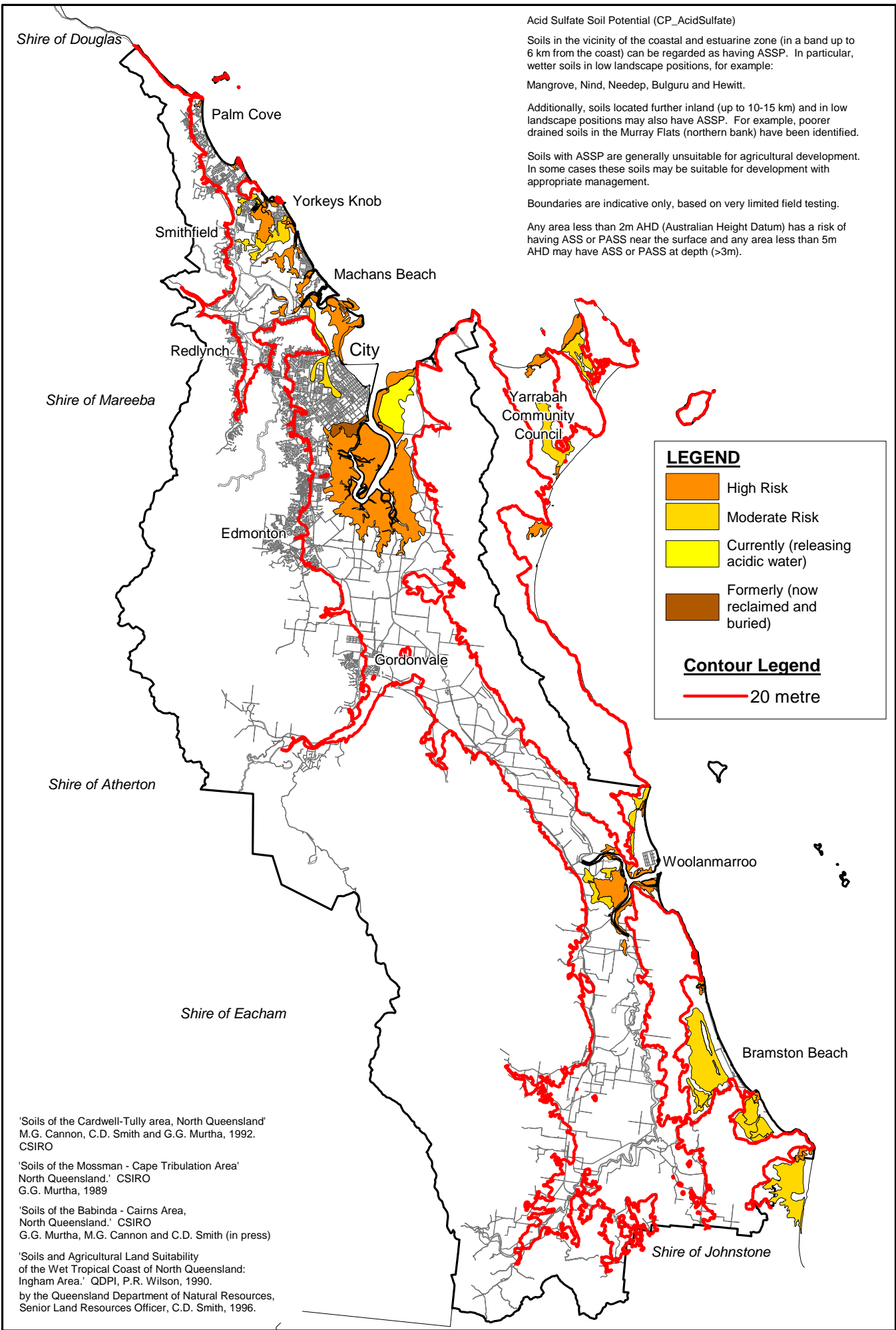
3.5 Community Infrastructure Designations

The *Integrated Planning Act* establishes a mechanism for the designation of land for community infrastructure which exists on the land or which the State, the local government or another entity intends to supply on the land.

Land may be designated by a Minister of the State or by local government. A number of sites throughout the City are the subject of a designation by a Minister of the State.

The sites which have been designated are identified on the Planning Area Map of the respective District Plans. A Schedule describing the details of the sites and the designations is included after the Assessment Tables in the respective District Plans.

In accordance with the *Integrated Planning Act*, development under a designation is, to the extent the development is self-assessable or assessable development under this Planning Scheme, exempt development.



Acid Sulfate Soil Potential (CP_AcidSulfate)

Soils in the vicinity of the coastal and estuarine zone (in a band up to 6 km from the coast) can be regarded as having ASSP. In particular, wetter soils in low landscape positions, for example: Mangrove, Nind, Needep, Bulguru and Hewitt.

Additionally, soils located further inland (up to 10-15 km) and in low landscape positions may also have ASSP. For example, poorer drained soils in the Murray Flats (northern bank) have been identified.

Soils with ASSP are generally unsuitable for agricultural development. In some cases these soils may be suitable for development with appropriate management.

Boundaries are indicative only, based on very limited field testing.

Any area less than 2m AHD (Australian Height Datum) has a risk of having ASS or PASS near the surface and any area less than 5m AHD may have ASS or PASS at depth (>3m).

LEGEND

- High Risk
- Moderate Risk
- Currently (releasing acidic water)
- Formerly (now reclaimed and buried)

Contour Legend

- 20 metre

'Soils of the Cardwell-Tully area, North Queensland'
M.G. Cannon, C.D. Smith and G.G. Murtha, 1992.
CSIRO

'Soils of the Mossman - Cape Tribulation Area'
North Queensland.' CSIRO
G.G. Murtha, 1989

'Soils of the Babinda - Cairns Area,
North Queensland.' CSIRO
G.G. Murtha, M.G. Cannon and C.D. Smith (in press)

'Soils and Agricultural Land Suitability
of the Wet Tropical Coast of North Queensland:
Ingham Area.' QDPI, P.R. Wilson, 1990.
by the Queensland Department of Natural Resources,
Senior Land Resources Officer, C.D. Smith, 1996.

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Cairns Regional Council
POTENTIAL OR ACTUAL ACID SULFATE SOIL MATERIAL (PASS OR ASS)

	Acid_Sulfate.WOR
	Commencement Date: Mar 2009 Amendment Date:

LEGEND

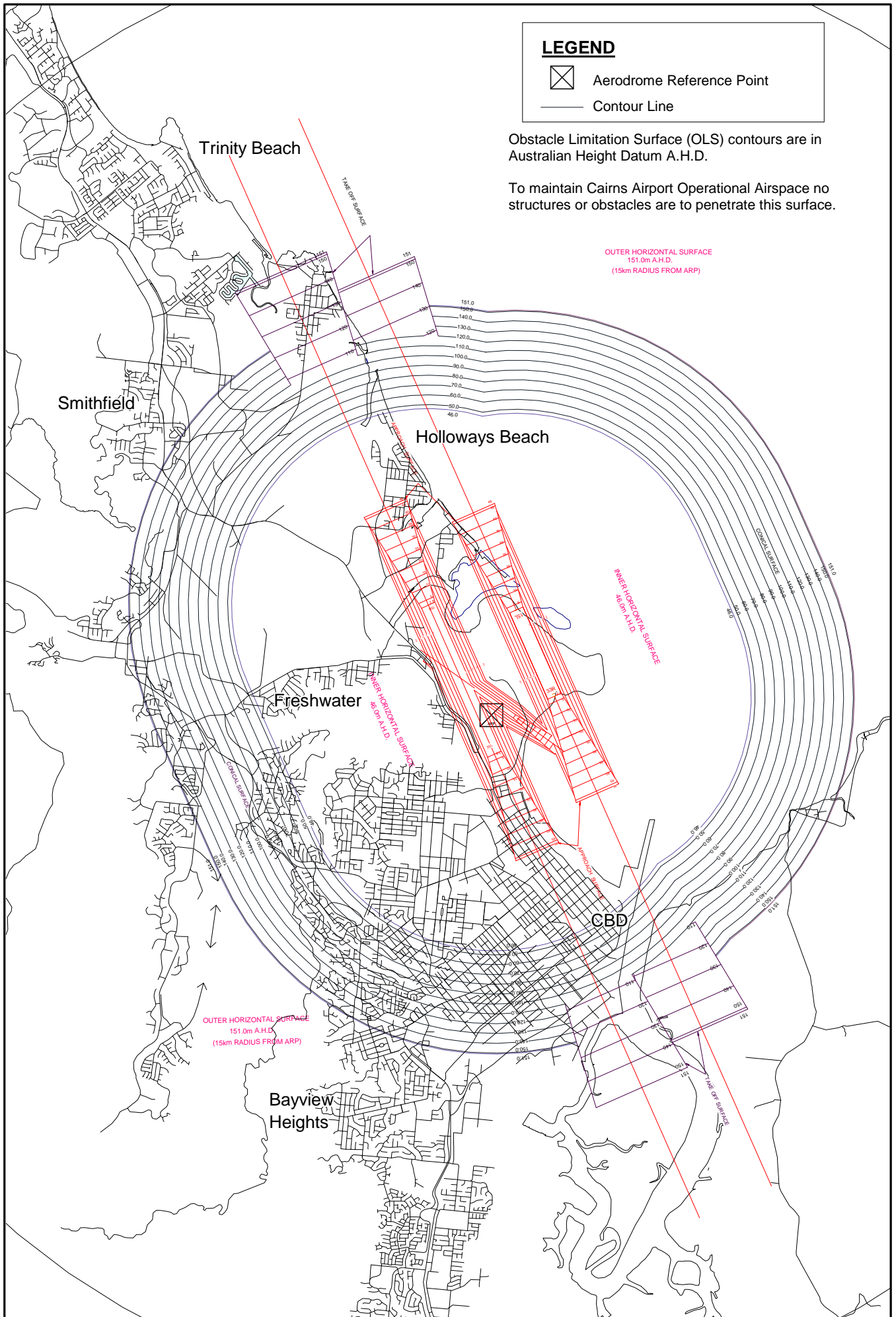
-  Aerodrome Reference Point
-  Contour Line

Obstacle Limitation Surface (OLS) contours are in Australian Height Datum A.H.D.

To maintain Cairns Airport Operational Airspace no structures or obstacles are to penetrate this surface.

OUTER HORIZONTAL SURFACE
151.0m A.H.D.
(15km RADIUS FROM ARP)

INNER HORIZONTAL SURFACE
46.0m A.H.D.



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Cairns Regional Council
Obstacle Limitation Surfaces

Source: Cairns Port Authority

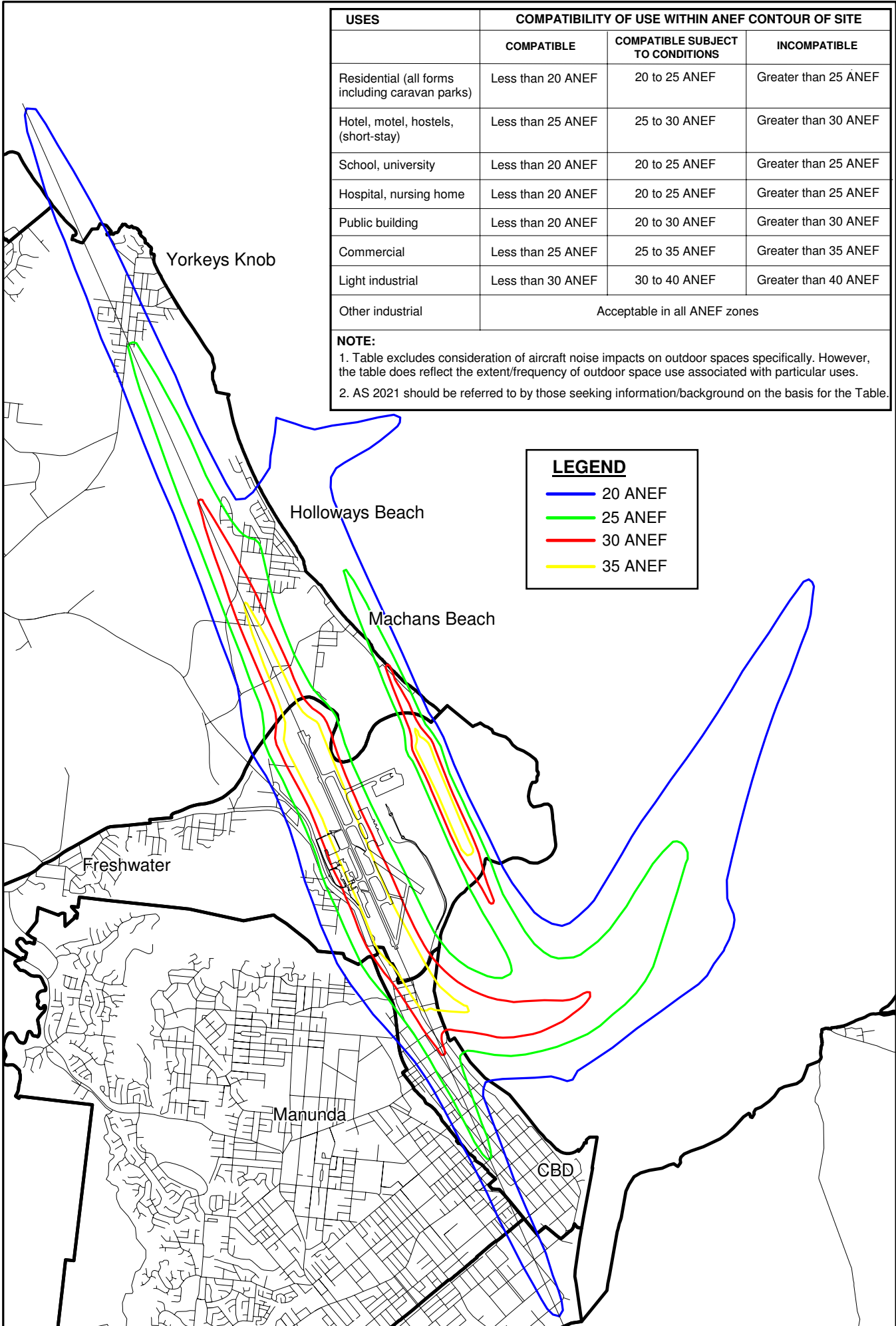


OLS.WOR	
Commencement Date:	Mar 2009
Amendment Date:	

USES	COMPATIBILITY OF USE WITHIN ANEF CONTOUR OF SITE		
	COMPATIBLE	COMPATIBLE SUBJECT TO CONDITIONS	INCOMPATIBLE
Residential (all forms including caravan parks)	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostels, (short-stay)	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

NOTE:

- Table excludes consideration of aircraft noise impacts on outdoor spaces specifically. However, the table does reflect the extent/frequency of outdoor space use associated with particular uses.
- AS 2021 should be referred to by those seeking information/background on the basis for the Table.



LEGEND	
—	20 ANEF
—	25 ANEF
—	30 ANEF
—	35 ANEF

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Cairns Regional Council
 Australian Noise Exposure Forecast 2005
 Source: Cairns Port Authority

	ANEF2005.WOR	
	Commencement Date:	Nov 2010
	Amendment Date:	2010_no.6

LEGEND

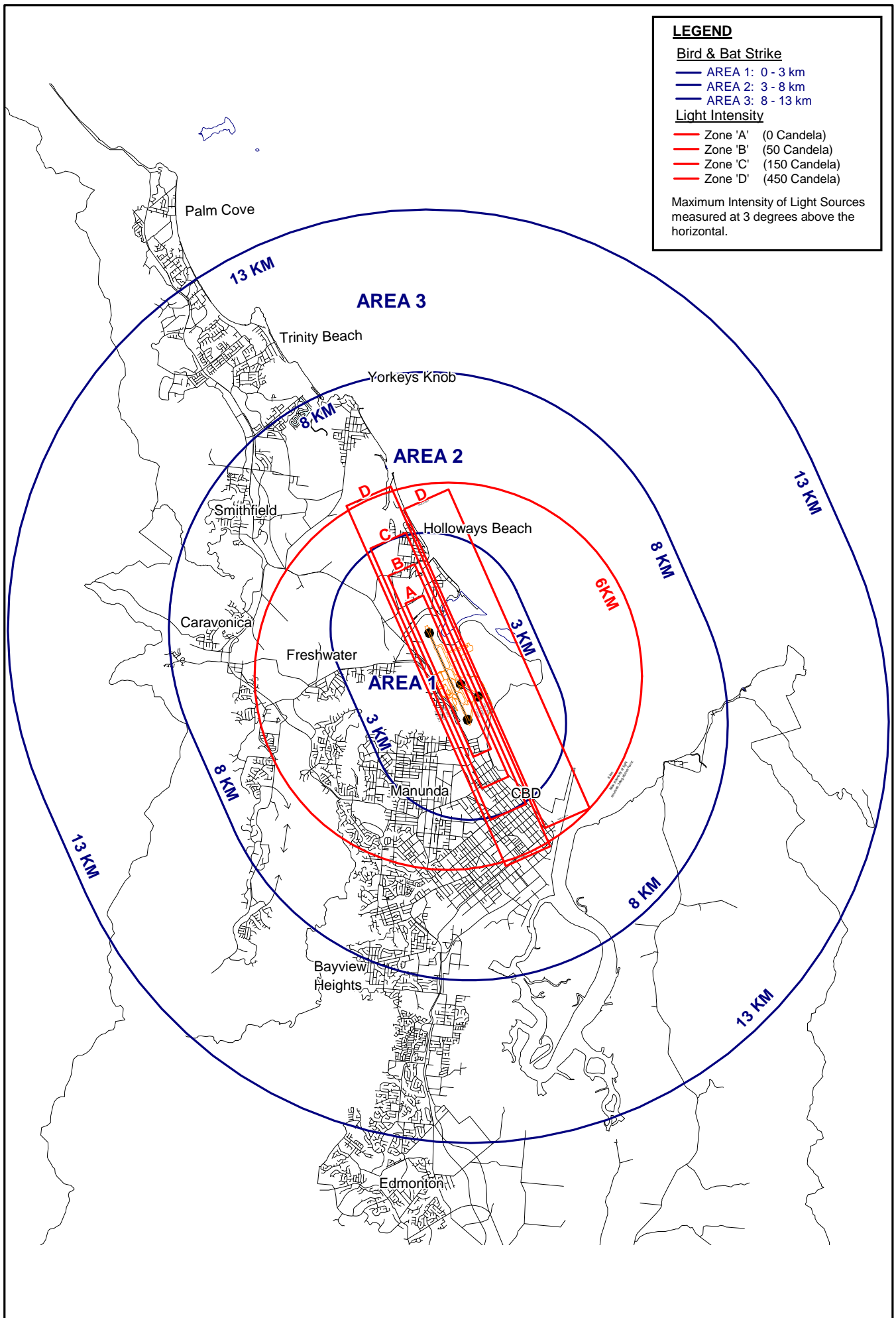
Bird & Bat Strike

- AREA 1: 0 - 3 km
- AREA 2: 3 - 8 km
- AREA 3: 8 - 13 km

Light Intensity

- Zone 'A' (0 Candela)
- Zone 'B' (50 Candela)
- Zone 'C' (150 Candela)
- Zone 'D' (450 Candela)

Maximum Intensity of Light Sources measured at 3 degrees above the horizontal.



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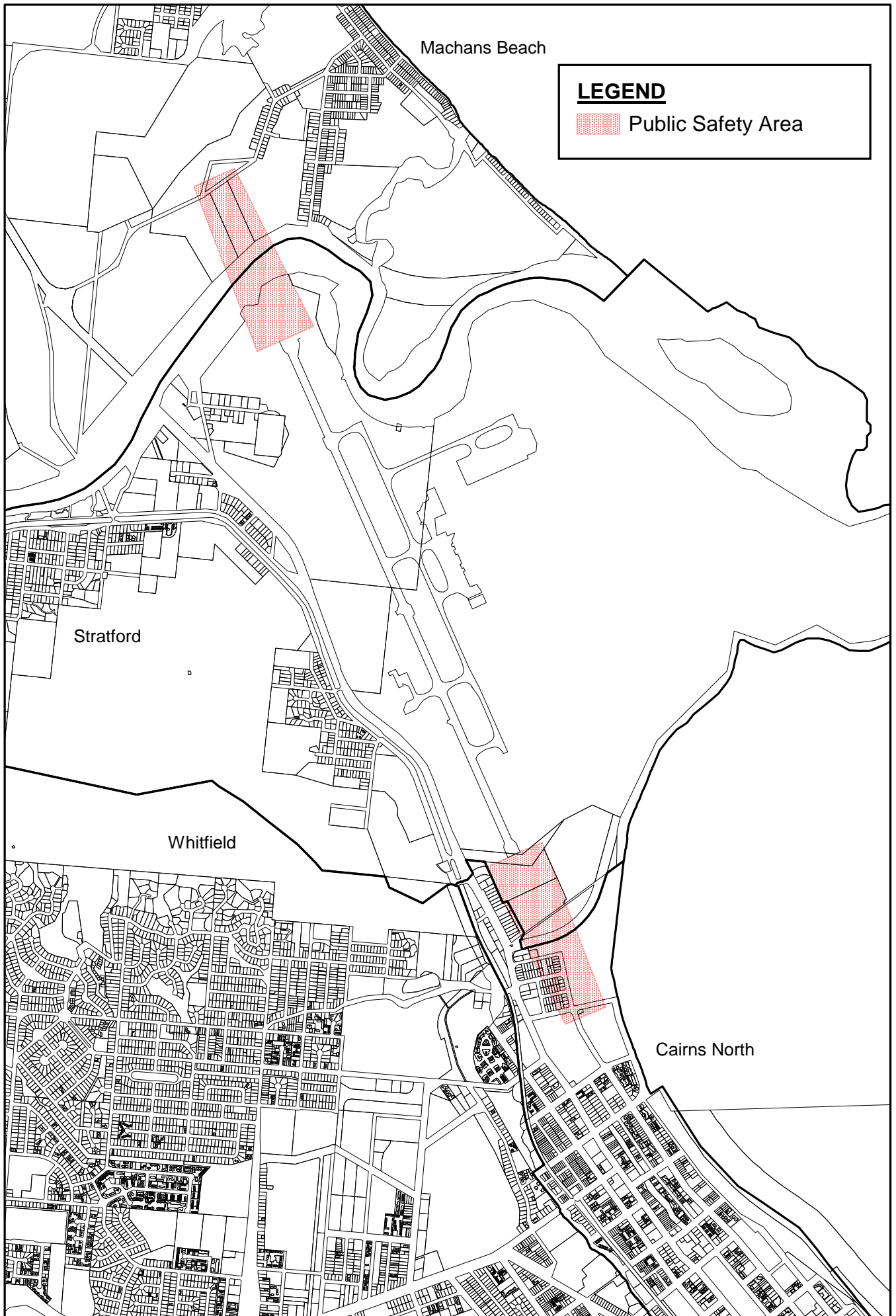


Cairns Regional Council
Primary Light Control Plans/Bird
and Bat Strike Hazards

Source: Cairns Port Authority



BirdStrike_PLCP.WOR	
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LEGEND

 Public Safety Area

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CAIRNS PLAN
 Planning Scheme for
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Cairns Regional Council
 Airport Public Safety Zone

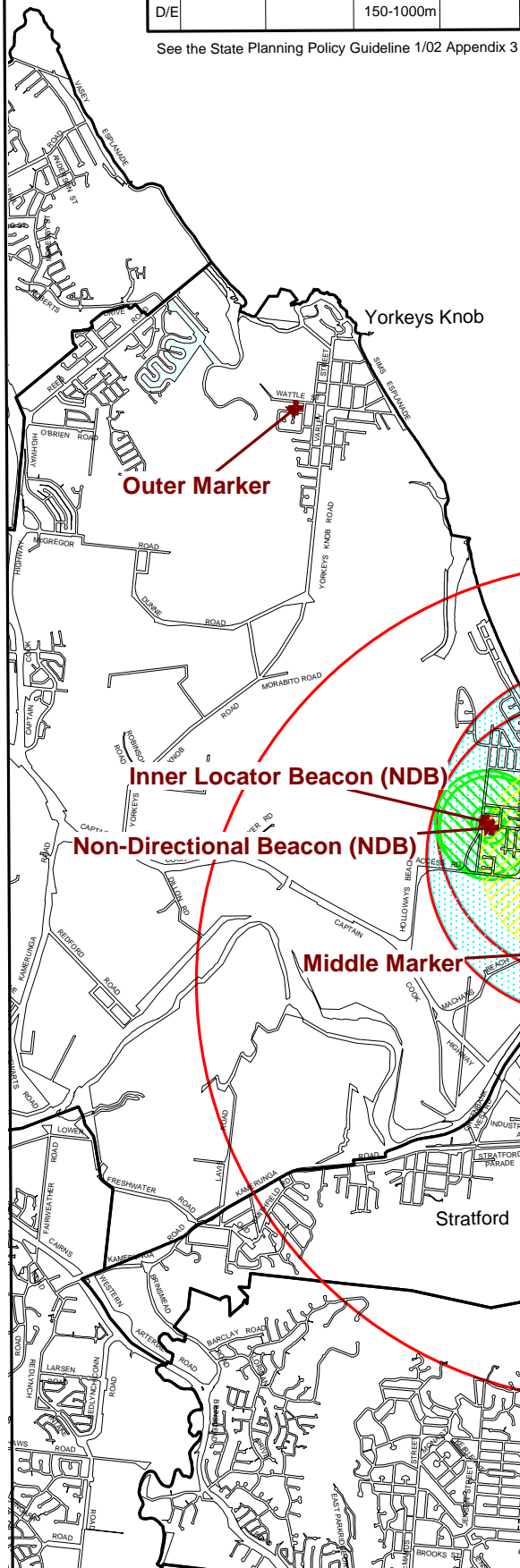
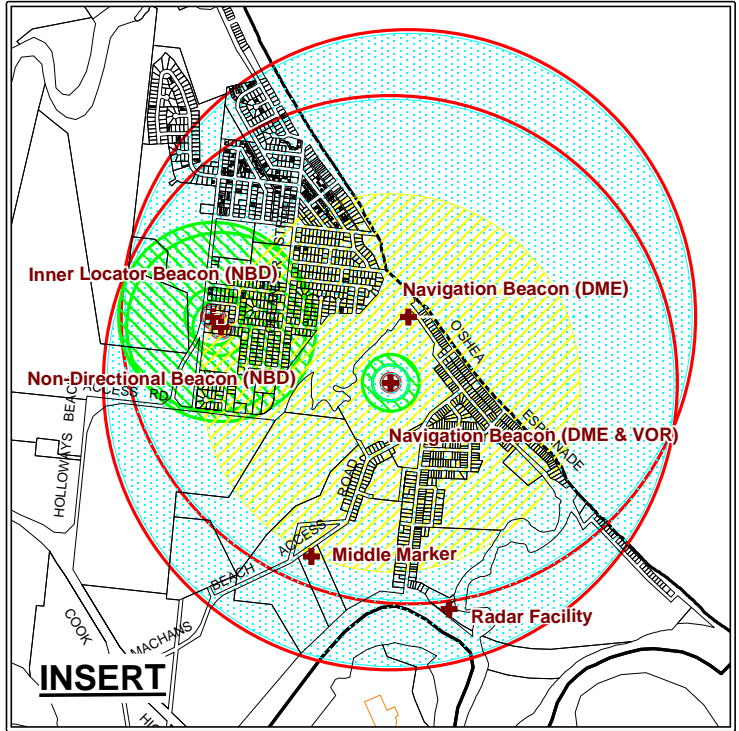
Source: Cairns Port Authority



	
Airp_Pub_Safety.WOR	
Commencement Date:	Mar 2009
Amendment Date:	

	DME	NDB	VOR	Radar
A	0-1500m	0-60m	0-50m	0-4000m
B	10-1500m	60-150m	50-75m	
C		150-500m	75-150m	
D/E			150-1000m	

See the State Planning Policy Guideline 1/02 Appendix 3



LEGEND
Sensitive Areas

- A
- B
- C
- D & E

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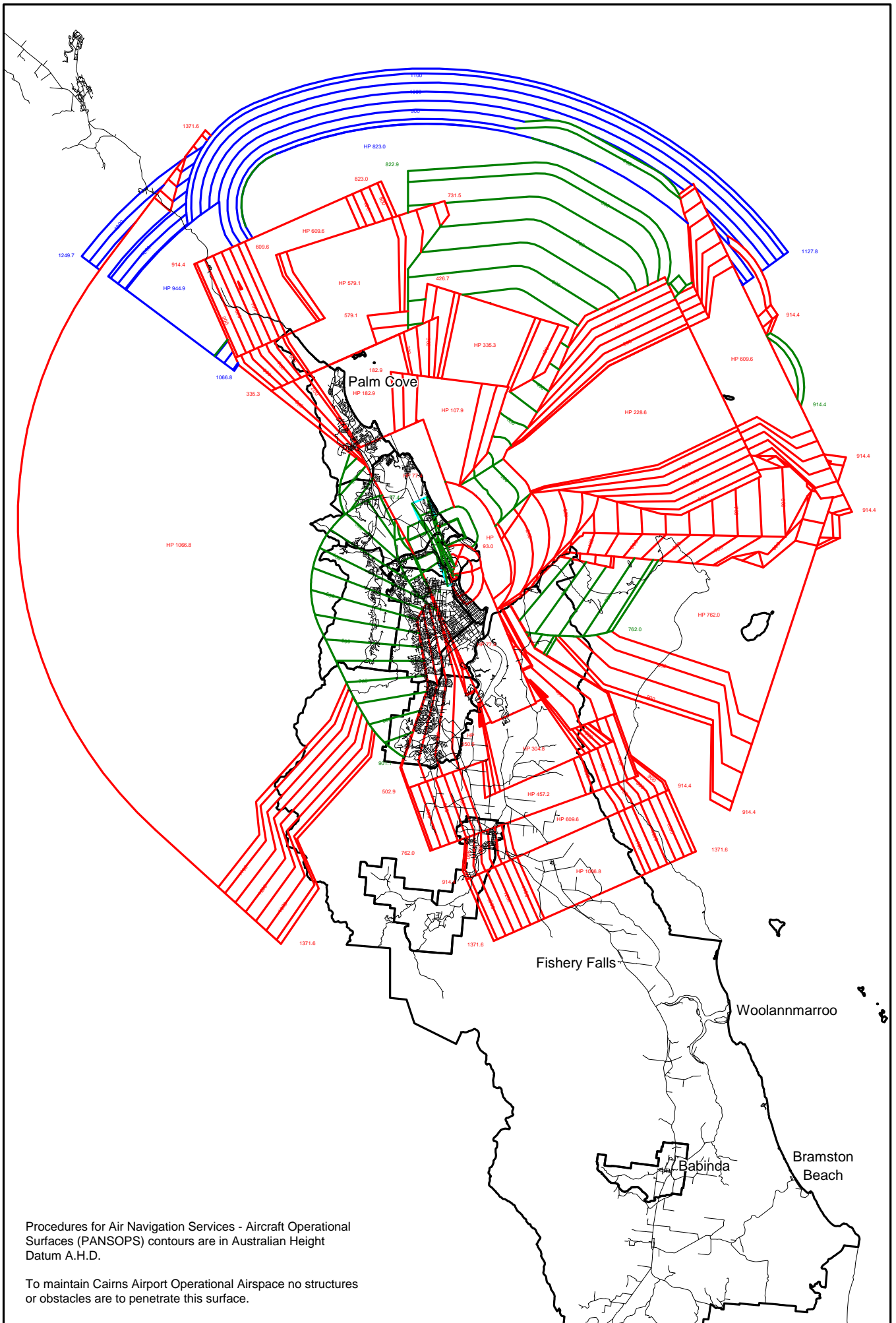
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Cairns Regional Council
Aviation Facilities
Source: Cairns Port Authority

NavAids.WOR

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Procedures for Air Navigation Services - Aircraft Operational Surfaces (PANSOPS) contours are in Australian Height Datum A.H.D.

To maintain Cairns Airport Operational Airspace no structures or obstacles are to penetrate this surface.

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Cairns Regional Council
Procedures for Air Navigation Services
- Aircraft Operations Surfaces Overlay
Source: Cairns Port Authority



	
PansOps.WOR	
Commencement Date:	Mar 2009
Amendment Date:	

3.6 Cairns Beaches District

3.6.1 Description and Intent

The Cairns Beaches District is characterised by a narrow coastal plain flanked on the east by tropical beaches and on the west by steep, forested hillslopes. Earl Hill, Taylor Point and Buchan Point are dominant features of the coastline. The recognisable character of each distinct beach community is to be maintained and enhanced. The District is intended to provide a range of opportunities for residential living and to provide accommodation and facilities for tourists. The opportunities for residential living extend from rural residential living in several areas on the western side of the Captain Cook Highway to conventional residential living throughout the eastern part of the District and medium density residential living in some locations which are located close to facilities and public transport routes.

Tourist accommodation and associated small scale retail and commercial facilities are intended to be located in proximity to the waterfront, particularly at Trinity Beach and Palm Cove, and also in proximity to the golf course at Kewarra Beach, west of the Captain Cook Highway between Moore Road and Paradise Palms Drive. These areas may also accommodate permanent residents who are attracted by the locations and the facilities. There is also the opportunity for development of tourist accommodation in several locations along the Captain Cook Highway.

It is intended that the existing tourist accommodation precinct adjacent to the waterfront at Palm Cove should be consolidated. There is the potential for expansion of this precinct to the south. It is intended that the remainder of the suburb should accommodate permanent residents.

Clifton Beach is intended to remain primarily as an area for conventional residential living. Several areas in the central part of the suburb are identified for tourist accommodation and medium density residential living, consistent with the established pattern of uses and planning intent.

Kewarra Beach is also intended to remain primarily as an area for conventional residential living. There is the opportunity for development of additional tourist accommodation adjacent to the waterfront in the northern part of the suburb.

Trinity Beach is intended to provide tourist accommodation and associated facilities along the waterfront and on the southern side of Earl Hill with the remainder of the suburb accommodating permanent residents. Opportunities for medium density residential living are provided in areas located close to facilities and public transport routes.

The James Cook University, together with the proposed research and technology centre, has the potential to be a major centre of learning in the City and a major employment node in the District.

It is intended that inter-suburban connector roads should be established as development of the remaining larger parcels of land takes place, particularly to improve the efficiency of public transport.

The remaining coastal vegetation, foredunes and swales, together with riparian corridors, should be retained. Similarly, the hillslopes which provide such a dramatic backdrop to the District should be retained in their existing state. Connectivity between the remaining vegetation in the Cairns Beaches should be achieved by providing links from the coast to the hillslopes and between coastal communities.

It is intended that pedestrian and bicycle links should be provided throughout the District, particularly along the coastline and waterways.

3.6.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 9	846849	135 Williams Esp PALM COVE	Generally in accordance with the Plan of Development Drawing No. 428/523/91/SDI
2	Lot 54	725473	17 Veivers Road PALM COVE	Indoor Entertainment Art Gallery.
3	Lot 2 Lot 1 Lot 2	SP 101232 734964 734964	Captain Cook Hwy CLIFTON BEACH	Outdoor Entertainment Zoo.
4	Lot 24	734964	15 Alexandra Street CLIFTON BEACH	Indoor Entertainment Mining Museum and Gems Display Shop Gem and Gem Products.
5	Lot 1	724705	Captain Cook Hwy CLIFTON BEACH	Caravan Park, Shop and Service Station.
6	Lot 10	724040	Moore Street TRINITY BEACH	Multiple Dwelling Maximum of 252 Units in buildings not exceeding 2 storeys, associated indoor entertainment, shops not exceeding 400m2 gross floor area and associated outdoor entertainment.
7	Lot 4 Lot 5	SP147763 SP147763	Triton Street PALM COVE	Resort Hotel comprising accommodation units, licensed premises, restaurant, indoor entertainment, function rooms and gymnasium carparking and associated facilities.
8	Lot 4 Lot 2	747724 747724	Captain Cook Hwy PALM COVE	Tourist resort generally in accordance Plan of Development MP01-N
9	Lot 1	729927	35-41 Upolu Esp CLIFTON BEACH	Tourist Accommodation – Holiday apartments to a maximum density of 144 persons and in buildings with a maximum height of 7.5 metres, measured to the underside of the uppermost ceiling.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
10	Lot 111	908159	6-8 Yule Av CLIFTON BEACH	Multiple dwellings maximum 2 storeys, multiple dwellings maximum 3 storey, holiday apartments maximum 3 storey where the total number of units does not exceed 109.
11	Lot 1 Lot 2	SP 115207 SP 115207	Captain Cook Hwy PALM COVE	Precinct A - hillside residential dwellings using post and beam construction techniques on single allotments up to a maximum of 7 lots per hectare and not greater than 2 storeys in height and Precinct B – residential accommodation comprising a mixture of dwelling houses, dual occupancy and multiple dwellings, with a maximum population density of 120 persons per hectare, and a restaurant with all buildings not having a height in excess of two storeys.
12	Lot 2	721160	Poolwood Road KEWARRA BEACH	Educational establishment including student and teacher accommodation and caretakers residence and ancillary facilities, including administration building, kitchen/cafeteria, car and bus parking, swimming pool, indoor recreation, tennis courts, contained in buildings not more than two storeys in height and with a site resident population density not exceeding 100 persons/ hectare.
13	Lot 3 Lot 4	718566 718566	108-118 Trinity Beach Road TRINITY BEACH	In accordance with Plan of Development 10/97.
14			28-36 Trinity Beach Road TRINITY BEACH	Residential resort complex in accordance with Plan Development No WD1-00U.
15	Lot 1	PLN114486	1-7 Aropa Street TRINITY BEACH	Plant Nursery- professional office veterinary surgery.
16	Lot 2 Lot 3	PLN114486 PLN114486	1-7 Aropa Street TRINITY BEACH	Retail and wholesale nursery and landscape supplies. Gift shop and light refreshments.
17	Lot 20	SP129123	20 Moresby Street TRINITY PARK	Development generally in accordance with Development Plan A – Earl Hill North.
18			Reed Road TRINITY PARK	Development generally in accordance with Development Plan B – Earl Hill North.

3.6.3 Schedule of Community Infrastructure Designations

- James Cook University (Smithfield Campus) - Parish of Smithfield, County of Nares, Lots 1 and 2 on Registered Plan RP894528 with the street address of McGregor Road, Smithfield, Cairns.

Designation :

Community Infrastructure 1(f) – Educational facilities described as:

A place of higher education with the associated teaching, research, social and public support functions including car parking, cultural and sporting facilities, residential and conference accommodation, together with a range of commercial activities allied with the university.

Date of Designation : 20 April 2000.

3.7 Barron – Smithfield District

3.7.1 Description and Intent

The dominant features of the Barron-Smithfield District are the wetlands adjacent to the coastline and waterways; the floodplain of the Barron Delta with its extensive cane fields; and the views across the floodplain to the Barron Gorge and the forested hillslopes of the Kuranda Range.

Urban development is contained to the northern and western edges of the flood plain and to the established residential areas of Machans Beach, Holloways Beach and Yorkeys Knob.

It is intended that the Barron Delta should continue to be utilised as productive agricultural land because of the susceptibility to flooding; the value of the good quality agricultural land; and the contribution the area makes to the scenic amenity of the City with the views of cane fields, wetlands and hillslopes.

Machans Beach is a small residential community with the distinctive character of a coastal village. It is intended that this character should be retained and that the area should remain as an area of detached houses and as a community with a strong sense of identity.

Holloways Beach is intended to remain as residential community, primarily for permanent residents. There are some opportunities for medium density residential development in the central part of the suburb.

Yorkeys Knob is intended to provide opportunities for conventional residential living, medium density residential living and for tourist accommodation in proximity to the waterfront. There is also an opportunity for tourist accommodation in the area at the end of Reed Road adjacent to Yorkeys Knob.

Opportunities for residential living in the remaining parts of the District range from rural residential living in areas at the foothills of the Kuranda Range to conventional residential living in established areas and medium density residential living in some locations in proximity to the James Cook University and the Smithfield Sub-Regional Centre. The District accommodates the major attractions of Skyrail and the Tjapukai Aboriginal Cultural Park. There is the potential for some expansion of these facilities and for other tourist attractions to establish in proximity to these facilities.

It is intended that the existing retail and commercial facilities located at the intersection of the Captain Cook and Kennedy Highways should form the basis for a Sub-Regional Centre providing retail, commercial and business facilities, as well as employment, for the Cairns Beaches and Barron – Smithfield Districts and for communities on the north-eastern tablelands.

The Smithfield Commercial Centre is intended to become an important part of the Smithfield employment node providing employment opportunities beyond the life of this Planning Scheme. The Commercial Centre should be integrated with and complement the sub-regional centre and existing commercial facilities and the university. The Smithfield Commercial Centre is located along a major tourist and transport route, and development in this locality should not be intrusive or dominant.

An area to the north of this, bounded by the Captain Cook Highway, Cattana Road and the proposed Smithfield Bypass, is identified for commercial uses in order to further expand employment opportunities in this District and the Cairns Beaches District.

It is intended that the coastal wetlands should be retained. The Cattana Wetlands are intended to complement these natural features of the District.

It is intended that open space links should be provided along the Barron River and other waterways in the District. Pedestrian and bicycle links should be provided to link the communities, facilities and natural areas within the District.

3.7.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 1	740266	541-543 Varley Street YORKEYS KNOB	Restaurant and Dwelling.
2	Lot 55	706366	558 Varley Street YORKEYS KNOB	In accordance with Plan of Development No. RA.02
	Lot 56	706366	556 Varley Street YORKEYS KNOB	In accordance with Plan of Development No. RA.02
	Lot 36	705891	554 Varley Street YORKEYS KNOB	In accordance with Plan of Development No. RA.02
3	Lot 3	BUP106385	16-20 Ray Street YORKEYS KNOB	In accordance with Building Permit No. 19596
4	Lot 1 Lot 2	737281 745019	Reed Road TRINITY PARK	Marina development with a maximum of 380 berths, a maximum water area of 16 hectares, a public board walk, a public boat ramp with a minimum of 2 lanes, and services including fuel, power, water and telephone. Shopping Centre & local services with a maximum gross floor area of 3000m ² , and a maximum of 2 storeys above ground Food and refreshment premises with a maximum gross floor area of 1000m ² and a maximum of 2 storeys above ground Indoor entertainment and outdoor entertainment club & recreational facilities with a maximum gross floor area of 1500m ² and a maximum of 2 storeys above ground

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
				Motor showroom boat sales & storage & low impact industry boat maintenance facility with a maximum gross floor area of 500m ² , a maximum of 1 storey above ground, a maximum of 4 boats on display for sale, a maximum of 20 boats under maintenance or storage Accommodation buildings, dwelling houses, duplexes & multiple dwellings with a maximum of 300 units & a minimum separation of 15 metres between residential & non-residential buildings with appropriate screening.
5	Lot 12	SP119539	6-8 Faculty Cl SMITHFIELD	Multiple Dwellings – maximum 2 storeys.
6	Lot 1	881069	2-4 Faculty Cl SMITHFIELD	Multiple Dwellings – Maximum 200 persons per hectare.
7	Lot 1-78	SP139247	10-24 Faculty Cl SMITHFIELD	Student Accommodation, generally in accordance with Development Approval 8/8/81 determined by Council on 31 May 1999.
8	Lot 320	PLN S1992	Redford Road Multiple Properties (Old Smithfield Township)	Agriculture
9	Lot 321 Lot 322	SP142792 SP142702	Lake Placid Road CARAVONICA	Service station and shopping centre development generally in accordance with Plan of Development No. 10300-1
10	Lot 2	894173	Kamerunga Road SMITHFIELD	In accordance with Plan of Development No. 4959-5
11			Mt Finnigan Ct SMITHFIELD & Mt Koolmoon St SMITHFIELD	Advertising sign, car park, catering shop, commercial premises, function centre, hardware store, hotel, indoor entertainment, laundromat, local store, local utilities, market, medical centre, motel, outdoor entertainment, outdoor sales premises, plant nursery, produce store, restaurant, service industry, showroom, veterinary clinic, veterinary hospital, warehouse zone.
12	Lot 7	908378	1 Mt Koolmoon St SMITHFIELD	Restaurant zone proposed Lot 7.
13	Lot 31 Lot 1	908380 (Historical Lot) SP149831	2 Danbullan St SMITHFIELD	Development generally in accordance with Plan of Development No. 5312-8 Issue B.
14	Lot 41	911569	14 Mt Milman Dr SMITHFIELD	Advertising sign, car park, catering shop, commercial premises, function centre, hardware store, hotel, indoor entertainment, Laundromat, local store, local utilities, market, medical centre, motel, outdoor entertainment, outdoor sales premises, plant nursery, produce store, public purpose, public utilities, restaurant, service industry, showroom, veterinary clinic, veterinary hospital, warehouse zone.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
15	Lot 86	144709	13-15 Mt Milman Dr SMITHFIELD	Advertising sign, car park, catering shop, commercial premises, function centre, hardware store, hotel, indoor entertainment, Laundromat, local store, local utilities, market, medical centre, motel, outdoor entertainment, outdoor sales premises, plant nursery, produce store, public purpose, public utilities, restaurant, service industry, showroom, veterinary clinic, veterinary hospital, warehouse zone.
16	Lot 5	SP160333	Captain Cook Hwy SMITHFIELD	Generally in accordance with Plan of Development No. 5010-47 in Schedule A and Tables of Development No. 5010-47 is Schedule B of Development Approval 8/8/25.
17	Lot 5	906407	Captain Cook Hwy BARRON	Concrete batching plant.
18	Lot 3	713690	Yorkeys Knob Rd YORKEYS KNOB	Service Station.
19	Lot 176 Lot 1 Lot 1 Lot 1 Lot 2 Lot 5 Lot 6	NR6852 705890 726729 729089 726729 705890 705890	Sims Esp YORKEYS KNOB	Development generally in accordance with Plan of Development No. JMH-32

3.7.3 Schedule of Heritage Sites

CURRENT NAME	Smithfield Cemetery
OTHER KNOWN NAME	
ADDRESS	Kamerunga Road
TITLE DETAILS	Lot 46 NR2060
HISTORY	Smithfield Cemetery was gazetted on 21 December 1878. On 20 March 1943 the Smithfield Cemetery was reduced in area to that which is now Lot 46.
PHYSICAL DESCRIPTION	The Smithfield Cemetery has only one grave that is marked by a monument. The gravesite is surrounded by a low picket fence. Three separate iron artefacts on the grave, two of which appear to be fixed in place and one is loose.
PHYSICAL INTEGRITY	The fence appears still in its original position, however it is severely deformed and sections are missing.
STATEMENT OF SIGNIFICANCE	The cemetery provides physical evidence of the original Smithfield township.

CURRENT NAME	Redford Road, Smithfield
OTHER KNOWN NAME	Old Smithfield Townsite
ADDRESS	Redford Rd, Smithfield
TITLE DETAILS	
HISTORY	The original Smithfield settlement developed on the banks of the Barron River in about 1877. It was finally abandoned following heavy floods
PHYSICAL DESCRIPTION	Currently forms part of a cane farm
PHYSICAL INTEGRITY	Fair. Predominantly of archaeological and social value although not readily accessible to the public. Upper levels have been disturbed by ploughing and flooding.
STATEMENT OF SIGNIFICANCE	The settlement was one of the earliest satellite settlements around Cairns and particularly important for teamsters plying between the coastal port of Cairns and its raison d'être, the Hodgkinson Goldfield.

3.7.4 Character Precincts

CURRENT NAME	Machans Beach
OTHER KNOWN NAME	
ADDRESS	O'Shea Esplanade (north of Redden Creek); Marshall Street, Arnold Street; Mitchell Street; Philips Street, and, Machan Street, David Street and parts of Tucker Street
TITLE DETAILS	Various
HISTORY	The National Trust notes that Machans Beach developed as the 'oldest beachfront suburb in Cairns, surveyed in 1885 when it was called Barron's Beach. Permanent settlement began in the 1920's
PHYSICAL DESCRIPTION	A precinct incorporating a wide range of older dwellings and commercial premises. These are interspersed with a few recent dwellings. The small blocks – particularly along the Esplanade are of widely varying age
PHYSICAL INTEGRITY	Good
CHARACTER VALUES	Machan's Beach comprises mainly single or two storey developments reflecting predominantly cottage style residences through the precinct. Most are of modest form and are, particularly on O'Shea Esplanade, located on small blocks. These dwellings are separated from Trinity Inlet by a narrow road. Many remaining buildings reflect the early development of the beach suburbs of Cairns. Older buildings, some of which have been tastefully maintained, link timber frame cottages of the inter-war period with the tendency for dynamic modern colour schemes. In the process, Machan's Beach has developed the characteristics of a coastal village which sets it apart, in a positive manner, from its more northern neighbours. It is a character unique to the area and one which justifies retention.

3.7.5 Schedule of Annotations

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
a1	Part of Lot 2 being proposed Lot 20.	RP713136	Holloways Beach Road HOLLOWAYS BEACH	Shopping Facilities, Restaurant and Business Facility with a maximum gross floor area of 800m ² .

3.8 Redlynch Valley District

3.8.1 Description and Intent

The upper section of the Redlynch Valley is characterised by Freshwater Creek bounded closely on both sides by steep, forested hillsides. The lower section of the Valley opens out to the floodplains of Freshwater Creek and the Barron River.

The upper section of the Valley is intended for rural residential living with some conventional residential living within the establishing Redlynch Valley Estate.

Areas of the lower section of the Valley located outside the floodplains are intended for conventional residential living. There are some opportunities for medium density residential living in areas close to Redlynch Village. There is some potential for sensitive low intensity residential development within the existing community located adjacent to Stoney Creek and the Barron River in the northern part of the District.

It is intended that extraction of the hard rock resource located in the upper section of the Valley should continue.

There is the opportunity for the integrated development of commercial, community and service facilities in and adjacent to the Redlynch Village. The small scale retail and commercial facilities within the Village should be retained, as should the recognisable character of the Village which is based largely on the character of the Red Beret Hotel.

There should be legible connections between the Village and the other designated community facilities in the area that are focused on educational based activities. Areas within the floodplains in the lower section of the Valley should be retained for agriculture. Further up the Valley, areas within the Freshwater Creek floodplain may be appropriate for recreational facilities.

The riparian corridor of Freshwater Creek is a key feature of the District and it is intended that the corridor should be retained and rehabilitated, where necessary, to provide a major open space link extending the length of the Valley to the popular Crystal Cascades swimming holes.

It is intended that the hillslopes, the other key features of the District, should provide a forested backdrop to the Valley.

3.8.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 8	722343	20-38 Sandwich St KAMERUNGA	Caravan park: 40 tourist sites and dwelling.
2	Lot 2	736710	Redlynch Intake Rd REDLYNCH	Caravan park.
3	Lot 9 Lot 8	749301 749301	Redlynch Intake Rd REDLYNCH	Extractive Industry and Buffers.

3.8.3 Schedule of Community Infrastructure Designations

1. Redlynch Middle School – on land described as Lot 6 on CP899014, Parish of Cairns, County of Nares with the street address Jungara Road, Redlynch, Cairns.

Designation:

Community Infrastructure described as:

1(d) – community and cultural facilities, including child-care facilities, community centres, meeting halls, galleries and libraries.

1(f) – educational facilities.

1(l) – parks and recreational facilities.

1(o) – transport infrastructure mentioned in s.5.1.1.

1(r) – storage and works depots and the like including administrative facilities associated with the provision or maintenance of the community infrastructure mentioned in (d), (f), (l) and (o) above.

The community infrastructure shall be provided generally in accordance with the drawing “Redlynch Middle School Master Plan and Stage 1 Project Definition Plan – Drawing Number 42579/PD/L06” dated September 2005.

Date of Designation: 28 February 2006.

3.8.4 Schedule of Heritage Sites

CURRENT NAME	Kamerunga State Nursery
OTHER KNOWN NAME	Kamerunga Research Station
ADDRESS	
TITLE DETAILS	Lot 323 on NR6959 & Lot 622 on NR6854
HISTORY	The nursery was established in 1889, as an initiative of the newly formed Queensland Dept. of Agriculture. The emphasis was on experimenting with tropical crops with a commercial interest. The first director, Ebenezer Cowley introduced a wide range of tropical plants and opened the gardens to tourism. Visitors would make the pilgrimage by buggy from town, or a short walk from the train at Redlynch Station. Wartime, led to the nursery closing in 1916, followed by a period of the grounds being leased. In 1940, part of the grounds were re-acquired by the Dept. of Agriculture and stocked for use as a Horticultural Research Station which existed until recently.
PHYSICAL DESCRIPTION	There are visible remains of its former usage as a nursery with a variety of mature exotic trees. The original entrance, flanked by Royal Palms, has completely disappeared as it was constructed across freehold land. The old administrative building is still in existence, as is a renovated old house that served as the manager's residence.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The nursery represents a precedential commitment to trees as visual amenity and a tourism resource. Its role in agricultural research, plant distribution and nature gardens, project a positive heritage that should be preserved.

CURRENT NAME	Red Beret Hotel
OTHER KNOWN NAME	Redlynch Pub
ADDRESS	401- 411 Kamerunga Road, Redlynch.
TITLE DETAILS	Lot 4 on RP 748667.
HISTORY	Redlynch came into being as the terminus of the first leg of the railway to the hinterland. The Redlynch Hotel was built in 1926. It was located on the opposite side of the track to that of the old Terminus Hotel, which burnt down in the 1920's. The hotel was a social centre for refreshment, dances & meetings. It held contests of wood chopping, boxing and tug-of-war.
PHYSICAL DESCRIPTION	Traditional two storey corner hotel characteristic of the Queenslander style.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The hotel is crucial to the maintenance of the Redlynch precinct as a village. Its position on the busy intersection of the Redlynch Intake Road and Kamerunga-Brinsmead Road provides a significant reference point for the area.

CURRENT NAME	Redlynch
OTHER KNOWN NAME	
ADDRESS	Brinsmead Kamerunga Road in vicinity of Red Beret hotel, parts of Tenni Street, Margaret Street, and Hedley Close
TITLE DETAILS	Various
HISTORY	The village of Redlynch was an integral part of the development of the Cairns - Atherton Tableland railway line. The first stage was from Cairns to Redlynch. That section opened in 1887 and from there the Range section was constructed. The village of Redlynch flourished over the years but retained its distinctive character in the process. For some years the renowned author, Xavier Herbert, lived in Redlynch. His home remains.
PHYSICAL DESCRIPTION	A precinct which includes a well maintained two story hotel of classic 'Queenslander' style, a village store and a small cluster of dwellings representative of the early to late twentieth century
PHYSICAL INTEGRITY	Good
CHARACTER VALUES	Redlynch 'village' retains several of the core features of early settlement nodes in the Cairns district. The character of the precinct lies in its small, but well maintained, core commercial sites, proximity to the railway line (and the retention of the railway station), and the continuing existence of a range of cottages and houses which clearly reflect the development of a small railway and sugar township into a dormitory suburb.

3.9 Freshwater – Stratford – Aeroglen District

3.9.1 Description and Intent

The Freshwater – Stratford – Aeroglen District is characterised by the backdrop of the Mount Whitfield Environmental Park and the outlook across the Barron Delta.

The District includes the Cairns International Airport which is a major generator of economic activity and employment. Development has the potential to directly or indirectly affect the ongoing operation of the airport.

The District contains established residential communities and it is generally intended that the established residential nature of the District and the character of the communities should be maintained.

There is the potential for redevelopment of several larger sites in the western part of Freshwater to provide additional housing. Further medium density residential development is envisaged in the identified medium density area located adjacent to the Local Centre, recreation and community facilities and the Freshwater Primary School.

The character of Stratford is established by the older style housing, relatively narrow streets and remaining pockets of vegetation along numerous gullies. Heritage Places and character precincts are protected including the important function of the central Stratford Village heart. It is intended that the area should remain as an area of detached housing. It is not intended that medium density residential development should occur in the area, apart from on several identified sites along Stratford Parade and in proximity to the Local Centre and community facilities.

Aeroglen is also an area primarily of detached dwellings.

Several large, undeveloped parcels of land located adjacent to the Mount Whitfield Environmental Park are included in the Conservation Planning Area in order to establish a buffer to the Environmental Park and to retain the existing character of the District.

Industrial activities in the area on the northern side of the Kuranda Railway Line and adjacent to the Captain Cook Highway and the Barron River are acceptable provided there is no potential for residential areas to be adversely affected. There is the potential for minor expansion of industrial activities in the area accessed by Arnold, Johnston, Magazine and Tully Streets, consistent with the established planning intent.

It is intended that the recreational and sporting facilities at Aeroglen and Stratford will continue to cater for residents of the District and for sporting clubs.

3.9.2 Schedule of Heritage Sites

CURRENT NAME	Catholic Church
OTHER KNOWN NAME	
ADDRESS	15 Duffy Street, Freshwater.
TITLE DETAILS	L5 on RP747659
HISTORY	The Catholic Church was built in 1938 with money raised by its association with members of the Catholic community.
PHYSICAL DESCRIPTION	Small masonry church building of Spanish Mission Revival style set in a picturesque location.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This building is significant for its aesthetic qualities, and for its association with members of the catholic community.

3.9.3 Character Precincts

CURRENT NAME	Vicinity of Hardwick, Mason, Dalziel, Clacherty, Dalgety, Andrew, Tully (lower section), Behan, Andrew, Marrett, and Holmes Streets, and part of Fitch Court, Tanner Crescent and Kamerunga Road, Stratford
OTHER KNOWN NAME	
ADDRESS	Various
TITLE DETAILS	Various titles
HISTORY	An early outer suburb of Cairns which retains a significant number of Queenslander style dwellings. The suburb reflects the early development of small isolated 'villages' in the formative years of Cairns' settlement.
PHYSICAL DESCRIPTION	A residential area flanked by a small but architecturally diverse shopping centre. Mature streetscape is enhanced by the generally high standard of building maintenance.
PHYSICAL INTEGRITY	High
CHARACTER VALUES	<p>The character of this precinct is enhanced by the predominant roadscape – a single lane of bitumen flanked by grassed shoulders, tree lined gardens, and mature vegetation. The mix of housing shows a blend of various development periods. Many are chamferboard homes, some red-brick dwellings and examples where older dwellings were reclad in the favoured style of various periods in the late twentieth century. Among them are examples of the pseudo-brick cladding of the 1970s on Behan Street. Fibro-sheeted homes are also in evidence representing post World War Two construction modifications.</p> <p>The retail stores along Kamerunga Road are excellent examples of how a local shopping area has fluctuated to meet the demands of local residential expansion. They include some art deco characteristics.</p>

CURRENT NAME	Whitfield, Kennedy, Vulcan, Quarry and Diehm Streets, Aeroglen along with parts of Palmerston, Magee, Hamilton and Glen Boughton Streets
OTHER KNOWN NAME	
ADDRESS	Various
TITLE DETAILS	Various titles
HISTORY	An early outer suburb of Cairns which retains a significant number of Queenslander style dwellings. The suburb reflects the early development of small isolated 'villages' in the formative years of Cairns' settlement.
PHYSICAL DESCRIPTION	Residential area comprising older dwellings set in a mature streetscape.
PHYSICAL INTEGRITY	High
CHARACTER VALUES	Palmerston and parts of Whitfield, Kennedy, Quarry and Diehm Streets etc represent excellent examples of mature dormitory suburbs in which architectural diversity, shady trees and quiet streets predominate. In many respects Aeroglen also epitomizes the character of older parts of Cairns where high set weatherboard (et al) Queenslanders dominate the residential blocks.

CURRENT NAME	Vicinity of Kamerunga Road, Vallely, Corkhill and Le Grand Streets, Old Smithfield Road, Maree, Duffy and Martin Streets, Freshwater.
OTHER KNOWN NAME	
ADDRESS	Various
TITLE DETAILS	Various titles
HISTORY	<p>This area was first settled in 1887 when a Chinese rice mill was established at Lower Freshwater Creek. An early outer suburb of Cairns and named after its freshwater creek, Freshwater provided the first reliable supply of water after leaving Cairns on the Smithfield track. Part of the track, which today is Old Smithfield Road and Lower Freshwater Road, was declared as a stock rout and reserve during this time.</p> <p>This suburb reflects the early development of the region and remains a significant number of Queenslander-style dwellings and community buildings which were constructed during the formative years of Cairns settlement and subsequently created the small village of Freshwater.</p>
PHYSICAL DESCRIPTION	Residential area comprising older dwellings set in a mature streetscape.
PHYSICAL INTEGRITY	High
CHARACTER VALUES	<p>The character of this precinct is enhanced by Queenslander-style houses dating from the 1920's roads capes with a single line of bitumen flanked by grassed shoulders, very large treed blocks and treed open spaces, a 1930s CQA Hall, Masonic Hall and two churches, a school, a nursery, tennis courts, guides, a hotel and Freshwater Connection's renovated and award-winning historic railway station.</p> <p>Freshwater has provided retail stores and services in various forms to its residents since 1910 and the village atmosphere of this community has been continuously maintained.</p>

3.10 CBD – Cairns North District

3.10.1 Description and Intent

The CBD – North Cairns District is characterised by both natural and man-made features. The waters of Trinity Inlet and Trinity Bay, the mangroves fringing the eastern side of the Inlet and the forested hillslopes beyond are the dominant natural features of the outlook from the CBD and North Cairns. The man-made features include the strong grid of wide streets; awnings over footpaths; examples of regional architecture, both historic and contemporary; and the Esplanade parkland.

The CBD is intended to accommodate the widest range of higher order and specialised forms of retail, business, administrative, community and indoor entertainment and leisure facilities, as well as to provide a focus for cultural activities.

It is also intended that accommodation for both residents and tourists should continue to be provided in the CBD.

North Cairns is intended to be a higher density residential area accommodating both tourists and permanent residents who are attracted by the amenity and the convenience of the location. It is envisaged that a wide range of accommodation including units, apartments, hotels, motels and hostels may be established.

Commercial development within the identified areas along Sheridan Street is considered to be acceptable. Commercial uses which cater to residents and tourists staying in the District are preferred.

It is intended that identified character precincts within the District should be retained.

There are opportunities for low intensity industrial development in the area between Rutherford Street and Moffat Street, in accordance with the established planning intent. The proximity of this area to the Cairns International Airport presents the potential for industrial activities associated with the Airport to locate in the area.

A future connection of Lake Street to Airport Avenue is identified, particularly to improve public transport access between the Airport, North Cairns and the CBD.

The Esplanade parkland is intended to be a significant open space for the people of the District and of the wider City. Pedestrian and bicycle links along the Esplanade to the Cityport Precinct in the south-east and to the Flecker Botanic Gardens and Centenary Lakes in the north-west are intended to provide a major recreational facility. Similar facilities within the open space corridor along Lily Creek will enhance recreational opportunities and, when linked to the Esplanade, will provide a recreational trail around the District.

The control of building heights in the District is intended to reinforce the role of the CBD; reinforce the amenity of North Cairns; and ensure that the operations of the Cairns International Airport are not affected.

3.10.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 2	RP804240	295 – 303 Sheridan Street Cairns North	Motel not exceeding 76 units and convenience store, fast food outlet, restaurant, medical centre, office with a total maximum gross floor area of 500sqm.
2	Lot 1	SP102690	6 Grove Street Cairns North	Hotel incorporating a bar, restaurant and mini brewery.
3	Lot 6	RP742728	252 Sheridan Street Cairns North	Vehicle hire premises, caretaker's residence and ancillary office.
4	Lot 21	C198204	385 Lake Street Cairns North	Taxi depot and caretaker's residence.
5	Lot 54	RP898808	207 Lake Street Cairns North	Medical centre
6	Lot 12	RP898807	203-205 Lake Street Cairns North	Medical centre.
7	Lot 14	BUP70283	3-5 Upward Street City	Medical centre.
8		SP127306	193-197 Lake Street City	Medical centre, pharmacy, kiosk and caretaker's residence.
9	Lot 1	RP708636	189 Lake Street City	Medical centre.
10	Lot 1	RP707706	2 Upward Street Cairns North	Medical/ dental centre with a maximum gross floor area of 234 sqm.
11			Cairns Central City	Railway purposes, bus passenger terminal, accommodation units, commercial premises, hotel, child care centre, shopping complex, shops, retail, showrooms, indoor entertainments, caterers rooms, catering industry and car parking in accordance with Plan of Development No 1A.

3.10.3 Schedule of Community Infrastructure Designations

1. Cairns Hospital – Parish of Cairns, County of Nares, Lot 1 on Registered Plan C198294 and is located at 165 -171 Esplanade, Cairns North. Lot 3 on C198269, Lot 2 on RP708975 and Lot 2 on RP701240 are located at 249 and 251 Lake Street, Cairns North.

Designation:

Community Infrastructure 1(h) Hospitals and associated institutions described as: Public health facilities, plus support facilities including non-acute accommodation, ancillary commercial and medical services, teaching and research facilities, car parking, child care facilities, community health centre and accommodation for emergency services.

Date of Designation : 11 August 2000.

2. Cairns Courthouse and Police Station – Lot 23 on Registered Plan CP850046, with street address of Sheridan Street, Cairns.

Designation:

Community Infrastructure 1(s) any other facility not mentioned in paragraphs (a) to (r) and intended primarily to accommodate government functions and further described as: “Law courts, cells, storage, office functions, amenities, Government offices, secure parking and support facilities and also Police facilities including but not limited to, district headquarters, watchhouse, police station with facilities for CIB, JAB, SERT, SOC, dog squad, storage, amenities, interview and detention rooms and car parking”.

Date of Designation : 1 June 2001.

3. Cairns Government Offices – Lot 7 on Registered Plan SL102692 with the street address of the corner of Sheridan and Hartley Streets, Cairns.

Designation:

Community Infrastructure (s) any other facility not mentioned in paragraphs (a) to (r) and primarily to accommodate government functions.

Date of Designation : 30 March 2001.

3.10.4 Schedule of Heritage Sites

CURRENT NAME	Munro Martin Park
OTHER KNOWN NAME	Norman Park
ADDRESS	Minnie, Florence, Sheridan and Grafton Streets, Cairns
TITLE DETAILS	R 1295, L 1 on Plan C 198264
HISTORY	In the late nineteenth and early twentieth centuries, this park was a sports ground called Norman Park, which originally stretched across Florence Street. Since then Florence Street has been continued through, and the Cairns Civic Centre was built on the south side of this former park, in 1974. The park was named after the prominent Cairns family, the Munro-Martins, with a monument at the northern end of the park. It has since become a popular recreational venue, as a place for concerts, picnics, and similar events. The civic centre adds to the public nature of the site.
PHYSICAL DESCRIPTION	Public park occupying a whole city block
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The place has aesthetic value (criterion e), and special association with the people of Cairns (criterion g). It was also one of the first public parks in Cairns, although originally a sports ground (criterion a)

CURRENT NAME	Shop
OTHER KNOWN NAME	
ADDRESS	95 - 99 Grafton Street, Cairns
TITLE DETAILS	Lots 1 & 2 on RP 721943
HISTORY	This shop could have been built anytime between the 1880s and the early twentieth century. This area of town was where the Chinese in Cairns lived and worked, and jackfruit and banana trees in the back yard of this shop may record their presence here. This area maintained a number of Chinese temples, shops, cottages, and business premises. It is possible this building was built by Chinese gardeners or merchants (the Chinese had largely disappeared by the 1920's) and if so it provides rare physical evidence of their presence in the city.
PHYSICAL DESCRIPTION	A single storey brick building with corrugated iron gable roof.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This shop is a rare remaining example of an early shop in the former Chinatown area, probably dating from the period when the area was predominantly used by Chinese traders (criteria a and b).

CURRENT NAME	41-43 Spence Street, Cairns
OTHER KNOWN NAME	
ADDRESS	41-43 Spence Street, Cairns
TITLE DETAILS	Lot 1 on RP 736455
HISTORY	This building was apparently constructed at around the turn of the century, making it one of the older buildings surviving in the city region. The land was owned by Ah Ching, an early Chinese businessman and it is possible that he was associated with the building's construction.
PHYSICAL DESCRIPTION	Single storey brick shop with a gabled roof and a post supported awning.
PHYSICAL INTEGRITY	Fair. Exterior maintains much of its original detail. Interior modernised for restaurant. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building has historical significance as one of the earlier surviving buildings in Cairns (criterion a).

CURRENT NAME	Lake and Spence Street corner
OTHER KNOWN NAME	
ADDRESS	Lake and Spence Street corner
TITLE DETAILS	Lot 1 on RP 719197; Lots 421 & 422 on Plan C1981; Lot 1 on RP 701116; Lot 1 on RP 715151; Lots 1 & 2 on RP 706479.
HISTORY	The four buildings on this main corner in town are from a distinct period in the growth of Cairns, the early twentieth century, are generally intact, and serving similar or related functions to the original use. The Adelaide Steamship building was constructed in 1909, the Central Hotel 1909, Boland's building 1913, and the former National Bank in 1920s. This intersection was in fact called Boland's corner for a long time.
PHYSICAL DESCRIPTION	A street junction marked by prominent buildings on all four street corners: the former Adelaide Shipping Co building (now Quaid Real Estate), the Central Hotel, Boland's building and the former National Bank.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The precinct is significant for the evidence it contains of the commercial development in this area of the town in the early twentieth century, after the initial settlement along lower Abbott Street (criterion a). It contributes to the urban form of this part of town (criterion e).

CURRENT NAME	Fernandez Music
OTHER KNOWN NAME	
ADDRESS	68-72 Shields Street, Cairns.
TITLE DETAILS	Lots 1 & 2 on RP 701364
HISTORY	A very early surviving timber building in the central business district. Plentiful supplies of timber in the hinterland allowed its use in the construction of many of the early buildings in town. The building was probably erected in the early part of the twentieth century.
PHYSICAL DESCRIPTION	A single storey timber shop with single skin stud walls and a gabled roof.
PHYSICAL INTEGRITY	Fair condition, building requires maintenance. Good integrity. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building provides a record of building techniques no longer practised (single skin timber and stud walls), and reflects the development of Cairns.

CURRENT NAME	House
OTHER KNOWN NAME	Lennon's residence
ADDRESS	163-165 Lake Street, Cairns
TITLE DETAILS	Lot 1-4 on RP 134291
HISTORY	This house was built for the Lennon family, a prominent business family in the town. A few larger houses of this type were built by wealthier people, who favoured sites close to the business centre, on the Esplanade or on outlying hills. Few of these houses now survive.
PHYSICAL DESCRIPTION	Large timber house, elevated on timber stumps. The verandahs and lower level have been enclosed.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	As one of the few remnants of residential architecture in this section of Cairns, this building provides evidence of housing patterns in the town in the period.

CURRENT NAME	Boland's Centre
OTHER KNOWN NAME	
ADDRESS	46 Lake Street, Cairns
TITLE DETAILS	L 421 & 422 on Plan C 1981 and L 1 on RP 701116
HISTORY	This large emporium was built in 1913-14 for the merchant Michael Boland, replacing an earlier store of his in Abbott Street. It was designed by the architect E. Gregory Waters. The building reflects the move away from Abbott Street as the commercial focus of Cairns in the early twentieth century, and the burgeoning businesses in the town. The building was a landmark in town and the intersection of Lake and Spence Streets became known as Boland's Corner. Many early photographs of Cairns were taken from it's roof, as it was the tallest structure in the town for many years.
PHYSICAL DESCRIPTION	Three storey rendered masonry building on a prominent corner. Various shops are now on the ground floor, with the two upper floors appearing to be vacant.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The building demonstrates the growth of Cairns in the early twentieth century period (criterion a). The building has aesthetic value for the detailing on its facade, which is largely intact (criterion e). As the tallest and most dominant building in the city at it's time, it has social significance as a local landmark (criterion g). In it's size, bulk, and design, the building represents a creative achievement for Cairns at the time (criterion f).

CURRENT NAME	Former Ambulance depot
OTHER KNOWN NAME	
ADDRESS	133 - 135 Grafton Street, Cairns.
TITLE DETAILS	L1/3 RP 903270 SEC 29 CNS
HISTORY	Designed by the Public Works Department of Queensland and built in 1926
PHYSICAL DESCRIPTION	Two storey red brick building with projecting gables at each side with a recessed central entry.
PHYSICAL INTEGRITY	Building was refurbished in 1996/97, following the sale of the property in January 1996. Only the facade was retained as part of redevelopment. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is significant for it's aesthetic contribution to the townscape of the city (criterion e).

CURRENT NAME	Saint John's Anglican Church
OTHER KNOWN NAME	
ADDRESS	177 - 179 Lake Street, Cairns.
TITLE DETAILS	Lots 271 - 272 on Plan C 1983 & L 1 on RP 701279
HISTORY	The first Saint John's Church in Cairns was erected in 1884. This building was erected in 1926 after the previous timber church was destroyed in a cyclone. The building was designed by the architects Hill & Taylor.
PHYSICAL DESCRIPTION	A large masonry church building of a simple Gothic style.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This building is significant for the record it provides of the development in the town in the 1920's. It is an example of the rebuilding of various sites in Cairns, made necessary by the sometimes destructive weather (criterion a). The building also contributes to the townscape (criterion e). It also has a special association with Cairns residents (criterion g) and associations with the architects Hill & Taylor, prominent architects in Cairns during the interwar period.

CURRENT NAME	Rex Theatre
OTHER KNOWN NAME	
ADDRESS	302 - 304 Sheridan Street, Cairns North
TITLE DETAILS	L2 on RP 709490
HISTORY	This picture theatre was probably built in the 1920's.
PHYSICAL DESCRIPTION	Large timber & corrugated iron picture theatre building. The front entrance has been altered slightly with its change in use.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The building is the most intact of the remaining picture theatres in the Cairns area of the early twentieth century period (criterion a). It also contributes to the townscape of the area (criterion e).

CURRENT NAME	Crown Hotel
OTHER KNOWN NAME	
ADDRESS	107 Grafton Street, Cairns.
TITLE DETAILS	L40 on RP 748723
HISTORY	This building was erected in the 1920's, replacing an earlier hotel on the site.
PHYSICAL DESCRIPTION	Typical two storey masonry hotel built at the street corners, with wide timber verandahs and balustrade.
PHYSICAL INTEGRITY	Good. Building retains most original features intact. Addition of a bottle shop and bar on Shields street. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is significant as an example of a two storey hotel, which provides evidence of the history of Cairns (criterion a). It also contributes to the streetscape of this intersection (criterion e).

CURRENT NAME	Grand Hotel
OTHER KNOWN NAME	
ADDRESS	34 McLeod Street, Cairns
TITLE DETAILS	Lots 1 & 2 on RP 720044
HISTORY	This hotel was built in the 1920's, replacing an earlier hotel building on this site, no doubt superseded by the increasing traffic brought on with the connection of Cairns to Brisbane by rail in 1924.
PHYSICAL DESCRIPTION	Two storey hotel building on street corners, with large verandahs.
PHYSICAL INTEGRITY	Good. Building well maintained. Some elements of the building have been modernised. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	For its association with the railway (criterion g). Cairns was connected to Brisbane by rail by the early 1920's and this new hotel was built soon after (criterion a). This hotel and the one over the road and the railway station, all contribute to the townscape of this section of the city (criterion e).

CURRENT NAME	Leo's Budget Accommodation
OTHER KNOWN NAME	Former People's Place
ADDRESS	100 -106 Sheridan Street, Cairns.
TITLE DETAILS	L 64 on Plan C 1985 & Lots 21-22 on RP 745668
HISTORY	This hotel was probably built during the interwar period,
PHYSICAL DESCRIPTION	This former hotel is a double storey building with wide timber verandahs and awning posts.
PHYSICAL INTEGRITY	Good. Building has been refurbished and facade modernised at street level. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is significant for its evidence of the development of the city in the early twentieth century and for its contribution to the streetscape (criteria a & e).

CURRENT NAME	Shenannigans
OTHER KNOWN NAME	Commercial Hotel
ADDRESS	Cnr of Sheridan and Spence Streets, Cairns.
TITLE DETAILS	L4 on SP 109765
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Corner hotel built of masonry with wide verandahs.
PHYSICAL INTEGRITY	Good condition, reasonably intact. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building records the development of the city centre of Cairns in the 1920's (criterion a).

CURRENT NAME	Cairns Post
OTHER KNOWN NAME	
ADDRESS	22-24 Abbott Street, Cairns.
TITLE DETAILS	Lots 503 & 504 on plan C 1981
HISTORY	Completed by the mid 1920's, as the headquarters of the local newspaper, the Cairns Post. The design is attributed to the Cairns architect Hartley Draper. The building still maintains its original function.
PHYSICAL DESCRIPTION	An imposing single storey masonry building with large classical columns, a heavy entablature and parapet at the entrance.
PHYSICAL INTEGRITY	Very good. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	The building demonstrates the evolution of the city of Cairns, as the main offices for the city's daily newspaper (criterion a). The combination of the design and materials of the building gives it aesthetic value (criterion e). Although strictly not a government building, it does contribute to the wider government precinct along Abbott Street, being of similar architectural style (criterion e).

CURRENT NAME	Ken Done
OTHER KNOWN NAME	Cairns Telegraph Office
ADDRESS	4 Spence Street, Cairns.
TITLE DETAILS	L8 RP 885828
HISTORY	Designed by J. S. Murdoch of the Commonwealth Department of Works, the instigator of the Stripped classical style, and built in 1928. It replaced two earlier buildings on the site.
PHYSICAL DESCRIPTION	A two storey rendered masonry building in the stripped classical interwar period style. It shares a stylistic relationship with the Customs House and the adjacent Post Office.
PHYSICAL INTEGRITY	Good condition. Fair integrity, modified at street level with modern shop front. Awnings inserted. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is part of the interwar growth in Cairns (criterion a), and is one of a number of similarly styled public buildings in the government precinct in Cairns (criterion e) and contributes to the streetscape of this part of Abbott Street (criterion e). As a design of J. S. Murdoch, the building has an association with this important architect of the Commonwealth (criterion h).

CURRENT NAME	Keebles Building
OTHER KNOWN NAME	Barbary Coast Traders
ADDRESS	75 - 77 Abbott Street, Cairns.
TITLE DETAILS	L1 on RP 701522
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Two storey masonry shop, with rendered detailed facade
PHYSICAL INTEGRITY	Fair. Building has been altered at street level to incorporate retail shops. First floor modernised, windows replaced with aluminium and metal louvres / air conditioning units mounted on roof top behind parapet. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building provides a record of the 1920's development in the city region (criterion a).

CURRENT NAME	Mathers Shoe Store/ Victor Mellick
OTHER KNOWN NAME	
ADDRESS	105 - 105A Abbott Street, Cairns.
TITLE DETAILS	L5 on RP 709877
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Double storey building with masonry facade.
PHYSICAL INTEGRITY	Good. Modern shop front at street level. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building provides evidence of the interwar period of Cairns' growth (criterion a).

CURRENT NAME	Shop – Mens & Boys Wear
OTHER KNOWN NAME	Freddie Jones
ADDRESS	68 - 72 Shields Street, Cairns.
TITLE DETAILS	Lots 1&2 on RP 701364
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Single storey masonry building with wide awnings and timber posts. The current awning was put in place after the original was demolished in the late 1980's.
PHYSICAL INTEGRITY	Good. Building is well maintained. Facade reasonably intact. Interior not inspected. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	The building is a remnant of early commercial development in Cairns (criterion a). It also contributes to the streetscape of this intersection (criterion e).

CURRENT NAME	Shops- City Place
OTHER KNOWN NAME	Blessa's Corner
ADDRESS	31 - 33 Shields Street, Cairns.
TITLE DETAILS	L2 on RP 708153
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Single storey shop buildings with large corrugated iron overhanging awning.
PHYSICAL INTEGRITY	Good. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	The building demonstrates the development of commercial activity in Cairns in the interwar period (criterion a).

CURRENT NAME	House
OTHER KNOWN NAME	
ADDRESS	261 - 263 The Esplanade, Cairns.
TITLE DETAILS	Lots 2 & 3 on RP 709535
HISTORY	Possibly built in the 1920's, but perhaps later into the 1940's.
PHYSICAL DESCRIPTION	Large single storey masonry house with gabled roof.
PHYSICAL INTEGRITY	Good. Intact & well maintained exterior. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This house is significant as it provides evidence of the style of houses once common along the Esplanade in the late nineteenth and early twentieth centuries (criterion a & b).

CURRENT NAME	Cairns Day & Night Pharmacy
OTHER KNOWN NAME	Amcal Chemist
ADDRESS	29A - 29B Shields Street, Cairns.
TITLE DETAILS	L1 on RP 721277
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Double storey timber shop with dwelling above. The facade has been changed.
PHYSICAL INTEGRITY	Good condition. Integrity is fair, upstairs is refurbished as offices. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	A remnant of this style of trade from a period when the city was a lot smaller and residences were still located upstairs from places of business (criteria a & b).

CURRENT NAME	Dive Shop
OTHER KNOWN NAME	Studio One Corner
ADDRESS	131 Lake Street, Cairns.
TITLE DETAILS	L1 on RP 728600
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Double storey masonry building.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This building represents the development of the Cairns central business district (criterion a).

CURRENT NAME	55-57 Spence Street, Cairns
OTHER KNOWN NAME	Old Northern Office World
ADDRESS	55 - 57 Spence Street, Cairns.
TITLE DETAILS	L2 on RP 742790
HISTORY	This building was probably erected in the early part of commercial development in Cairns (criterion a).
PHYSICAL DESCRIPTION	A two storey timber building, with an enclosed verandah at the upper level.
PHYSICAL INTEGRITY	Poor, major modifications to exterior facade. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building reflects the pattern of commercial development in Cairns (criterion a).

CURRENT NAME	Shop
OTHER KNOWN NAME	Scuppers Restaurant
ADDRESS	16 - 20 Aplin Street, Cairns.
TITLE DETAILS	L1 on RP 720833
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Large double storey building with a corner verandah.
PHYSICAL INTEGRITY	Good. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building demonstrates the development of the commercial area of Cairns (criterion a).

CURRENT NAME	Red Ochre Grill
OTHER KNOWN NAME	Williams Estate Building
ADDRESS	43 Shields Street, Cairns.
TITLE DETAILS	L2 on RP 714657
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Single storey masonry building with a large awning around the corner.
PHYSICAL INTEGRITY	Refurbished as a restaurant. Windows replaced with large aluminium ones. Awnings added to facade on windows. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is important in demonstrating the commercial development of Cairns in the early twentieth century (criterion a).

CURRENT NAME	Sovereign House
OTHER KNOWN NAME	
ADDRESS	Shields Street, corner Grafton Street, Cairns
TITLE DETAILS	L40 on RP 748723
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Single storey masonry building with a gabled roof and overhanging awning.
PHYSICAL INTEGRITY	Good condition, roof replaced by CGI. Fair integrity. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is significant as an early surviving example of commercial building in the city. It reflects the pattern of development of the city area (criterion a).

CURRENT NAME	Sugar Land Car Rentals
OTHER KNOWN NAME	Aus Dive building
ADDRESS	134 Sheridan Street, Cairns.
TITLE DETAILS	L2 on RP 701287
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	A two storey building of timber with an enclosed verandah at the first floor.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	A remnant of this style of trade from a period when the city was a lot smaller and residences were still located upstairs from places of business. This building demonstrates the development of the Cairns' commercial area (criteria a).

CURRENT NAME	Shop
OTHER KNOWN NAME	Penny Bank
ADDRESS	12 Aplin Street, Cairns.
TITLE DETAILS	L10 on NR 7744, L1 on RP 713578, and L1 on RP 714996
HISTORY	This building was probably constructed during the expansion of Cairns' commerce and population in the interwar period.
PHYSICAL DESCRIPTION	Single storey timber and masonry building with a gabled roof and verandah awning.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This building demonstrates the development of commercial building in Cairns in the interwar period (criterion a).

CURRENT NAME	The Floriana
OTHER KNOWN NAME	
ADDRESS	183 - 189 The Esplanade, Cairns North.
TITLE DETAILS	L5 on RP 747320
HISTORY	The southern building was built as a private house in the late 1930's and later converted into private accommodation, while the northern building was built later to contain several flats. The buildings have been converted to provide rooms with basic facilities.
PHYSICAL DESCRIPTION	Two, double storey accommodation buildings on the Esplanade.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	These buildings demonstrate the evolution of tourist development in the city, in the interwar period and into the 1950's (criterion a). Situated on the Esplanade, they contribute to the character of this street as a holiday destination (criterion e).

CURRENT NAME	Railway Hotel
OTHER KNOWN NAME	
ADDRESS	36 - 40 McLeod Street, Cairns.
TITLE DETAILS	L1 on RP 709475, L1 on RP 709785 & L1 on RP 727498
HISTORY	This hotel was built in 1937 to a design by the architect E. R. Orchid. It replaced an earlier hotel of the same name, erected in 1887.
PHYSICAL DESCRIPTION	Double storey hotel made of masonry, with thick Spanish terracotta tiled roof on projecting gables.
PHYSICAL INTEGRITY	Fair/good, needs maintenance, run down but basically intact, some windows at ground level have been replaced with single plate glass. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	For its association with the railway (criterion g). Cairns was connected to Brisbane by rail in the early 1920's and this new hotel was built soon after (criterion a). This hotel and the one over the road and the railway station all contribute to the townscape of this section of the city (criterion e). This feature of Cairns is a typical arrangement in country towns, with a number of hotels built in association with the railway station in town. This strategic location assures them of custom.

CURRENT NAME	Duty Free Shoppers
OTHER KNOWN NAME	Cairns Post Office
ADDRESS	14 - 16 Abbott Street, Cairns.
TITLE DETAILS	L7 on RP 885828
HISTORY	Built in 1938 by the Commonwealth Department of works, to plans prepared by the architect Harold Barker. He was also the architect for the Customs House and the similarities are evident in the buildings. This building was the third to be built on this site for this purpose. It has recently been vacated with Australia Post relocating operations to a building in Grafton Street.
PHYSICAL DESCRIPTION	Single storey building of rendered masonry with a tiled roof, in the stripped classical style of the interwar period.
PHYSICAL INTEGRITY	Major refurbishment in 19?. To convert P.O. into a retail shop. Exterior visual amenity impaired by window treatment. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is a part of the interwar growth in Cairns, (criterion a), is one of a number of similarly styled public buildings in the streetscape of this part of Abbott Street (criterion e).

CURRENT NAME	Cairns State High School
OTHER KNOWN NAME	
ADDRESS	156 - 194 Sheridan Street, Cairns North.
TITLE DETAILS	L3 NR 810262 : R402, L3 on plan NR 810262
HISTORY	This school was built by the State Works Department in the late 1930's and early 1940's. It is similar in scale and materials to Brisbane State High School from the 1920's and indeed other state schools and government institutional buildings of the period.
PHYSICAL DESCRIPTION	Massively scaled double storey red brick building built right to the corner of the streets. The entrance at the corner is announced by large columns.
PHYSICAL INTEGRITY	Good. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	For it's aesthetic qualities and for the evidence it provides of the history of the growth of the city in the provision of education (criteria a & e). It is a good example of institutional architecture of the state government in the interwar period (criterion f).

CURRENT NAME	Far North Queensland Electricity Board Depot
OTHER KNOWN NAME	
ADDRESS	107 - 125 McLeod Street, Cairns North.
TITLE DETAILS	R631, L769 on plan C 1987 & R963, L105-116 on plan C 1987
HISTORY	May have been built during the war. They now supply the means of electricity in the city.
PHYSICAL DESCRIPTION	A series of corrugated iron sheds and other buildings.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	It is important in the social history of Cairns during WW2 (criterion a).

CURRENT NAME	Saint Andrew's Uniting Church
OTHER KNOWN NAME	Saint Andrew's Presbyterian Church
ADDRESS	85 - 91 Sheridan Street, Cairns.
TITLE DETAILS	L114 C1983, L1 RP701217, L1-2 RP701218
HISTORY	This church was built in the 1950's and replaced an earlier timber church of the denomination on the site. The Presbyterian Church had its first service in Cairns in 1901.
PHYSICAL DESCRIPTION	Large red brick church building of an adapted Gothic style.
PHYSICAL INTEGRITY	Good. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building is significant for it's evidence of the development of the protestant churches in Cairns (criterion a).

CURRENT NAME	Cairns RSL
OTHER KNOWN NAME	
ADDRESS	115 - 119 Esplanade, Cairns
TITLE DETAILS	L229 on plan C 1983, & Lots 1-3 on RP 701185
HISTORY	These headquarters of the Cairns branch of the Returned Services League were probably built in the 1950's.
PHYSICAL DESCRIPTION	Double storey public building with a verandah in the central bay supported by arches.
PHYSICAL INTEGRITY	Poor. Major refurbishment of building in 1994. Original verandah maintained in the centre bay, however arches have been enclosed during refurbishment. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	For its contribution to the low rise scale of this section of the Esplanade, with its guest house type buildings (criterion e). The Cairns war memorial located opposite complements this building (criterion e).

CURRENT NAME	Castle Holiday Flats
OTHER KNOWN NAME	
ADDRESS	209 Lake Street, Cairns North.
TITLE DETAILS	L55 on plan C 1987
HISTORY	Built in the late 1950's or early 1960's, presumably as holiday accommodation.
PHYSICAL DESCRIPTION	A red brick apartment building of two storeys, with a facade made to resemble an old castle.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This building reflects the development in holiday accommodation in Cairns throughout the post war period (criterion a).

CURRENT NAME	Caravella Hostel
OTHER KNOWN NAME	
ADDRESS	77 - 79 The Esplanade, Cairns.
TITLE DETAILS	L31 on RP 745134
HISTORY	Built in the 1950's, as one of many places for accommodation erected along the Esplanade at the time
PHYSICAL DESCRIPTION	Double storey concrete and stucco guest house type building on the Esplanade.
PHYSICAL INTEGRITY	Good condition, fair integrity. Buildings modified at street level to accommodate shops. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	Is an example of the post war accommodation type of building in Cairns (criterion a), and for its contribution to the streetscape of this part of the Esplanade (criterion e).

CURRENT NAME	Grafton Street (between Spence and Shields Street)
OTHER KNOWN NAME	Formerly Cairns Chinatown
ADDRESS	Grafton Street (Formerly Sachs Street)
TITLE DETAILS	Various titles
HISTORY	For several decades this area was known as Chinatown. It was primarily a social and commercial focus for Cairns' Chinese residents. It contained some residences, two temples and a hospital at various times during its evolution.
PHYSICAL DESCRIPTION	
PHYSICAL INTEGRITY	High. Of particular importance is the archaeological resource of the precinct.
STATEMENT OF SIGNIFICANCE	This area is primarily of significance because of the richness of the archaeological resource. It has strong local interest and has the capacity to demonstrate aspects of the early history of this area. Some of the buildings may retain rear yard and architectural features from the Chinatown period.

CURRENT NAME	Tobruk Memorial Pool
OTHER KNOWN NAME	
ADDRESS	370 Sheridan Street, North Cairns.
TITLE DETAILS	L317 on plan NR 7749
HISTORY	This public swimming pool was built in 1962 on reclaimed land, along with the adjoining sports ground. This useful and functional war memorial was commonly erected in Queensland towns after WW2. (Unlike the predominantly symbolic WW1 memorial statues.)
PHYSICAL DESCRIPTION	Swimming pool and associated buildings. Entrance kiosk is a long, single storey building with a central tower and clock.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	Has a special association with Cairns residents as a valued recreational facility (criterion g). The place also has value as an example of post WW2 recreational architecture (criterion f). This building is a part of a development after the Melbourne Olympics in 1956, which saw many public pools commissioned by local authorities around the state (criterion a).

3.10.5 Character Precincts

CURRENT NAME	Arthur, McLeod, James, Dunn Streets, Cairns North
OTHER KNOWN NAME	
ADDRESS	Arthur, McLeod, James, Dunn Streets
TITLE DETAILS	Various titles
HISTORY	
PHYSICAL DESCRIPTION	An area in which interwar period housing remains dominant. There has been some encroachment of blocks of flats in recent years
PHYSICAL INTEGRITY	Generally good. More recent development of blocks of low rise flats do not fit well within this area. Successful retention of character will probably depend upon limiting the extent of such structures in the future.
CHARACTER VALUES	This part of suburban Cairns, predominantly retains the character of high set dwellings dating from the 1920s. Again, while individual heritage value is limited they jointly present an excellent example of dwellings well suited to the tropics. Many have been restored and are well maintained. While they are not heavily shaded by large trees the dwellings display their regional characteristics to good effect in pleasant street settings.

CURRENT NAME	Shields Street (between Grafton and Sheridan Streets)
OTHER KNOWN NAME	
ADDRESS	Various
TITLE DETAILS	Various titles
HISTORY	This area of inner city Cairns developed as a commercial focus over several decades. Many of the shop buildings date to the interwar period.
PHYSICAL DESCRIPTION	A streetscape in which many of the early single story shops have been retained
PHYSICAL INTEGRITY	Generally high. Some limited unsympathetic modifications are evident
CHARACTER VALUES	The commercial structures along Shield Street provides a rare example of retailing outlets dating from, possibly the inter war period. The single storey brick structures reflect the importance of small-scale retailing during Cairn's development as a major sugar town.

3.11 Portsmouth – Woree Industrial District

3.11.1 Description and Intent

The Portsmouth – Woree Industrial Precinct incorporates the existing major industrial area of the City. The Cairns Seaport which constitutes Strategic Port Land is identified as part of the District but is not subject to the provisions of the Planning Scheme. The Seaport and major rail and road freight terminals are important elements of the District.

The District includes significant mangrove/wetland areas located adjacent to Chinaman Creek and Smith's Creek. It is intended that these mangrove/wetland areas should be retained as a valuable part of the Trinity Inlet ecosystem.

It is intended that the District should continue to function as a major industrial area and employment node accommodating a range of general industrial activities. Industries associated with the Seaport and maritime activities, as well as with rail and road freight are likely to have a major role in the District.

It is intended that the final stages of the subdivision of the Department of State Development land should be completed in accordance with the established planning intent. In association with this, it is intended that Redden Street should be continued to Tingira Street so that Redden Street functions as a loop between Aumuller Street and Tingira Street to facilitate the circulation of industrial traffic.

An area in the north of the District adjacent to Spence Street contains the Council's Administration Centre. This area is identified for commercial development in order to achieve a stronger link between the CBD and the Administration Centre. Suitable uses in this area are considered to be business or professional offices and showrooms.

Several small established residential areas located between Spence Street and Hartley Street are to be retained. Any new industrial development adjacent to these areas must have regard for the amenity of these residential areas.

Land adjacent to Hartley Street, Lyons Street and the Southern Access Road is a Reserve for use by indigenous people. It is intended that this land should be retained for this purpose.

The Cairns Golf Club is located in the southern part of the District and is intended to continue to provide a major recreational facility.

Two major community facilities operated by, or on behalf of, the Council are located in the District. These are the Southern Water Pollution Control Plant and the waste management facility.

The Southern Access Road is intended to remain as a major arterial route to the Portsmouth area and to the CBD.

The former Spence Street rail corridor is to be retained for future use for future public transport or other transport purposes.

3.11.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 4	RP748862	102 – 104 Cook Street Portsmith	Service station and shop and catering shop, restaurant.

3.11.3 Schedule of Heritage Sites

CURRENT NAME	Cape York Hotel
OTHER KNOWN NAME	National Hotel
ADDRESS	147 Bunda Street, Portsmith.
TITLE DETAILS	Lots 2 & 3 on RP 701413 and L1 on RP 721947
HISTORY	Built in the 1920's to service the industries in the surrounding areas of Parramatta Park & Portsmith, particularly for the railway workers nearby.
PHYSICAL DESCRIPTION	Two storey masonry hotel with wide timber verandahs.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This hotel is significant for its contribution to this industrial area of Cairns, and for how it reflects the history of the place (criteria a & e).

CURRENT NAME	Incitec Warehouse Complex
OTHER KNOWN NAME	411th Engineers Shipbuilding Shed
ADDRESS	Cook Street, Portsmith
TITLE DETAILS	L39 on plan NR 804225
HISTORY	These are remains of a slipway and large sheds built by the Main Roads Commission for the use by the American Navy during WW2, for shipbuilding and maintenance. After the war the operations of the slipway were taken over by the Cairns Harbour Board.
PHYSICAL DESCRIPTION	Large corrugated fibro sheeted shed, a smaller prefabricated igloo building, plus some remains of the wharf such as the timber piles.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	As part of the infrastructure provided during the wartime exigencies, this site provides evidence of the period of war in the city (criterion a).

CURRENT NAME	Cairns Migrant Centre
OTHER KNOWN NAME	
ADDRESS	Hartley Street, Portsmith
TITLE DETAILS	L1 on RP 720086
HISTORY	Built by the Main Roads Commission during WW2 and was used afterwards as the immigration depot in the post war migration schemes.
PHYSICAL DESCRIPTION	A large corrugated iron shed.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This building provides evidence of the establishment of infrastructure for war time purposes in Cairns. It is important in the social history of Cairns during WW2 (criteria a & g).

CURRENT NAME	Cairns Plywood
OTHER KNOWN NAME	Cairns Timber Limited
ADDRESS	58-76 Kenny Street, Portsmith.
TITLE DETAILS	Lots 11 - 14 on plan C 19829, Lot 480 on plan NR 3774 and Lot 479 on Plan NR 7694.
HISTORY	Cairns Timber Limited was established around the turn of the century. At its height in the 1930's it was the largest operation in Cairns.
PHYSICAL DESCRIPTION	Several sheds and other structures standing on a partially cleared site. The remains include a large shed containing stocks of timber products, a veneer kiln, ply lamination presses, a veneer lathe and a boiler.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This complex has significance as rare surviving evidence of the timber industry in the Cairns city region (criterion b).

CURRENT NAME	
OTHER KNOWN NAME	Cairns Brewery
ADDRESS	186 - 196 Spence Street, Portsmith.
TITLE DETAILS	L3 on RP 894303
HISTORY	R. F. G. Fogarty, early Cairns businessman and politician, started the Cairns brewery, brewing Cairns Draught in the 1920's
PHYSICAL DESCRIPTION	
PHYSICAL INTEGRITY	Property underwent major refurbishment following the closure of the brewery. Interior has been modified to house various retail shops. Mural on exterior wall remains
STATEMENT OF SIGNIFICANCE	For the landmark and aesthetic qualities of the building, particularly the mural building and for the evidence of the growth of Cairns' industry. The place provides the evidence of a successful Cairns business venture since the 1920's (criteria a & e). It is associated with Cairns local businessman R. F. G. Fogarty

3.12 Inner Suburbs District

3.12.1 Description and Intent

The Inner Suburbs District encompasses the longer established suburbs of the City which contain a range of residential, commercial, community, recreational and light industrial land uses. The District is almost fully developed with the opportunities for new residential development being limited to a few larger sites in the north-western sector of the District. Sites of local cultural heritage and character precincts are protected.

The natural features of the District are the remnant areas of the Cairns Central Swamp and the hillslopes of the Whitfield Range in the north and west of the District.

The District is intended to provide a range of opportunities for residential living. These opportunities extend from rural residential style living in several small pockets of existing development on the hillsides to conventional residential living at the outer edges of the District and medium density residential living in the inner part of the District, particularly in locations in proximity to the District and Sub-Regional Centres, community facilities and public transport routes.

It is intended that the existing Local, District and Sub-Regional Centres should be consolidated. It is not envisaged that there should be any significant expansion of these centres or development of new centres, apart from a Local Centre to service a developing residential area at Kanimbla.

There are opportunities for commercial development in a number of locations, particularly along sections of the arterial roads.

It is intended that the existing commercial and service industrial area to the south-east of Mulgrave Road should continue to be used for these purposes. Several character precincts have been identified. It is intended that the character housing within these precincts should be retained.

The larger parcels of land located above Lake Morris Road are included in the Conservation Planning Area in order to retain the scenic backdrop to the CBD North Cairns District and the Inner Suburbs District.

The major opportunities for open space and pedestrian and bicycle links are along the waterways. Opportunities to rehabilitate the corridors along the waterway should be realised to improve the attractiveness of the links.

3.12.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and

2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 5	860941	Brinsmead Road BRINSMEAD	Service station and shop, office dwelling and house.
2	Lot 11 Lot 10 Lot 12	866953 866953 866953	39 Brinsmead Tce BRINSMEAD	3 Residential allotments in accordance with Plan of Development No. 92/1096/02.
3	Lot 7 Lot 9	737199 725494	2-14 Shale Street BRINSMEAD	Caravan park
4	Lot 6	808418	85-97 Toogood Road WOREE	Hospital – aged persons home
5	Lot 1	808418	99-111 Toogood Road WOREE	Hospital
6	Lot 50	743974	540-544 Bruce Hwy WOREE	Service station and take away food shop.
7	Lot 19 Lot 20 Lot 18	722988 722988 722988	590-596 Bruce Hwy WOREE	Service station and take away food shop.
8	Lot 482	NR4635	656-658 Bruce Hwy WOREE	Service station and take away food shop.
9	Lot 2	722234	682-684 Bruce Hwy WOREE	Machinery display yard.
10	Lot 1	730854	Bruce Hwy WOREE	In accordance with Plan of Development 12/97.
11	Lot 732	NR7518	27-29 Windarra Street WOREE	Childcare centre.
12	Lot 2	746476	23-51 Anderson Road WOREE	Caravan park.
13	Lot 31	893528	89 Falcon Street BAYVIEW HEIGHTS	In accordance with Plan of Development 241/25.
14	Lot 223	740404	6 Loretta Av WOREE	Student accommodation.
15	Lot 202	136900	Falcon Street BAYVIEW HEIGHTS	Group title development – 21 lots generally in accordance with Plan No. A241-Z6 Rev A.
16	Lot 19	730379	1 Jensen Street MANOORA	Commercial premises and or shop not exceeding 30sqm.
17	Lot 6	C198413	8-9 Waratah Dr MANUNDA	Child care centre.
18	Lot 1	745127	54-58 Pease Street MANOORA	Service station, shop, catering industry maximum floor area of 100sqm, caretaker's residence.
19	Lot 38	712010	3 Pease Street MANOORA	Accountant's office with a maximum gross floor area of 100sqm.
20	Lot 44	712254	65 Alfred Street MANUNDA	Medical/ dental centre with a maximum gross floor area of 100sqm.
21	Lot 14 Lot 3	BUP 105013 RP881053	8-14 Munro Tce MOOROOBOOL	Accommodation units to a maximum site population density of 155 ppha and memorial monument.
22	Lot 1	BUP 103277	15-17 Pease Street MANOORA	Commercial premises with a maximum gross floor area of 855 sqm.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
23	Lot 0	BUP105256	13 Pease Street MANOORA	Commercial premises with a maximum gross floor area of 280sqm.
24	Lot 36	887884	70-81 Alfred Street MANUNDA	Commercial premises/ medical centre with a maximum gross floor area of 1066sqm.
25	Lot 37	712010	5 Pease Street MANOORA	Commercial premises with a maximum gross floor area of 510 sqm.
26	Lot 2	711448	37 Pease Street MANOORA	Commercial premises with a maximum gross floor area 423 sqm.
27	Lot 3	711690	23 Pease Street MANOORA	Commercial premises.
28	Lot 1	711690	19 Pease Street MANOORA	Commercial premises.
29	Lot 251	C198109	1-15 Rose Blank Cl MANUNDA	Service station, shops commercial premises, catering industry.
30	Lot 1	881048	169-171 Aumuller Street BUNGALOW	Training, counselling and administration centre with 1X2 bedroom accommodation unit.
31	Lot 6	702101	189-213 Fearnley Street WESTCOURT	Commercial premises with a gross floor area 315 sqm max.
32	Lot 8	714362	240 Spence Street BUNGALOW	Commercial services – optical goods manufacturing and caretaker's residence.
33	Lot 4 Lot 41	701453 701453	340-342 Draper Street PARRAMATTA PARK	Shop to a maximum gross floor area 240sqm and offices to a maximum gross floor area 575sqm in accordance with Plans of Development S1/3 S2/3 and S3/3 dated May 1996.
34	Lot 9	106986	22 Clarke Street MANUNDA	Development comprising either one detached dwelling or two accommodation units, or a dual occupancy development per allotment, whereby development on each allotment has a minimum setback of 4 metres from the Clarke Street property boundary and 5 metres from the rear property boundary.
35	Lot 1	710341	105 Balaclava Road EARLVILLE	Maternal welfare extension services, service support staff, car parking all in accordance with the conditions of approval.
36	Lot 9	709521	155 Aumuller Street BUNGALOW	Commercial premises.
37	Lot 18	745770	171-185 McCoombe Street BUNGALOW	Mail centre.
38	Lot 25	749304	395-401 Mulgrave Road BUNGALOW	Service station, automatic mechanical car wash with an ancillary shop/ catering industry component having a maximum gross floor area of 170 sqm.
39	Lot 4	715617	407-411 Mulgrave Road BUNGALOW	Funeral parlour.
40	Lot 2	718402	417 Mulgrave Road BUNGALOW	Vehicle repair station, tyre and accessories sale and fitting.

3.12.3 Schedule of Community Infrastructure Designations

1. Cairns Neighbourhood Centre – Lot 1 on Registered Plan NR7772, Parish of Cairns, County of Nares, with the street address of 98 Birch Street, Cairns.

Designation :

Community Infrastructure 1(d) community and cultural facilities, including child care facilities, community centres, meeting halls, galleries and libraries.

Date of Designation : 10 March 2000.

3.12.4 Schedule of Heritage Sites

CURRENT NAME	Winkworth's Timber
OTHER KNOWN NAME	
ADDRESS	180-186 Aumuller Street, Bungalow.
TITLE DETAILS	L90 on RP 158015
HISTORY	This timber mill was established in the early twentieth century. Timber was one of the more important primary industries in the Cairns region.
PHYSICAL DESCRIPTION	A timber and saw mill, numerous corrugated iron sheds and associated buildings.
PHYSICAL INTEGRITY	Fair to good condition. Integrity is good. Property operating as Mitre 10 Hardware store. Sheds house timber and other stores for shop. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	This building provides evidence of the former scale of the timber industry in Cairns in the first half of the twentieth century. It is one of the few surviving mills in the city area (criteria a & b).

CURRENT NAME	Flecker Botanical Gardens
OTHER KNOWN NAME	Tanks Art Centre
ADDRESS	13-79 Collins Avenue, Edge Hill
TITLE DETAILS	Lot 400 on NR 7222
HISTORY	In the late 1880s Eugene Fitzalan, a botanical collector, established a small garden nearby the Botanic Reserve in the north of the town. He opened his gardens to the public, and was encouraged by the council to use the Reserve for experimental plantings. In the early 1970s the Cairns City Council gave them the name Flecker Botanic Gardens, in honour of Dr Hugo Flecker, an enthusiast and founder of the North Queensland Naturalist Club
PHYSICAL DESCRIPTION	Botanical garden of about 400 hectares with many tropical specimens of exotic and native species, with rainforest areas, palms, tropical fruits, flowering trees and others, supporting many insect species.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The place has valued aesthetic characteristics, and special associations with the residents of Cairns (criteria e and g). The area has historical importance to Cairns as the site of an early experimental garden (criterion a).

CURRENT NAME	Naval Oil Tanks
OTHER KNOWN NAME	
ADDRESS	46 – 62 Collins Avenue, Edge Hill.
TITLE DETAILS	L349 on RP 715416 & L424 on RP 718008
HISTORY	These tanks were employed during WW2 to store fuel for ships, in the event that the harbour area was subjected to an attack. A pipe connected the tanks to the harbour, a connection which apparently is still operational.
PHYSICAL DESCRIPTION	Large circular metal tanks.
PHYSICAL INTEGRITY	Good. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	These tanks provide evidence of the wartime exigencies in the city (criterion a) and are important in the social history of the town (criterion g).

CURRENT NAME	Peters Ice Cream
OTHER KNOWN NAME	
ADDRESS	89 - 90 Mulgrave Road, Parramatta Park.
TITLE DETAILS	Lots 6-8 on RP 701367 & L2 on RP 713726
HISTORY	This building was built during the 1950's as an ice cream factory. Peters Ice Cream Company was established in north Queensland in the late 1920's as a subsidiary of a New South Wales Company.
PHYSICAL DESCRIPTION	Long single storey masonry factory building, with a detailed facade at the entrance at the street corner. It shows influences of the modern streamlined architecture of the 1930's.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The building is significant for its aesthetic qualities (criterion e). It also provides evidence of the diversity of Cairns industry (criterion a).

CURRENT NAME	Grove Street Pensioner Cottages
OTHER KNOWN NAME	
ADDRESS	28D Grove Street, Parramatta Park
TITLE DETAILS	L579 on NR 6348
HISTORY	These cottages were built in the 1950's, apparently by the Cairns City Council.
PHYSICAL DESCRIPTION	A series of small cottages, of about 2 and 3 rooms in size.
PHYSICAL INTEGRITY	Good, security screens added to windows & doors & ventilators into CGI roof. Concrete steps, air conditioners inserted into windows. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	These buildings are significant for their rarity value, and for the evidence they contain of an early form of medium density living (criteria a & b). They are also important in reflecting the role played by the Cairns City Council in social welfare initiatives at the time (criterion a).

CURRENT NAME	Pease Street Pensioner Cottages
OTHER KNOWN NAME	
ADDRESS	Pease Street, Manunda.
TITLE DETAILS	R1086, L2 on plan C198239, L2 /C198239
HISTORY	Apparently built by the City Council in the 1950's as pensioner accommodation.
PHYSICAL DESCRIPTION	A series of small cottages, of about 2 and 3 rooms in size.
PHYSICAL INTEGRITY	Houses were removed. (Assessed 1998)
STATEMENT OF SIGNIFICANCE	These buildings are significant for their rarity value, and for the evidence they contain of an early form of medium density living (criteria a & b). They are also important in reflecting the role played by the Cairns City Council in social welfare initiatives at the time (criterion a).

CURRENT NAME	Oribin Studio
OTHER KNOWN NAME	
ADDRESS	16 Heavey Crescent, Whitfield.
TITLE DETAILS	L3 on RP 725542
HISTORY	Built for private use around 1961 by the Cairns architect Eddie Oribin. The studio, house and surrounding landscape setting were designed by Oribin. Whitfield was a new post war suburb, an are of land which was previously a sugar farm of William Collins.
PHYSICAL DESCRIPTION	Free standing studio built amongst lush remnant scrub, augmented with other plantings. The studio is an innovative modern design, adapted to its particular site and the climate of Cairns.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	Due to its architectural quality, it is a good example of modern design, adapted to cater for the materials and climate of the Far north (criteria e, f & g).

CURRENT NAME	Oribin House
OTHER KNOWN NAME	
ADDRESS	3 - 7 Mullins Street, Whitfield.
TITLE DETAILS	L1 on RP 725542
HISTORY	Built for his own use in 1961, architect Eddie Oribin was based in Cairns for a time, while also designing the Mareeba Public Hall and the extensions to the hides Hotel, among other buildings.
PHYSICAL DESCRIPTION	A large, low-set house built amongst scrub augmented with other plantings. The building is of innovative modern design, adapted to its particular site and climate of Cairns.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	A good example of the modernist style of architecture employed by architects in the post war period, also an example of the work of Eddie Oribin (criteria e, f & g).

3.12.5 Character Precincts

CURRENT NAME	Edge Hill
OTHER KNOWN NAME	
ADDRESS	An area north of Woodward Street and Collins Avenue
TITLE DETAILS	Various titles
HISTORY	
PHYSICAL DESCRIPTION	This character precinct incorporates much of the older and well-established parts of suburban Cairns. It is an area in which larger high set Queenslanders predominate. They, along with some more modern dwellings, are strongly linked by quiet, well maintained suburban streets. The shopping precinct comprises a range of smaller shops typical of an evolving facility. Some are relatively old whilst others date only from the late 1990s.
PHYSICAL INTEGRITY	High
CHARACTER VALUES	The hillslopes suburban streets north of Woodward Street and Collins Avenue offer an aesthetically pleasing environment with buildings generally dating from the post World War Two period. The precinct is enhanced by the diversity of well kept dwellings and gardens fronting onto shady streets. Views from the Woodlands Avenue and Bellevue Drive area enhance the character. Their relationship to 'cultural heritage' relates to their aesthetic qualities.

CURRENT NAME	Martyn and Severin Streets
OTHER KNOWN NAME	
ADDRESS	
TITLE DETAILS	Various titles
HISTORY	
PHYSICAL DESCRIPTION	This part of Cairns, along with areas east of the railway line reflect a range of housing and streetscapes typically associated with inner suburban Cairns. Many of the dwellings are pre and post World War Two and reflect the evolutionary pattern of suburban Cairns
PHYSICAL INTEGRITY	
CHARACTER VALUES	The area broadly contained by Severin and Martyn Streets from James/Anderson Streets south east to Spence Street retains the character of a range of inner suburban dwellings dating from possibly, the inter war period. The properties reflect a range of affluence and condition. While individual heritage values are limited, jointly these properties represent a range of architectural styles suited to tropical living. Streets, although generally lacking mature trees, are spacious and exemplify the unique aspects of urban living in Cairns City.

CURRENT NAME	Buchan and Aumuller Streets (between Gatton Street and Mulgrave Road)
OTHER KNOWN NAME	
ADDRESS	
TITLE DETAILS	Various titles
HISTORY	
PHYSICAL DESCRIPTION	The streets, although generally lacking mature trees, are spacious and exemplify the unique aspects of urban living in Cairns City.
PHYSICAL INTEGRITY	High
CHARACTER VALUES	The area identified in the vicinity of Buchan, Aumuller and Gatton Street and Mulgrave Road retains the character of a range of inner suburban dwellings dating, generally, from the inter war period. The properties reflect a range of affluence and condition. While individual heritage values are limited, jointly these properties represent a range of architectural styles suited to living in a tropical city.

CURRENT NAME	Yarrum, Stillman Streets (between Balaclava Road and around Bates Streets)
OTHER KNOWN NAME	
ADDRESS	
TITLE DETAILS	Various titles
HISTORY	
PHYSICAL DESCRIPTION	This residential area incorporates predominantly high set Queenslander style dwellings at the stage they had evolved by the period 1955 to around 1970 along with low set claybrick dwellings of a similar period. The streetscape is maturing and well maintained.
PHYSICAL INTEGRITY	
CHARACTER VALUES	This character precinct provides an excellent example of the development of post war Cairns suburbs. The house designs show not only the transition of the original verandah style High set Queenslander homes once favoured by residents of tropical Queensland but the progression towards low set dwellings previously more favoured in temperate areas. Well maintained gardens, maturing vegetation and pleasant, streetscapes add to the attributes of this precinct.

3.13 White Rock – Edmonton

3.13.1 Description and Intent

The White Rock Edmonton District is one of the major urban growth areas of the City. The District is part of the Southern Urban Corridor which will ultimately extend to Gordonvale on the western side of the Bruce Highway.

The District is located between the wetlands of the upper reaches of Trinity Inlet and the hillslopes of the coastal ranges. Again the hillslopes are a dominant feature of the District. A number of waterways flow generally from west to east across the District.

It is intended that the District should develop as a well serviced residential District with employment opportunities being provided in several District Centres; in the developing industrial area at Queerah on the eastern side of the Bruce Highway and, ultimately, within the area identified for development of the Edmonton Sub-Regional Business and Industry Centre.

There is some potential for additional residential development in the northern part of the District in the area on the eastern side of the Bruce Highway. The wetlands preclude any significant expansion of this area and the form of residential development must take account of the constraints imposed by the Queerah Explosives Magazine.

The majority of residential development will occur on the western side of the Bruce Highway. It is intended that new residential development should achieve the efficient use of land and should foster the growth of residential communities with recognisable character and a sense of place.

It is intended that District Centres should consolidate and develop at Foster Road and adjacent to Sugar World, respectively, in accordance with the established planning intent. There are opportunities for the establishment of Local Centres, to service the future residential development to the west of Edmonton.

There is the opportunity for the existing Edmonton Business Centre to expand to service the growing population of the District and, ultimately, to form an adjunct to the Edmonton Sub-Regional Business and Industry Centre.

Edmonton Sub-Regional Business and Industry Centre is intended to play a key role in providing retail, community, business and industry facilities for the Southern Urban Corridor. While any significant development of the Sub Regional Centre is unlikely in the short term, the centre is identified to ensure that the detailed planning and development of sub-regional facilities and the development of a key employment node can be achieved in the medium and longer terms.

The future development of the Centre is seen as critical to the development of the Southern Urban Corridor and in managing transport demand.

It is envisaged that the Centre will incorporate a public transport interchange adjacent to the railway line. The provision of future road transport links is a key component of the Centre with the location of higher order roads and a future bypass of Edmonton being identified.

It is intended inter-suburban connector roads should be established as development of greenfields sites takes place, particularly to improve access to District facilities for residents and to improve the efficiency of public transport.

The land for the future Town Centre and Sub-Regional Business and Industry Centre are identified as Rural 2 to allow further planning to determine the ultimate layout. It is acknowledged that the area of land required for the Sub-Regional Business and Industry Centre may be reduced pending further land use needs analysis, and constraints mapping (particularly in relation to flood inundation).

Riparian corridors should be retained and rehabilitated. Similarly, the backdrop of the hillslopes should be protected, with the rehabilitation of degraded areas where opportunities arise.

It is intended that pedestrian and bicycle links should be provided throughout the District, particularly along the waterways.

3.13.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 181	746749	Kowinka St WHITE ROCK	Wholesale and retail nursery.
2			Atlantic Close & Kansas Close WHITE ROCK	Dwelling, Multiple Dwellings Class A not exceeding a density of 80 PPHA per site: Multiple Dwellings Class B. Not exceeding a density of 200 PPHA per site: All with a maximum height limit of 2 storeys.
3	Lot 216	NR1861	2-26 Giffin Road WHITE ROCK	Nursery landscape supplies: Retail and Wholesale.
4	Lot 11	800902	28 Supply Road BENTLEY PARK	Service station, shop not exceeding 100m ² in gross floor area, restaurant and associated fast food drive through, automatic mechanical car wash and ancillary and associated uses.
5			Forest Gardens Bruce Hwy MOUNT SHERIDAN	Cannon Farm Development in accordance with Plan of Development No. 1/95
6	Lot 245	905277	207-211 Bruce Hwy EDMONTON	Veterinary surgery.
7	Lot 2	734455	33 Thomson Road EDMONTON	Place of public worship.
8	Lot 3	744015	75-77 Bruce Hwy EDMONTON	Service Station and Take-away food shop.
9	Lot 1 Lot 2	704156 704156	65-67 Bruce Hwy EDMONTON	Open Air display.
10	Lot 37	107802	37 Stokes St EDMONTON	Indoor entertainment –gymnasium.

3.13.3 Schedule of Community Infrastructure Designations

1. Edmonton Police Station - Lot 201 on NR7185 with the street address of the corner of Cattle Street and Bruce Highway, Edmonton, Cairns.

Designation:

Community Infrastructure described as: "Police facilities including but not limited to: offices, storage; amenities; interview and detention rooms and car parking.

Date of Designation : 11 August 2000.

2. Isabella School – Lot 305 on SP186238 Parish of Grafton County of Nares with the street address of Walker Road, Edmonton, Cairns.

Designation:

Community Infrastructure described as:

1(d) – community and cultural facilities, including child-care facilities, community centres, meeting halls, galleries and libraries.

1(f) – educational facilities.

1(l) – parks and recreational facilities.

1(o) – transport infrastructure.

1(r) – storage and works depots.

The community infrastructure shall be provided generally in accordance with the drawing "New School in Edmonton West" – Drawing Number 108522/T/A/100 – Rev 2 dated October 2005.

Date of Designation: 28 February 2006.

3.13.4 Schedule of Heritage Sites

CURRENT NAME	"B" Block, Hambledon State School
OTHER KNOWN NAME	Blackfellow's Creek State School
ADDRESS	79 - 81 Stokes Street, Edmonton.
TITLE DETAILS	
HISTORY	New State School was built in 1903 at Blackfellow's Creek with a large contribution from Colonial Sugar Refinery. The school moved to a more centralised location on Mill Road and was re-erected on high blocks in 1910. At this time, the name was changed to Hambledon State School. Due to overcrowded conditions, extensions were made in 1919 (21 feet added to left side of original building) and 1992 (new building attached- "A" Block).
PHYSICAL DESCRIPTION	Raised two storey timber building with extensions to the original structure.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The school is the oldest in the former Mulgrave Shire and the second established in the Cairns area. The school is an important historical link for the community of Edmonton (formerly Hambledon).

3.14 Gordonvale – Goldsborough District

3.14.1 Description and Intent

The Gordonvale – Goldsborough District is characterised by the natural features of the Mulgrave River, the Pyramid and the adjacent ranges, as well as by cane fields, the sugar mill and the commercial centre surrounding Norman Park in the centre of Gordonvale. Gordonvale be retained as a distinct community and the recognisable character and local heritage is maintained and enhanced.

It is intended that the rural areas within the District should remain and that there should be a range of opportunities for residential living in the areas identified for urban development.

There are opportunities for rural residential living in the Goldsborough Valley and in the area on the western side of the Gillies Highway closer to Gordonvale. A Local Store to service the residential population is appropriate for Goldsborough. Such a store should be located on Goldsborough Road, away from the recreational area along the river. This is consistent with the established planning intent. It is not intended that there should be any expansion of the areas identified for this purpose.

It is intended that the areas identified for conventional residential living in the northern part of the District should be developed and consolidated. There are opportunities for medium density residential living in areas adjacent to the commercial centre, consistent with the established planning intent. Medium density residential development should complement the character of this part of Gordonvale.

There is the opportunity for development of tourist accommodation, such as a caravan park, in an area adjacent to the intersection of the Bruce Highway and the Gillies Highway.

It is intended that the existing commercial centre should function as a District Centre with the strong sense of local identity being maintained through the retention and adaptive re-use of the existing buildings.

There are opportunities for the establishment of Local Centres, to service the developing residential and rural residential areas.

It is intended that the existing industrial areas, including the sugar mill, should continue to be used for industrial purposes, particularly those associated with the sugar industry and those providing services to the residents of the District. There is the potential for the establishment of some additional low impact industries in an area located between the Bruce Highway and Cairns Road.

It is intended that open space links should be provided along the Mulgrave River and other waterways in the District. Pedestrian and bicycle links should be provided to link the communities, facilities and natural areas within the District.

3.14.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 59	G47820	2 Irvin Street GORDONVALE	Mechanical – Hydraulic Cane Harvester and Cane Transporters
2	Lot 11 Lot 10 Lot 12 Lot 2	835454 835454 835454 704110	Gordon Street GORDONVALE	Sugar Mill and related purposes.
3	Lot 69 Lot 1	749142 847022	69 Thomas Street GORDONVALE	In accordance with Plan of Development 11/98.
4	Lot 197	NR6960	Gillies Hwy GORDONVALE	Industry, treatment and stockpiling quarry materials. Concrete batching plant and office.
5	Lot 80 Lot 81	G47811 G47811	64 - 68 Riverstone Road GORDONVALE	Service station, shop, café and tourist information centre.
6	Lot 8	825801	Nielson Road LITTLE MULGRAVE	Orchid display, nursery, caretakers residence and kiosk.
7	Lot 35	835591	Little Mulgrave Road LITTLE MULGRAVE	Tourist complex including souvenir shop, restaurant, kiosk, toilets and car parking area.
8	Lot 2 Lot 1	707325 707325	Gillies Hwy GOLDSBOROUGH	Hotel and Associated Facilitation.

3.14.3 Schedule of Heritage Sites

CURRENT NAME	Riverstone House
OTHER KNOWN NAME	Alley Homestead
ADDRESS	Gilles Highway, Gordonvale.
TITLE DETAILS	
HISTORY	Established by W.S Alley and his family soon after arriving in the district in 1877. Built on the route of Robson's track, The homestead was once a hotel catering to a stream of packers, miners and cedar cutters on their way to and from Redbank.
PHYSICAL DESCRIPTION	Sprawling 1880's timber homestead surrounded by lush, mature gardens and tree plantings.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The Alley family and homestead represent the first settlement in the district. The homestead is associated with Robson's track to the tablelands which is important in the evolution of the district.

CURRENT NAME	Mountain View Hotel
OTHER KNOWN NAME	
ADDRESS	Gillies Highway
TITLE DETAILS	
HISTORY	The mountain View Hotel was built in 1926 at the base of the Lamb Range to support the opening of the Gillies Highway. The hotel became the favourite social venue for the American 503rd Parachute Regiment, stationed at Gordonvale during WW2.
PHYSICAL DESCRIPTION	Traditional two storey hotel with wide verandahs set in scenic location. Unsympathetic extensions have been added on to the original hotel.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The hotel is connected with the Gillies highway which in 1926 was the first road into the Tablelands. The location of the hotel at the base of the Lamb Range exhibits an aesthetic landmark for the community. The hotel has an association with wartime memories of the area.

3.14.4 Character Precincts

CURRENT NAME	Gordonvale Historic precinct
OTHER KNOWN NAME	George to Mill Streets and Moller to Thumm Street
ADDRESS	Various
TITLE DETAILS	Various titles
HISTORY	
PHYSICAL DESCRIPTION	<p>The overall streetscape retains significant elements of early Gordonvale. The residential area is dominated by a range of early timber dwellings built for those involved in the sugar industry. Many are well kept cottages although there is some limited intrusion of more modern dwellings at odds with overall character.</p> <p>The linkages between residential, commercial and industrial sections of the town are strong. The backdrop of the Mulgrave Mill flanking Mill Street provides a strong link to the community park and to the commercial area along Norman Street. Mature, spreading rain-trees etc in Norman Park soften and contrast with the mill behind it. Some of the residential area retains the double accesses for dwellings. Hoare, Bell and Horton Lanes were probably developed to facilitate night pan collections.</p>
PHYSICAL INTEGRITY	Exceptionally high
CHARACTER VALUES	<p>The character of this precinct lies in the composite of older dwellings, intermixed with a few more recent concrete block homes and the strong visual linkages with commercial, recreational and industrial backdrops. The integrated nature of small sugar towns is amply expressed and strongly maintained. Mature trees, diversity of well kept homes and a cluster of older style shops (some with art deco characteristics) and hotels further enhances the towns character. The recent provision of new toilet blocks has been undertaken with due regard for the extant character of the town. The government services section further enhances this point: the police station is the former courthouse. The Post Office is an attractive purpose built timber building while the QATB building is an older style red brick structure.</p> <p>While in many towns reminders of early sanitation methods have been removed the rear access laneways in Gordonvale are rare examples.</p> <p>Overall Gordonvale's inner town blocks present an outstanding example of a well integrated, prosperous sugar town now rapidly becoming an outer Cairns suburb.</p>

3.15 Babinda District

3.15.1 Description and Intent

The township of Babinda is dominated by steep, forested hillslopes to the west; cane fields to the north, east and south; and by the sugar mill which is situated within the township. The Boulders swimming hole on Babinda Creek is a popular recreational spot for Cairns residents and is becoming increasingly popular with tourists travelling along the Bruce Highway.

The viability of the township, particularly the viability of commercial facilities, has, to some degree, been affected by changes in society and by the relative proximity of the township to the urban areas of the City.

It is intended that Babinda should continue to be a viable township servicing the sugar industry, other primary industries and the mill.

There are some opportunities for rural residential living in locations on the edges of the township and there is considerable potential for additional detached housing in a number of locations within the township.

A number of existing houses, as well as several commercial and community buildings have been identified as worthy of retention in a local Cultural Heritage Study. It is intended that these houses and buildings should be retained to assist in preserving the character of a North Queensland sugar township.

The continued operation of the sugar mill is vital to the economy of the southern rural part of the City.

It is intended that there should 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.

3.15.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 2	702959	Nelson Road BABINDA	Industry manufacture of wooden toys and artefacts.
2	Lot 15	714967	5-9 Golf Pde BABINDA	Storage depot.
3	Lot 3 Lot 26	814126 714967	Bruce Hwy BABINDA	Sugar Mill and related purposes.
4	Lot 4	807595	Boulders Road BABINDA	Raw materials supplies.

3.15.3 Schedule of Community Infrastructure Designations

1. Babinda Ambulance Station – Part of Lot 2 on RP708684 Parish of Bellenden Ker, County of Nares with the street address of 128-130 Munro Street, Babinda.

Designation:

Community Infrastructure described as:

1(g) – emergency services facilities.

Date of Designation: 25 August 2006.

3.15.4 Schedule of Heritage Sites

CURRENT NAME	Babinda State Hotel
OTHER KNOWN NAME	Babinda Hotel
ADDRESS	65 - 85 Munro Street, Babinda.
TITLE DETAILS	L108 on RP712063
HISTORY	By the Temperance Act of 1911, Babinda was to become a model temperance area in Queensland and as a result, the hotels of Babinda and Harvey's Creek were closed. In 1916, during the term of the Ryan Government, the New Babinda Hotel was opened up under state ownership. The hotel remained the property of the state until 1929 when it's ownership was assumed by private enterprise.
PHYSICAL DESCRIPTION	Large two storied hotel which makes an impact in a small town precinct. Lead lighting around the front entrance appears to be original.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	This hotel was the first State built and State owned hotel in Queensland. It is a significant landmark in Babinda that reflects the evolution of the town.

CURRENT NAME	Warren Jensen Hall
OTHER KNOWN NAME	School
ADDRESS	17 King Street, Babinda
TITLE DETAILS	Lot 132 on NR 1489
HISTORY	The first Babinda school opened in a tent in 1915. The following year the Education Department built a timber classroom in Church Street, which expanded into four wings of classrooms by 1960. During the 1960s it was intended to add a High School but the original site was no longer large enough. The High School was built on Boulders Road in 1962, and the primary school was progressively relocated to the new site by 1969. The Babinda Swimming Pool was built on the old school site. The old school classrooms were sold and relocated to a number of places around the Babinda district. One double classroom block was taken to the sports ground about 1970, and converted to Warren Jensen Hall.
PHYSICAL DESCRIPTION	Highset symmetrical classroom with a transverse gabled corrugated steel roof extending over enclosed front verandah. Timber framed construction, raised on tall concrete stumps and enclosed underneath, original building clad with weatherboards externally, casement windows. Verandahs now enclosed with weatherboards and casement windows.
PHYSICAL INTEGRITY	The classroom block is still substantially intact, although it has been subject to major changes. It is in good condition.
STATEMENT OF SIGNIFICANCE	The most publicly visible surviving relic of the old Babinda school. Provides a good example of ways to recycle a redundant historic building.

CURRENT NAME	Babinda Visitor Information Centre
OTHER KNOWN NAME	Police Station
ADDRESS	Bruce Highway, Babinda
TITLE DETAILS	Road Reserve, Stovell St & Bruce Highway, Babinda.
HISTORY	This building was the police station, part of the police and court complex immediately to the north across Munro Street. The original police station was built in 1915, but destroyed in the 1918 cyclone. This building replaced it in 1919. It was moved to its present site and converted to the Babinda Visitor Information Centre in 1995.
PHYSICAL DESCRIPTION	Single storey symmetrical building with gabled transverse corrugated steel roof. Raised on low steel posts. Two roomed plan, timber framed construction, with internal walls of vertical tongue & groove boards. Casement windows with window hoods. Original open front verandah is now enclosed with weatherboards. Building is painted in an attractive modern colour scheme. There is a similar police station in Gordonvale.
PHYSICAL INTEGRITY	Condition is very good.
STATEMENT OF SIGNIFICANCE	A historic and attractive landmark at the entrance to Babinda. Provides a praiseworthy example of sensitive recycling of a redundant historic building.

CURRENT NAME	W Ryan Bicycles & Repairs
OTHER KNOWN NAME	
ADDRESS	25-27 Munro Street, Babinda
TITLE DETAILS	Lot 1 on RP 711653
HISTORY	The date of construction of this shop is not known, but it must have been before the Second World War.
PHYSICAL DESCRIPTION	Single storey small symmetrical shop built on street frontage at one side of allotment with house at rear. Timber framed construction with a longitudinal gabled corrugated steel roof. Front wall and gable end clad with chamferboards, six panel door, timber framed shop windows painted "W Ryan Bicycles and Repairs". Side wall clad in ripple iron with small louvred window. Straight corrugated steel verandah supported on timber posts with concrete bases, light fitting over footpath.
PHYSICAL INTEGRITY	Condition generally sound, some dry rot and deteriorated paintwork.
STATEMENT OF SIGNIFICANCE	A rare survivor of a type of small timber-framed shop which would once have been common in the commercial centre of Babinda, but have now almost entirely vanished.

CURRENT NAME	Mario's Pizza
OTHER KNOWN NAME	
ADDRESS	47 Munro Street, Babinda
TITLE DETAILS	Lot 2 on RP 717935
HISTORY	The date of construction of this building is not known, but it probably dates from the 1930s.
PHYSICAL DESCRIPTION	Single storey symmetrical building with concrete walls and large shop windows at street level. High concrete parapet with Art Deco ornament, geometric patterns in polychrome tiles on street front columns. 43 has corrugated steel verandah supported on posts, 47 has a suspended awning.
PHYSICAL INTEGRITY	Condition fair, exterior needs painting and minor maintenance.
STATEMENT OF SIGNIFICANCE	One of the two Art Deco facades in the commercial centre of Babinda.

CURRENT NAME	Munro Theatre
OTHER KNOWN NAME	
ADDRESS	97-101 Munro Street, Babinda
TITLE DETAILS	Lot 710 on NR 7392
HISTORY	This theatre was built in 1955, replacing an earlier cinema, Beattie's Theatre, which was destroyed by fire in 1942.
PHYSICAL DESCRIPTION	Single storey symmetrical building with longitudinal gabled asbestos cement roof. Built on concrete floor slab. Timber framed, external asbestos cement cladding. Facade in modernist style with two shopfronts and cinema entrance. Original details such as cinema doors and ticket office window intact. The interior has a sloping concrete floor with canvas seats, and is lined with hessian to improve acoustics.
PHYSICAL INTEGRITY	Condition generally good, but needs minor maintenance. Integrity reduced by modifications to street front shops.
STATEMENT OF SIGNIFICANCE	

CURRENT NAME	Anzac Park
OTHER KNOWN NAME	
ADDRESS	107-111 Munro Street, Babinda
TITLE DETAILS	Lot 604 on Parcel 76808; Lot 604 on Parcel 76809; Lot 2 on Parcel 76806
HISTORY	The land which is now Anzac Park was Babinda's sports ground until about 1927. The land was then subdivided and partly sold, and the remaining area remained public parkland. The war memorial commemorates the local servicemen who volunteered during the First World War in 1914-18. The memorial was originally erected in Munro Street outside the State Hotel and unveiled on Anzac Day 1927, but as traffic increased in the street it was moved to the park in the 1930s. This is probably when the name Anzac Park was adopted. In 1942, when northern Australia was threatened by Japanese bombing at the height of the Second World War, a reinforced concrete air raid shelter was built in the park. After the war a 25 pounder gun manufactured in 1942 was placed beside the war memorial. The air raid shelter was converted to public toilets after the war, and in 1992 it was painted with a mural depicting rainforest and the Boulders.
PHYSICAL DESCRIPTION	Grassed park with rows of Ficus and clusters of palm trees, shelter shed and picnic tables. Facing Munro Street is a marble obelisk war memorial and beside it a 25-pounder gun. Near them is a concrete air raid shelter which has been converted to public toilets and painted with a mural.
PHYSICAL INTEGRITY	The park is well-kept and a pleasant environment. The base of the war memorial has an empty niche which looks as though it probably once housed a war trophy (perhaps a machine gun?).
STATEMENT OF SIGNIFICANCE	The park is the focus for remembrance of the Babinda community's involvement in the First and Second World Wars.

CURRENT NAME	Police Station & Residence
OTHER KNOWN NAME	Police Station is the former Court House
ADDRESS	4-10 Munro Street, Babinda
TITLE DETAILS	Lot 1 on NR 814119
HISTORY	An early police station was built in Babinda in about 1915, and destroyed in the 1918 cyclone. The present building complex of court house, police station and police residence replaced it in about 1919. A new highset residence alongside was added about the 1960s. In 1995 the police station moved into the court house building, and the old police station was moved across Munro Street to become the Visitor Information Centre. At the same time the old residence was moved sideways onto the station site.
PHYSICAL DESCRIPTION	Court house is a single storey symmetrical building with a longitudinal gabled corrugated steel roof continuing down into verandahs on all sides in the front, with a transverse hipped roof at rear. Raised on low concrete stumps, open verandah with vertical timber batten balustrades. Timber framed construction, with external weatherboard cladding and vertical tongue & groove boards on verandahs. Old residence is a single storey asymmetrical building with a pyramid corrugated steel roof, with a gable projecting to the front on one side. Raised on low steel stumps, front verandah enclosed. Timber framed construction, with external weatherboard cladding. There is a similar court house in Gordonvale.
PHYSICAL INTEGRITY	Police Station is in very good condition. Old residence needs painting and minor maintenance.
STATEMENT OF SIGNIFICANCE	An attractive group of government buildings which are conspicuous at the entrance to Babinda.

CURRENT NAME	Municipal Library
OTHER KNOWN NAME	School of Arts
ADDRESS	22-24 Munro Street, Babinda
TITLE DETAILS	Lot 104 on NR 7472
HISTORY	A School of Arts was built in Babinda in about 1915, and severely damaged in the 1918 cyclone. The present building was apparently built to replace it soon afterward, and may incorporate some of the original building. It remained the School of Arts library until 1955, when it was taken over by the Mulgrave Shire Council and operated partly as the local Council office and partly as a municipal library. In recent years the building has been internally refurbished to modern library standards, extended to the rear and fitted with an access ramp.
PHYSICAL DESCRIPTION	Single storey asymmetrical building, transverse gabled corrugated steel roof with longitudinal gable extending to front on one side. Timber framed construction, clad with chamferboards externally, modern aluminium door and entrance ramp at street entrance, casement windows, attractive garden.
PHYSICAL INTEGRITY	The building is in very good condition.
STATEMENT OF SIGNIFICANCE	An attractive domestic-scale building which contributes to the group of civic buildings at the entrance to Babinda.

CURRENT NAME	National Australia Bank
OTHER KNOWN NAME	Queensland National Bank
ADDRESS	56-60 Munro Street, Babinda
TITLE DETAILS	Lot 204 on NR 7472
HISTORY	This is the fourth bank building on the site. Three earlier timber premises of the Queensland National Bank were destroyed by the 1918 cyclone and fires, the last in January 1931. This concrete masonry building replaced it in 1932. The QN Bank was absorbed by the National Bank of Australasia in 1948, and was renamed the National Australia Bank in 1981. The first footpath awning in Babinda was built in front of the bank in 1992. This bank now operates as an agency of the Innisfail branch, and is the only bank operating in Babinda at present.
PHYSICAL DESCRIPTION	Two storey symmetrical building, reinforced concrete construction, smooth rendered, gabled longitudinal corrugated steel roof, Classical pediment on facade, semi-circular arched windows on side walls of facade, large windows at street level, cantilevered concrete shades over casement windows.
PHYSICAL INTEGRITY	Generally good condition, needs painting.
STATEMENT OF SIGNIFICANCE	A dominant and dignified building in Babinda's commercial core, one of only two two-storey buildings on the north side of Munro Street.

CURRENT NAME	Babinda Meat Mart
OTHER KNOWN NAME	
ADDRESS	66-68 Munro Street, Babinda
TITLE DETAILS	Lot 2 on RP 715107
HISTORY	The date of construction of this building is not known, but it probably dates from the 1930s.
PHYSICAL DESCRIPTION	Single storey symmetrical building, concrete construction, large shop windows and tiled surfaces at street level. High concrete parapet with Art Deco ornament. Box awning over footpath supported on timber posts with concrete bases.
PHYSICAL INTEGRITY	Generally good condition, needs some painting and minor maintenance.
STATEMENT OF SIGNIFICANCE	One of the two Art Deco facades in the commercial centre of Babinda.

CURRENT NAME	Babinda Post Office and Residence
OTHER KNOWN NAME	
ADDRESS	94-96 Munro Street, Babinda
TITLE DETAILS	Lot 10 on NR 7356
HISTORY	This is the fifth Post Office in Babinda, and the third on this site. A postal Receiving Office was established somewhere on Babinda Creek in 1891, possibly at Weinert's farmhouse. It moved to the railway station in 1912. The original Babinda Post Office was built on this site in 1916, and destroyed in the 1918 cyclone. A new Post Office was built the following year, and destroyed by fire in 1933. The present building was built to replace it soon afterward.
PHYSICAL DESCRIPTION	Post Office a single storey symmetrical building, transverse hipped corrugated steel roof with longitudinal gable in centre of street frontage and open porches either side. Timber framed construction, clad with weatherboards externally, vertical tongue and groove boards on porches. Timber framing in gable end, batten balustrades on porches. Sliding sash windows in front wall with window hood. Raised on low concrete piers with battens between. Residence a single storey building, transverse hipped corrugated steel roof. Timber framed construction, clad with weatherboards externally, vertical tongue and groove boards on verandah. Verandah partly open with dowel balustrades, partly enclosed with weatherboards and glass louvre windows. Raised on low wooden stumps. There is a similar post office in Gordonvale.
PHYSICAL INTEGRITY	The building is in good condition.
STATEMENT OF SIGNIFICANCE	The Post Office is a pleasantly-styled civic building in a prominent corner location at one end of the commercial centre of Babinda

CURRENT NAME	Masonic Hall
OTHER KNOWN NAME	Bartle Frere Lodge 254, Horace Russell Mayers Hall
ADDRESS	142 Munro Street, Babinda
TITLE DETAILS	Lot 31 on PLN N157585
HISTORY	A Masonic Lodge was operating in Babinda by 1917, for on the facade of the building is a painted sign which reads: "Bartle Frere Lodge 254 Consecrated 5th June 1917". However, the building is named the Horace Russell Mayers Hall. George Jago, in a brief account of the lodge, said, "The first hall was donated by George Russell Mayers to honour his eldest son, Horace Russell Mayers who was killed in the First World War, and the lodge is so named. The original building has been added to and has lost its identity." Certainly the building appears to have been extended on more than one occasion.
PHYSICAL DESCRIPTION	Single storey symmetrical building of timber framed construction throughout, made up of several parts. It appears to have been built as a simple rectangular hall with a longitudinal corrugated steel gabled roof extending the full length of the building. This hall was clad with corrugated steel and had very high small windows, as is usual for Masonic lodges. It has been extended by the addition of an entrance porch at the front, clad in asbestos cement, and skillion extensions on both sides, clad in ripple iron. All the extensions have glass louvre windows. The building is raised on a mixture of low wooden stumps and steel posts.
PHYSICAL INTEGRITY	The building is in fair condition, needing painting and minor maintenance.
STATEMENT OF SIGNIFICANCE	A modest and inconspicuous building which makes a statement about the character of early Babinda.

CURRENT NAME	House
OTHER KNOWN NAME	
ADDRESS	Boulders Road, Babinda
TITLE DETAILS	
HISTORY	The date of construction of this house is not known. Its exposed stud frame walls and steep roof pitch appear to be very early, but it may not have been built on this site. It was occupied by the Gee Kee family who had a sugar and tropical fruit farm on the land from 1924 to 1978, but it is said to have been an old house in derelict condition when they arrived. One local story says the house was brought from the goldfields by the Abbott family, another that it was an early farmhouse built at the same time as the mill.
PHYSICAL DESCRIPTION	Single storey symmetrical building, high pitched corrugated steel roof with short transverse ridge at apex, gabled entrance porch. Open verandahs on three sides with three rail dowel balustrade. Timber stud framed construction, lined with chamferboards internally and left exposed externally. Raised on low wooden stumps and steel posts.
PHYSICAL INTEGRITY	The building appears to be in good condition. Since 1985 when the house appeared in a published photograph, lattice work and other verandah detail has been removed, and the house has been hidden by trees.
STATEMENT OF SIGNIFICANCE	A very early farmhouse in the Babinda district, once a conspicuous landmark but now obscured.

CURRENT NAME	The Boulders
OTHER KNOWN NAME	
ADDRESS	Boulders Road
TITLE DETAILS	R.1176 Scenic Purposes
HISTORY	The Boulders, in the gorge of Babinda Creek where it emerges from the slopes of Mount Bartle Frere, are the subject of Aboriginal legends and have been recognised as a scenic attraction ever since European occupation of the Russell valley. However, conditions in parts of the gorge are very dangerous, and perhaps as many as ten people have been drowned at the Boulders. In 1979, Mulgrave Shire Council established a system of walking tracks, lookouts and safety fences along parts of the gorge.
PHYSICAL DESCRIPTION	Steep, narrow gorge of Babinda Creek, strewn with large water-worn granite boulders forming numerous complex channels.
PHYSICAL INTEGRITY	Natural Area
STATEMENT OF SIGNIFICANCE	One of the best-known tourist attractions of the Babinda district, the Boulders have also earned a somewhat macabre reputation as the scene of a series of drowning fatalities.

CURRENT NAME	Babinda Railway Station
OTHER KNOWN NAME	Babinda Creek Railway Station
ADDRESS	Bruce Highway, Babinda
TITLE DETAILS	Lot 4 on RP 814126
HISTORY	The original station was a small timber shed built by the Cairns Shire Council when Babinda Creek became the terminus of the Mulgrave Tramway in 1910. It was the first building in what is now the town of Babinda. The present building was probably erected soon after Queensland Government Railways took over the operation of the line at the beginning of 1912. It was a standard design for government stations in North Queensland, and there is a generally similar railway station in Gordonvale. The station survived the 1918 cyclone with minor damage. Originally the station had only a narrow verandah all round, and the shelter extending over the platform does not appear in photographs of the station in 1917-18. It was presumably added in the 1920s.
PHYSICAL DESCRIPTION	Single storey symmetrical building raised on very low wooden stumps, rectangular in plan with transverse gabled corrugated steel roof and narrow verandahs supported on timber posts on three sides. Timber framed construction clad with weatherboards, open waiting room with Federation fretwork bracket details. Later canopy over platform has sawn hardwood braced post and beam frame, shallow vaulted corrugated steel roof and box gutter.
PHYSICAL INTEGRITY	Condition generally sound, some dry rot evident, exterior needs painting and minor maintenance.
STATEMENT OF SIGNIFICANCE	The railway station is the oldest building surviving in Babinda.

CURRENT NAME	St Rita's Convent
OTHER KNOWN NAME	
ADDRESS	15 Church Street, Babinda
TITLE DETAILS	Lot 214 on NR 7392
HISTORY	St Rita's convent school was opened by the Sisters of Mercy in 1926. At first classes were taught in the church. The foundation stone of the convent building was laid in 1925, but it was 1928 before it was completed, and for the next eighteen years the sisters lived upstairs while classes were taught downstairs. In 1946 the two storey school building was completed.
PHYSICAL DESCRIPTION	Two storey symmetrical building of concrete masonry with rendered surfaces, transverse hipped corrugated steel roof with gabled louvre ventilators and longitudinal gable extending to the front above the entrance. Verandahs open downstairs, enclosed by panels and casement windows upstairs. Inter-war Gothic style, with stylised pointed arches and moulding over entrance arch.
PHYSICAL INTEGRITY	The building is in very good condition.
STATEMENT OF SIGNIFICANCE	A large dignified historic building which, with the adjacent church and school, contributes to the group of ecclesiastical buildings in Church Street.

CURRENT NAME	Nurses Quarters
OTHER KNOWN NAME	
ADDRESS	128-130 Munro Street, Babinda
TITLE DETAILS	Lot 2 on RP 708684
HISTORY	A hospital was established at Babinda in 1923. It was housed in a timber ward with separate timber nurses quarters, kitchen buildings and morgue. It was greatly expanded after the Second World War, first by the construction of a brick maternity wing in 1946 which opened in 1948. Then in 1949 there were plans to increase the teaching function of the hospital. Cairns architect S.G. Barnes was commissioned to draw up plans for a much larger brick nurses quarters. The present building was completed in 1950. The building is now little used.
PHYSICAL DESCRIPTION	A large complex L-shaped asymmetrical building, set at the back of the hospital grounds. Because of the sloping terrain, it has a single storey wing parallel to Munro Street and a two storey wing parallel to Knowles Street. Brick construction, partly concrete-rendered externally, with a hipped corrugated steel roof. Open verandahs on two storeys with paired brick columns and simple Modernist geometric ornamentation. Curved south-east corner to building, and some semi-circular arched doorways. Casement windows and glass brick wall panels. Internal staircases have continuous curving Modernist steel handrails. Matron's lounge on south-east corner is a semi-cylindrical projection from the building with a cantilevered concrete eave.
PHYSICAL INTEGRITY	The building is in good condition and appears to have undergone little alteration since construction.
STATEMENT OF SIGNIFICANCE	The nurses quarters building is significant for its design qualities, and is the most original and distinctive architectural element of Babinda. It is a large and imposing building when seen from Church Street, but because of its location and screen of trees it is not conspicuous from other directions. Also in the hospital grounds is the timber morgue of 1926, the oldest building on the site, and the only building of this design surviving in Queensland.

3.15.6 Schedule of Character Precincts

CURRENT NAME	Babinda Sugar Mill
OTHER KNOWN NAME	Babinda Central Mill
ADDRESS	Bruce Highway, Babinda
TITLE DETAILS	Lot 3 on RP 814126
HISTORY	Babinda mill was established after years of lobbying by the farmers of the Russell district. In 1910 they persuaded the Queensland government to set up a Commission to report on the establishment of more Central Mills. The Commission proposed legislation to enable the government to lend money to farmers' co-operatives and recommended that the first new mill be at Babinda. The Sugar Works Act 1911 followed and Babinda, the first Central Mill built under the new legislation, opened in 1915. The town of Babinda grew up alongside the mill. The mill went through prosperous decades in the 1920s, 30s and 50s, and has greatly altered its technology. In 1989 Bundaberg Sugar bought the mill from the co-operative.
PHYSICAL DESCRIPTION	The mill is a large complex of industrial buildings, mostly steel framed and corrugated steel clad, which dominate the town of Babinda, the Bruce Highway and the North Coast Railway. The most conspicuous structure is the steel stack, which pours out clouds of white water vapour for six months of each year. Other large elements such as the water cooling towers, loco shed and the hoppers over the railway line are highly visible to traffic on the Bruce Highway. The row of staff residences and the avenue of tall South American raintrees (<i>Samanea saman</i>) are particularly attractive features of the complex.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The mill is the reason that the town of Babinda exists, and is the major human-made landmark of the district. It is the largest building and most significant industrial site in the Russell River valley.

CURRENT NAME	Eastwood Street, Babinda
OTHER KNOWN NAME	
ADDRESS	Eastwood Street
TITLE DETAILS	Various
HISTORY	
PHYSICAL DESCRIPTION	
PHYSICAL INTEGRITY	High
CHARACTER VALUES	The character of Babinda is enhanced by this cluster of dwellings believed to date from World War One (the mill started operating in 1915). They are single storey dwellings using a diversity of building materials including ripple iron, casement windows and louvre windows. Some retain the window hoods frequently associated with early Queenslanders. Most buildings are in good condition.

CURRENT NAME	Mill Street, Babinda
OTHER KNOWN NAME	
ADDRESS	Mill Street
TITLE DETAILS	Various
HISTORY	
PHYSICAL DESCRIPTION	Two timber buildings dating from around 1920. They are timber framed on low stumps. Corrugated iron cladding has been employed in their construction. Their verandahs have been subsequently enclosed with fibro sheeting.
PHYSICAL INTEGRITY	
CHARACTER VALUES	These two buildings are excellent examples of retention and adaptation to basic dwellings in one of the smaller coastal sugar towns of north Queensland.

3.16 The Islands District

3.16.1 Description and Intent

The islands which are included within the City are a significant recreational resource for residents and provide a range of attractions for visitors to the City.

The over-riding intent is that any development and use of the islands for recreational or tourist purposes should satisfy the following principles:-

- There must be no adverse effects on the natural qualities and environments of the islands and of the surrounding waters and reefs;
- Development must be subservient to the natural landscape and should not be visible from the coastline or from vessels passing the islands;
- Esplanades, foreshores and other public areas must remain accessible to the public;
- Treatment and disposal of waste water must satisfy contemporary standards.

Double Island, adjacent to Palm Cove, contains existing, small scale tourist accommodation. There is potential for development of additional accommodation and facilities by virtue of the provisions of a lease over part of the Island.

Green Island contains a modern tourist resort and a small scale tourist attraction. A significant part of the Island is National Park. It is not intended that there should be any further significant development on the island.

Fitzroy Island contains older style tourist accommodation, camping facilities and a commercial aquaculture operation. The greater part of the Island is National Park. Redevelopment of the existing tourist accommodation is considered to be acceptable, provided there is an acceptable solution to the key issue of treatment and disposal of waste water. Improvements to the camping area are considered to be desirable. It is not intended that any significant expansion of the aquaculture operation should occur.

It is intended that the smaller islands; Haycock Island, High Island and the Frankland Islands should not be the subject of any development. Use of these islands for nature-based recreation may be appropriate.

3.16.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 636	905403	Unnamed Road FITZROY ISLAND	Giant clam and marine hatchery facility.

3.16.3 Schedule of Heritage Sites

CURRENT NAME	Green Island Observatory
OTHER KNOWN NAME	
ADDRESS	Green Island
TITLE DETAILS	L100 on plan NR 843614, L1 on plan NR 812612
HISTORY	Green Island was part of the territory of the Kungganydja people, and was reputedly a site of male initiations for these people. Before European settlement of the Cairns area, the island was used as part of the beche-de-mer industry, and was the site of racial conflict associated with this industry. The island became a place of leisure for Europeans soon after settlement and was vested as a reserve by the Cairns Town Council in 1906. Since then the island has risen in importance to residents and tourists, with activities such as camping available and being a destination for day trippers with resort style accommodation also available. An underwater observatory was built in the 1950's and provided a means where by people could see the marine life of the reef up close.
PHYSICAL DESCRIPTION	Small low coral and reef cay 26 km east of Cairns on the edge of the Great Barrier Reef
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	The place is significant for its aesthetic qualities (criterion e), and for the associations with Cairns residents and travelling visitors for many years (criterion g). It was also an early tourist development in the Cairns region (criterion a).

3.17 Rural Lands District

3.17.1 Description and Intent

The Rural Lands District incorporates the lowland areas of the Mulgrave and Russell River Valleys; the rainforested coastal ranges; and the wetlands and coastline extending from Russell Heads to Bramston Beach. The scenic qualities of the Rural District contribute significantly to the character, landscape qualities and appeal of the City as a whole. The District 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.

It is intended that the agricultural areas of the District should continue to be used for primary production, particularly the cultivation of sugar cane, horticulture and grazing. Good quality agricultural land should not be alienated by inappropriate land uses or fragmented by inappropriate subdivision.

More intensive forms of primary production and private forestry are considered to be acceptable, provided the environmental effects are managed and there are no adverse impacts on natural areas.

Similarly, the extraction of sand, gravel and hard rock is considered to be acceptable, provided the environmental effects are managed and there are no adverse impacts on natural areas.

Urban development is not intended to occur in the District, except within the boundaries of the existing villages. A small expansion of land for residential purposes has been provided at Bramston Beach and Miriwinni to cater for future growth. The expansion of rural residential development outside those areas already developed for this purpose is not intended to occur.

The Southern Corridor which is identified for future urban development is included in the Rural 2 Planning Area to ensure that new uses which are potentially incompatible with urban development are not established in locations where the existence of such uses would constrain the efficient expansion of urban development in the future. Future urban development in this area is to be excluded from forested hillslopes and waterways and expand primarily in areas previously cleared for farming practices. Recreational tourism in the form of walking trails is encouraged in this well vegetated and accessible area.

It is intended that natural areas not already protected by inclusion in the Wet Tropics World Heritage Area or by other management mechanisms should be conserved.

Low intensity tourist activities based on appreciation and enjoyment of the natural environment are considered to be acceptable in the District, provided there are no adverse impacts on natural areas or on resources, particularly good quality agricultural land.

3.17.2 Schedule of Special Facilities Approvals

Prior to the Commencement Date, the premises listed in the Schedule of Special Facilities Approvals for the District were approved for particular forms of development.

The development of the premises listed in the Schedule may proceed in accordance with the requirements:-

1. Of the approval (including compliance with the conditions imposed under the listed approval); and
2. Of the codes contained in sections 4.5, 4.6, 4.7 and 4.8 of this Scheme, that are not inconsistent with the conditions of approval.

INDEX	LOT NO.	PLAN NO.	STREET ADDRESS	APPROVED USE
1	Lot 417	N157473	Redbank Road KAMMA	Office shop, caretaker's residence, fuel sales and car parking development.
2	Lot 17	N157190	Hill Road WRIGHTS CREEK	Raw Materials.
3	Lot 637	SP119100	Lee Yan Road EAST TRINITY	Sea plane base and dwelling house in accordance with building permit no. 4474.
4	Lot 3	744407	Mt Peter Road MOUNT PETER	Concrete batching plant and asphalt mixing plant and access road.
5	Lot 3	744023	Ross Road DEERAL	Boat Storage, Retail Shop, workshop, Restaurant and fuel sales.
6	Lot 219	NR7435	Bruce Hwy BELLENDEN KERR	Service Station, shop and Caretaker's Residence
7	Lot 1	719521	Price Road BARTLE FRERE	Craft Gallery and Kiosk

3.17.3 Schedule of Heritage Sites

CURRENT NAME	False Cape Gun Emplacements
OTHER KNOWN NAME	"H & S" Heavy Battery
ADDRESS	False Cape
TITLE DETAILS	L108 on RP712063
HISTORY	Two 155mm guns and Sperry search lights were allocated to False Cape in 1942. Australian Heavy Battery 'H' under Major Ralph Mansfield were stationed at False Cape. There were at least 127 men with barracks, storerooms and a small hospital. Construction of the base was undertaken by Civil Construction Corpse. 'H' Battery were relieved in 1944 by 'S' Battery.
PHYSICAL DESCRIPTION	Located in a strategic position to defend Trinity Inlet from attack, the site has remained with gun emplacements, battery observation post and main magazine.
PHYSICAL INTEGRITY	
STATEMENT OF SIGNIFICANCE	There is limited remains of the war effort in the Cairns region. False Cape is important as it demonstrates characteristics of a class of places associated with the war effort.

Chapter 4 Codes

4.1 Codes in the CairnsPlan

Codes set out the performance requirements to be satisfied by development. The Codes are one of the measures to assist in achieving the DEOs.

There are four categories of Codes referred to in this Chapter:-

4.1.1 Planning Area Codes

A Code has been prepared for each of the 19 Planning Areas established by the CairnsPlan. These Codes set out the basic requirements for development in each of the Planning Areas. Where there are particular requirements for development in a Planning Area in a particular District, these requirements are identified.

Where there is no Code for a specific land use, the Code for the Planning Area in which the use is proposed to be established applies.

It should be noted that the Cityport Planning Areas are addressed somewhat differently to the other Planning Areas. The Cityport land is divided into two main areas – Cityport North and Cityport South. Within each of these Planning Areas there are smaller or more discrete areas known as precincts. The Cityport North Planning Area Code and the Cityport South Planning Area Code each include provisions that apply to the entire respective Planning Area, as well as to specific precincts within the respective Planning Areas.

It should also be noted that the other specific overlays and Land Use Codes contained in the Planning Scheme do not apply to the Cityport North Planning Area or the Cityport South Planning Area unless specifically called up by the Cityport Codes. This is due to the fact that the provisions of the Cityport North and Cityport South Planning Areas Codes relating to matters such as height, setbacks and design are specific to these Planning Areas.

4.1.2 Overlay Codes

Codes have been prepared for the majority of the Overlays established by the CairnsPlan. These Codes set out particular requirements for development on a premises affected by an Overlay.

4.1.3 Land Use Codes

These Codes set out the performance requirements to be satisfied by specific land uses. Where there is no Code for a specific land use, the Planning Area, Overlay and General Codes may apply.

4.1.4 General Codes

These Codes set out the performance requirements which apply to one or more of the aspects of development as defined by the *Integrated Planning Act*, which are controlled by the CairnsPlan.

4.2 Structure of Codes

Each of the Codes contained in the CairnsPlan is structured as follows:

Identification of Affected Premises

This is a description of the elements of the overlay maps, which affect development.

Purpose

This is a concise statement of what is to be achieved by the Code.

Applicability

This is a statement identifying the aspects of development to which the Code applies.

Elements

The Elements represent specific aspects or characteristics of a particular form of development.

Performance Criteria

The Performance Criteria are statements of the outcomes to be achieved to satisfy the purpose of the Code.

Acceptable Measures

Acceptable Measures describe one way of achieving the respective Performance Criteria.

4.3 Codes and Approvals

4.3.1 Self-Assessable Development

For self-assessable development identified in the Assessment Table for a District, compliance with the Acceptable Measures is the only way in which the Performance Criteria can be satisfied.

If compliance with the Acceptable Measures cannot be achieved, the development will require code assessment.

4.3.2 Code Assessable Development

For code assessable development, compliance with the Acceptable Measures represents one way in which the Performance Criteria can be satisfied.

Alternative solutions may be presented. In this case, the proponent must demonstrate that the Performance Criteria of the Code are satisfied by the alternative solutions.

Where no Acceptable Measures are specified, the proponent is required to demonstrate that the Performance Criteria are satisfied and, thus, the Purpose of the Code is satisfied.

4.3.3 Impact Assessable Development

The Codes are also applicable to impact assessable development; in particular, impact assessable development should have regard to the purpose of each of the Codes applicable to the particular location and form of development.

4.4 Applicability of Codes

Table 1 identifies the level of assessment for material change of use and provides a guide to the Codes applicable to material change of use for a particular purpose in each District.

Table 2 identifies the level of assessment for the other aspects of development and provides a guide to the Codes applicable to a particular aspect of development in each District.

The Overlays applicable to a particular District are shown on the Overlay Maps for that District. The Overlays relating to Potential or Actual Acid Sulfate Soil Material and to Operational Aspects of the Cairns International Airport are also mapped at City scale to provide a legible overview of the area affected by these Overlays.

The Overlay Maps identify whether a site is affected by a particular Overlay. The Overlay Maps and the Assessment Tables together identify the level of assessment for a particular aspect of development and if the Code for a particular Overlay is applicable.

The Codes applicable to a particular assessable development are identified during the application stage of IDAS, the integrated development assessment system, set out in the *Integrated Planning Act*.

4.5 Planning Area Codes

4.5.1 Rural 1 Planning Area Code

Purpose

The purpose of this code is to facilitate the achievement of the following desired development outcomes for the Rural 1 Planning Area:

- Areas for use for primary production, particularly areas of Good Quality Agricultural Land, are conserved and are not unnecessarily fragmented;
- The establishment of a wide range of agricultural and animal husbandry uses, together with other compatible primary production uses, is facilitated;
- The establishment of farm forestry in suitable locations is facilitated;
- The establishment of extractive industry operations is facilitated, provided that the significant environmental impacts of such operations are contained within the site;
- The establishment of outdoor recreation in suitable locations, particularly recreation based on appreciation of the natural or rural environments, is facilitated;
- Rural development contributes to the amenity and landscape of the area;
- Rural activities are protected from the intrusion of incompatible uses;
- Land which has limited agricultural potential, but which is important to the scenic landscape of the City, is retained with a natural character;
- Land which is susceptible to flooding or drainage problems, including difficulties associated with high ground water tables is protected from urban or other uses.
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Rural 1 Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Rural 1 Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A - For Self-Assessable and Assessable Development

Site Population Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be low to maintain the rural character and the visual qualities of the area.	A1.1 Site population density does not exceed 4 persons per hectare.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of all buildings must be in keeping with the rural character of the surrounding areas and the height of buildings must not adversely affect visual amenity.	A2.1 Buildings are not more than 8 metres in height.
P3 Buildings must be set back to: <ul style="list-style-type: none"> • maintain the rural character of the area; and • achieve separation from neighbouring buildings and from road frontages. 	A3.1 Buildings are set back not less than: <ol style="list-style-type: none"> a) 40 metres from the frontage to a State Controlled Road, as identified on the Road Hierarchy Overlay Maps; b) 10 metres from the frontage to a Rural Major Road, as identified on the Road Hierarchy Overlay Maps; c) 6 metres from the frontage to any other road; d) 6 metres from the side and rear boundaries of the site.

Part B – For Assessable Development Only

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Rural activities are protected from the intrusion of incompatible uses.	A4.1 No acceptable measures are specified.
P5 Land which has limited agricultural potential, but which is important to the scenic landscape of the City, is retained with a natural character.	A5.1 No acceptable measures are specified.
P6 Land which is susceptible to flooding or drainage problems, including difficulties associated with high ground water tables are protected from urban or other uses	A6.1 No acceptable measures are specified.
P7 Development does not adversely affect the amenity of the: <ol style="list-style-type: none"> a) planning area; and b) adjoining land uses. 	A7.1 No acceptable measures are specified.

4.5.2 Rural 2 Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Rural 2 Planning Area:

- Areas currently utilised for primary production continue to be used for this purpose for as long as possible, at least for the life of this Planning Scheme, consistent with the indicative development sequence for future urban development established by the Regional Plan and this Planning Scheme;
- Rural character of the area and the visual qualities of the area are maintained.
- New uses which are potentially incompatible with urban development are not established in the Rural 2 Planning Area where the existence of such uses would constrain the efficient expansion of urban development in the future;
- New uses which are potentially incompatible with the future development of the Edmonton Business and Industry Centre are not established in the area identified for the Edmonton Business and Industry Centre on the White Rock – Edmonton District Plan;
- An effective buffer is maintained between the identified Extractive Resources Precinct and extractive industry operations located in the area at the southern end of Mount Peter Road (Map 3) and the areas identified for future urban development on the Structure Plan;
- Land which has limited agricultural potential, but which is important to the scenic landscape of the City, is retained with a natural character;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Rural 2 Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Rural 2 Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Site Population Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be low to maintain the rural character and the visual qualities of the area.	A1.1 Site population density does not exceed 4 persons per hectare.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of all buildings must be in keeping with the rural character of the surrounding areas and the height of buildings must not adversely affect visual amenity.	A2.1 Buildings are not more than 8 metres in height.
P3 Buildings must be set back to: a) maintain the rural character of the area; and b) achieve separation from neighbouring buildings and from road frontages.	A3.1 Buildings are set back not less than: a) 40 metres from the frontage to a State Controlled Road, as identified on the Road Hierarchy Overlay Maps; b) 10 metres from the frontage to a Rural Major Road, as identified on the Road Hierarchy Overlay Maps; c) 6 metres from the frontage to any other road; d) 6 metres from the side and rear boundaries of the site.

Part B – For Assessable Development Only

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Development which would not constrain the efficient expansion of urban development or is compatible with urban development is established.	A4.1 No acceptable measures are specified.
P5 Development which is compatible with the future development of the Edmonton Business and Industry Centre is established.	A5.1 No acceptable measures are specified.
P6 Development does not adversely affect the amenity of the: a) planning area; and b) adjoining land uses.	A6.1 No acceptable measures are specified.

4.5.3 Low Density Residential Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Low Density Residential Planning Area:

- Predominantly detached dwellings on large lots catering for a rural or conservation style of residential living with a high standard of amenity;
- The allotment size, scale and density of development are consistent with the existing form of development in the low density residential neighbourhoods;
- Low density residential land that is constrained by factors such as slope, ecological values, vegetation or waterways may be appropriate for low density residential uses where a functional and practical building envelope can be established without compromising the integrity, stability and natural structure of those slopes, ecological values, vegetation or waterways;
- Provides a transitional buffer area between residential planning areas and the rural and conservation planning areas in a manner that complements the continued use of these areas;
- Located in proximity to employment opportunities and centres so that long commuter trips to work by motor vehicle are avoided;
- Development is primarily contained within areas already substantially committed to the use with good access to infrastructure and services and consolidates urban growth;
- Low density development is primarily contained within areas already substantially committed to the use in order to prevent the loss and further fragmentation of quality agricultural land;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Low Density Residential Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Low Density Residential Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be low to maintain the low density residential character and the landscape and visual qualities of the area.	A1.1 Site population density does not exceed 8 persons per hectare.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of all buildings must be in keeping with the rural residential character of the surrounding area and the height of buildings must not adversely affect visual amenity.	A2.1 Buildings are not more than 7.5 metres in height.
P3 Buildings must be setback to a) maintain the rural residential or conservation character of the area; b) achieve separation from neighbouring buildings and from road frontages.	A3.1 Buildings are set back not less than: a) 10 metres from the frontage to a State Controlled Road, Major Rural Road or Sub Arterial Road, as identified on the Road Hierarchy Overlay Maps; b) 6 metres from the frontage to any other road; c) 3 metres from the side and rear boundaries of the site.
P4 The site coverage of all buildings must not result in a built form that is bulky or visually obtrusive.	A4.1 The site coverage of all buildings is not greater than 15%.

Part B – For Assessable Development Only

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Development does not adversely affect the amenity of the: a) planning area; and b) adjoining land uses.	A5.1 No acceptable measures are specified
P6 Land uses of a productive rural and agricultural nature are recognised and development seeks to minimise potential conflicts.	A6.1 No acceptable measures are specified
P7 Buildings, structures and associated services are responsive to the natural features and constraints of the land.	A7.1 The design of buildings, structures and associated services takes into account: a) established trees; b) significant vegetation; c) ecological values; d) slope; e) waterways; and A7.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Buildings and structures are:</p> <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	<p>A8.1 Building and structures are sited having regard to:</p> <ul style="list-style-type: none"> a) significant views and vistas; b) predominate breezes; c) slope; d) solar orientation.

4.5.4 Residential 1 Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Residential 1 Planning Area:

- The predominant form of development is detached houses on single house lots;
- The residential character and amenity of these residential neighbourhoods is maintained and enhanced;
- The scale and density of development are consistent with the existing form of development in established residential neighbourhoods;
- The establishment of facilities which provide ancillary services to the local community is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Residential 1 Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Residential 1 Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be compatible with the desired development outcomes for this Planning Area.	A1.1 Site population density does not exceed 70 persons per hectare.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of all buildings must be in keeping with the residential character of the areas and the height of buildings must not adversely affect the amenity of residential neighbourhoods.	A2.1 Buildings are not more than 7.5 metres in height.

Part B – For Assessable Development Only

Built Form

P3 Buildings must be set back to: a) maintain the character of residential neighbourhoods; and b) achieve separation from neighbouring buildings and from road frontages.	A3.1 No acceptable measures are specified.
P4 The site coverage of all buildings must not result in a built form that is bulky or visually obtrusive.	A4.1 No acceptable measures are specified.

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Development does not adversely affect the amenity of the: a) planning area; and b) adjoining land uses.	A5.1 No acceptable measures are specified.
P6 Buildings, structures and associated services are responsive to the natural features and constraints of the land.	A6.1 The design of buildings, structures and associated services takes into account: a) established trees; b) significant vegetation; c) ecological values; d) slope; e) waterways; and A6.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.
P7 Buildings and structures are: a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption.	A7.1 Buildings and structures are sited having regard to: a) significant views and vistas; b) predominant breezes; c) slope; d) solar orientation.

4.5.5 Residential 2 Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Residential 2 Planning Area:

- The development of a wider choice of housing in terms of form and size to meet the needs of a diverse population is facilitated;
- More innovative housing solutions are facilitated;
- Higher densities are located within reasonable walking distance to public transport, centres, community facilities and open space;
- Travel distances from residential uses and tourist and short term accommodation uses to public transport, centres, community facilities and open space should be minimised and walking and cycling encouraged;
- Efficiencies in the use of land and in the provision of physical and social infrastructure in developing residential neighbourhoods are facilitated through the orderly and sequential development of land;
- Consolidation and the more efficient use of existing infrastructure within the established residential areas included within this Planning Area are facilitated;
- The scale and density of development contributes to a high standard of residential amenity;
- The establishment of facilities which provide ancillary services to the local community is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Residential 2 Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Residential 2 Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be compatible with the desired development outcomes of this Planning Area.	A1.1 Site population density does not exceed 100 persons per hectare.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of all buildings must be in keeping with the residential character of the area and the height of buildings must not adversely affect the amenity of residential neighbourhoods.	A2.1 Buildings are not more than 7.5 metres in height.

Part B – For Assessable Development Only

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Buildings must be setback to: a) maintain the character of residential neighbourhoods; and b) achieve separation from neighbouring buildings and from road frontages.	A3.1 No acceptable measures are specified.
P4 The site coverage of all buildings must not result in a built form that is bulky or visually obtrusive.	A4.1 No acceptable measures are specified..

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 Development does not adversely affect the amenity of the:</p> <ul style="list-style-type: none"> a) planning area; and b) adjoining land uses. 	<p>A5.1 No acceptable measures are specified.</p>
<p>P6 Buildings, structures and associated services are responsive to the natural features and constraints of the land.</p>	<p>A6.1 The design of buildings, structures and associated services takes into account</p> <ul style="list-style-type: none"> a) established trees; b) significant vegetation; c) ecological values; d) slope; e) waterways; and <p>A6.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.</p>
<p>P7 Buildings and structures are:</p> <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	<p>A7.1 Buildings and structures are sited having regard to:</p> <ul style="list-style-type: none"> a) significant views and vistas; b) predominant breezes; c) slope; d) solar orientation.
<p>P8 Provision of physical and social infrastructure in developing residential neighbourhoods are facilitated through the orderly and sequential development of land.</p>	<p>A8.1 Development adjoins existing or approved development.</p>
<p>P9 Provision of a wider choice of housing in form and size to meet the needs of a diverse population is facilitated.</p>	<p>A9.1 No acceptable measures are specified.</p>
<p>P10 Travel distances from residential uses and tourist and short term accommodation uses to public transport, centres, community facilities and open space should be minimised and walking and cycling encouraged.</p>	<p>A10.1 Dual Occupancy and Multiple Dwellings are located within 400m of public transport, centres, community facilities and open space.</p>

4.5.6 Residential 3 Planning Area Code

Purpose

The purpose of this code is to facilitate the achievement of the following desired development outcomes for the Residential 3 Planning Area:

- The development of medium density housing in a range of accommodation types, particularly in areas with a high level of accessibility to public transport, shopping facilities, community facilities and employment nodes is facilitated;
- Urban consolidation and the efficient use of physical and social infrastructure are facilitated;
- The scale and density of development contributes to a high standard of residential amenity
- Medium density housing achieves an attractive built form, creates a pleasant living environment and is appropriate for the tropical climate of Tropical North Queensland.
- The establishment of facilities which provide ancillary services to the local community is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Residential 3 Planning Area.

Applicability

- This Code applies to development that is:
- Self-assessable or assessable;
- In the Residential 3 Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be compatible with the desired development outcomes of this Planning Area.	A1.1 Site population density does not exceed 300 persons per hectare.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of all buildings must be compatible with the desired character and amenity of medium density residential areas and the height of buildings must not adversely affect visual amenity.	A2.1 Buildings are not more than 11.5 metres in height; or A2.2 Buildings are not more than 7.5 metres in height in the Gordonvale – Goldsborough District where the site is affected by the Cultural Heritage Area Overlay.

Part B – For Assessable Development Only

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Buildings must be setback to: a) maintain the character of residential neighbourhoods; and b) achieve separation from neighbouring buildings and from road frontages.	A3.1 No acceptable measures are specified. Note: Except for Multiple Dwellings, Retirement Villages and Dual Occupancies, the design and siting of buildings shall satisfy the provisions of the relevant Land Use Code.
P4 The site coverage of all buildings must not result in a built form that is bulky or visually obtrusive.	A4.1 No acceptable measures are specified.

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Development does not adversely affect the amenity of the: a) planning area; and b) adjoining land uses.	A5.1 No acceptable measures are specified.
P6 Buildings, structures and associated services are responsive to the natural features and constraints of the land.	A6.1 The design of buildings, structures and associated services takes into account: a) established trees; b) significant vegetation; c) ecological values; d) slope; e) waterways; and A6.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.
P7 Buildings and structures are: a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption.	A7.1 Buildings and structures are sited having regard to: a) significant views and vistas; b) predominant breezes; c) slope; d) solar orientation.
P8 Provision of physical and social infrastructure in developing residential neighbourhoods are facilitated through the orderly and sequential development of land.	A8.1 Development adjoins existing or approved development.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 Provision of a wider choice of housing in form and size to meet the needs of a diverse population is facilitated.	A9.1 No acceptable measures are specified.
P10 Travel distances from residential uses and tourist and short term accommodation uses to public transport, centres, community facilities and open space should be minimised and walking and cycling encouraged.	A10.1 Dual Occupancy and Multiple Dwellings are located within 400m of public transport, centres, community facilities and open space.

4.5.7 Tourist and Residential Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Tourist and Residential Planning Area:

- The development of tourist accommodation in a wide range of accommodation types is facilitated;
- Opportunities for the establishment of tourist facilities and services within or adjacent to tourist accommodation to complement the tourist accommodation and enhance the attractiveness of tourist accommodation areas are facilitated;
- The scale and density of development contributes to a high standard of amenity;
- Development achieves an attractive built form, creates a pleasant environment and is appropriate for the tropical climate of Tropical North Queensland and is sympathetic to the location
- The development of accommodation for permanent residents who are attracted by the particular location or by the proximity to a range of services and facilities is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Tourist and Residential Planning Area.

Applicability

- This Code applies to development that is:
- Self-assessable or assessable;
- In the Tourist and Residential Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be compatible with the desired development outcomes of this Planning Area.	<p>A1.1 <u>CBD – North Cairns District</u> No maximum site population density is prescribed.</p> <p>A1.2 <u>The Islands District</u> The site population density is not greater than 200 persons per hectare.</p> <p>A1.3 <u>All Other Districts</u> The site population density is not greater than 400 persons per hectare.</p>

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of buildings must be consistent with the desired character of the area and must not adversely affect the amenity of the area.	<p>A2.1 <u>CBD – North Cairns District</u> Buildings are not higher than 11.5 metres</p> <p>A2.2 <u>The Islands District</u> Buildings are not higher than 7.5 metres.</p> <p>A2.3 <u>All other Districts</u> Buildings are not more than 11.5 metres in height.</p>

Part B – For Assessable Development Only

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Development does not adversely affect the amenity of the: a) planning area; and b) adjoining land uses.	A3.1 No acceptable measures are specified.
P4 Buildings, structures associated services are responsive to the natural features and constraints of the land.	<p>A4.1 The design of buildings, structures and associated services takes into account: a) established trees; b) significant vegetation; c) ecological values; d) slope; e) waterways; and</p> <p>A4.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.</p>
P5 Buildings and structures are: a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption.	A5.1 Buildings and structures are sited having regard to: a) significant views and vistas; b) predominant breezes; c) slope; d) solar orientation.

4.5.8 City Centre Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the City Centre Planning Area:

- The role of the City Centre, as the principal focus for Cairns, the region and the regional tourism industry, is maintained and strengthened;
- The widest range of higher order and specialised forms of retail, business, administrative, community, indoor entertainment and leisure facilities and cultural activities are established within the City Centre Planning Area;
- The provision of housing for permanent residents and additional accommodation for tourists is facilitated, provided a high standard of residential amenity can be achieved;
- A vibrant, engaging and active City Centre that is safe, comfortable and enjoyable for pedestrians;
- The City Centre's unique character is retained by conserving and maintaining local heritage places and character buildings within the City Centre Planning Area;
- A high standard of design complements the intrinsic character of the City Centre;
- The vistas to the surrounding Scenic Rim are maintained and where opportunities are presented are strengthened.
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the City Centre Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the City Centre Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The height of buildings must be consistent with the established built form of the city centre and:</p> <ul style="list-style-type: none"> a) reinforce the City Centre Planning Area as the area accommodating the highest intensity of development; and b) ensure that there is a transition of building form from the core of the CBD to the perimeter of the CBD. 	<p>A1.1 Buildings are not higher than 11.5 metres.</p>
<p>P2 The design of buildings must be consistent with and reinforce the established built form and streetscape of the City Centre to the perimeter of the CBD.</p>	<p>A2.1 For buildings up to 11.5 metres in height no minimum or maximum plot ratio is prescribed.</p>
<p>P3 The design of buildings must ensure that:</p> <ul style="list-style-type: none"> a) the streetscape is cohesive; and b) pedestrians are afforded protection from the sun and from rain; and c) development allows for street trees to be planted. 	<p>A3.1 A non-transparent cantilevered awning is provided for the full length of the road frontage/s of the site. Posts may be included in the awnings design however these are to be non load bearing; and</p> <p>A3.2 The face of the awning is set back 1 metre from the face of the kerb/s; and</p> <p>A3.3 The underside of the awning is a minimum of 3 metres and a maximum of 4 metres above the finished level of the footpath.</p>

Part B – For Assessable Development Only

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 Site population density must be compatible with the desired development outcomes of this Planning Area.</p>	<p>A4.1 No maximum site population density is prescribed.</p>

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 The height of buildings or structures must be consistent with the established built form of the city centre and:</p> <ul style="list-style-type: none"> a) reinforce the City Centre Planning Area as the area accommodating the highest intensity of development; and c) ensure that there is a transition of building form from the core of the CBD to the perimeter of the CBD. 	<p>A5.1 The height of the building complies with the provisions of the Height and Impact of Buildings Code.</p>
<p>P6 Buildings identified as Local Heritage Places or within a Character Precinct on the CBD – Cairns North Cultural Heritage Significance Overlay are conserved and maintained.</p>	<p>A6.1 No acceptable measures specified</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 Buildings are designed so that development addresses all road frontages and adjacent public spaces to encourage casual surveillance of these areas.	<p>A7.1 Residential units have balconies or living area windows that overlook all street frontages and adjacent public/civic areas; or</p> <p>A7.2 Other buildings provide windows or verandas that overlook all street frontages and adjacent public areas.</p>
P8 Buildings located in prominent positions, such as 'gateway' and corner sites or with frontages to public spaces are designed to express or emphasise the importance of their location.	<p>A8.1 Where a building is adjacent to a public place, the building's main entrance addresses the public place; or</p> <p>A8.2 Buildings on corner locations provide active frontages to both street frontages; and</p> <p>A8.3 The main entrance addresses the principal street or the street corner; and</p> <p>A8.4 Development on corner locations is taller than adjacent development except where the adjacent development is a tall building.</p>

Streetscape Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 The vertical rhythm, scale and architectural detail of the existing streetscape is complemented by infill development. Infill development has regard to features such as: Colonnades; Verandahs; Windows; Eaves; Parapet lines; Roof forms; Scale; And other features of adjacent development.	A9.1 No acceptable measures specified.
P10 Car parking (and associated infrastructure) ancillary to a development does not interface with the public realm.	<p>A10.1 Ground level and semi basement car parking is concealed by active frontages; or</p> <p>A10.2 Car parking is located on upper levels.</p>
P11 Where traditional frontages and facades set the architectural theme for streetscapes within the City Centre Planning Area, infill buildings or alterations respect and reflect the architectural qualities and traditional materials of those buildings, but do not necessarily imitate historical architectural styles.	A11.1 No acceptable measures specified.
P12 Where new development includes ground floor security, security devices are mounted internally and are visually permeable.	A12.1 Solid shutters, visually impermeable screens or roller doors are not used.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P13 Ground floor façades provide the pedestrian with a safe, interesting and comfortable place to walk and make a positive contribution to the streetscape through the use of Active Frontages.</p>	<p>A13.1 Ground floor façade has an active street frontage which:</p> <ul style="list-style-type: none"> a) is broken into smaller components by doors and display windows; and b) permits internal uses to be visible from the outside, and allows the opportunity for uses to functionally relate to the adjoining street; and c) avoids expanses of blank walls; and <p>A13.2 Ground floor façades are at a human scale; and</p> <p>A13.3 Façade design does not create opportunities for human concealment.</p>
<p>P14 The ground floor facade is free from uses that compromise the ability to provide active frontages.</p>	<p>A14.1 Retail Uses, Restaurants and Business Facilities are located at ground level with residential uses located on upper levels; and</p> <p>A14.2 Restricted Premises and uses that require screening to provide client confidentiality locate in Arcades or on upper levels of buildings; and</p> <p>A14.3 Windows are not painted or treated to obscure transparency.</p>
<p>P15 Development promotes an integrated streetscape and enhances the tropical character within the CBD.</p>	<p>A15.1 Development in the CBD (as identified on the CBD North Cairns Planning Area Map) is undertaken in accordance with the Planning Scheme Policy – Cairns CBD Streetscape Masterplan.</p>

Connectivity and Legibility

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P16 The pedestrian movement network in the City Centre Planning Area is at ground level and pedestrian linkages are enhanced.</p>	<p>A16.1 Existing street to street connections provided by arcades or thoroughfares are retained when sites are redeveloped; and</p> <p>A16.2 The redesign of an existing arcade or thoroughfare satisfies Council's General Policy 1:04:06 Crime Prevention Through Environmental Design; or</p> <p>A16.3 The design of a new arcade satisfies Council's General Policy 1:04:06 Crime Prevention Through Environmental Design.</p> <p>Note: Where a new development adjoins two streets, Council may request a pedestrian access in the form of an Arcade or thoroughfare between the two streets.</p>
<p>P17 Development does not adversely affect the pedestrian integrity of those parts of the Planning Area where the pedestrian has priority.</p>	<p>A17.1 Developments having frontage to the Cairns Esplanade, Shields Street and those sections of Lake Street bounded by Aplin and Spence Street, do not provide additional physical vehicle access points to those streets.</p>
<p>P18 Legibility is promoted through the design of buildings and spaces and assist users find their way.</p>	<p>A18.1 Where a building is adjacent to a public place, the building's main entrance addresses the public place; and</p> <p>A18.2 Buildings prominently display street numbers and building names.</p>

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P19 Development does not adversely affect the amenity or the character of the:</p> <ul style="list-style-type: none"> a) planning area; and b) adjoining land uses. 	<p>A19.1 No acceptable measures are specified.</p>
<p>P20 Buildings and structures are responsive to the natural features and constraints of the land.</p>	<p>A20.1 The design of buildings, structures and associated services takes into account and retains established trees.</p>
<p>P21 Buildings and structures are:</p> <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	<p>A21.1 No acceptable measures are specified.</p>

Function of the Centre

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P22 The CBD provides the principal focus for the City, the region and the regional tourism industry</p>	<p>A22.1 The CBD provides:</p> <ul style="list-style-type: none"> a) the widest range of higher-order and specialised forms of retail, business, commercial, administrative, community and indoor entertainment and leisure facilities and services; and b) a range of convenience retail services to meet the needs of the workforce, tourists and the inner City residential communities; and c) highly developed tourist retailing; and d) highly developed indoor entertainment and leisure facilities, such as restaurants, night clubs and amusement halls to cater for both residents and tourists.

4.5.9 Sub-Regional Centre Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Sub-Regional Centre Planning Area:

- Existing sub-regional and any new centres of similar form develop as major community focal points providing a range of services and as major employment nodes;
- The development and consolidation of sub-regional centres to provide shopping facilities, together with a broad range of business, professional, medical and similar services and community facilities is facilitated;
- The establishment of entertainment and recreational facilities, particularly indoor facilities, within or adjacent to sub-regional centres is facilitated;
- Uses of a service industry nature that serve the needs of the district community are accommodated;
- The scale and density of development contributes to a high standard of amenity;
- The establishment of medium density residential development, particularly within mixed use developments, where design and siting ensure that a high standard of residential amenity will be achieved is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Sub-Regional Centre Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Sub-Regional Centre Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The height of buildings must contribute to the establishment of clearly recognisable commercial nodes without significantly affecting the character of the residential suburbs of the City.</p>	<p>A1.1 Buildings are not more than 15 metres in height.</p>
<p>P2 The siting of buildings must contribute to the desired amenity and character of the area and protect the amenity of other land uses.</p>	<p>A2.1 Buildings may be erected up to the road frontages of the site; and</p> <p>A2.2 Where the site adjoins land in a Residential 1, 2 or 3 Planning Area, the building is set back 2.5 metres or ¼ of the height of the building, whichever is the greater, from the common boundary; or</p> <p>A2.3 Where the site does not adjoin land in the Residential 1, 2 or 3 Planning Areas, the building is set back 0 metres from side and rear boundaries; otherwise the minimum setback from side and rear boundaries is 2.5 metres or 1/4 of the height of the building whichever is the greater.</p>
<p>P3 The site coverage must ensure that there is sufficient space for landscaping, access and the provision of services.</p>	<p>A3.1 The site coverage does not exceed 80%.</p>
<p>P4 The design of buildings must ensure that:</p> <ul style="list-style-type: none"> a) the streetscape is cohesive; and b) pedestrians are afforded protection from the sun and the rain. 	<p>A4.1 Where a building is constructed up to or abutting to the road frontage/s of the site:</p> <ul style="list-style-type: none"> a) a cantilevered awning is provided for the full length of the building to the road frontage/s; and b) the face of the awning is set back 1 metre from the face of the kerb; and c) the underside of the awning is a minimum of 3 metres above the finished level of the footpath.

Part B – For Assessable Development Only

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Site population density must be compatible with the desired development outcomes of this Planning Area.	A5.1 The site population density is consistent with the density identified for the dominant Residential Planning Area in proximity to the Centre.

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P6 Development does not adversely affect the amenity of the: a) planning area; and b) adjoining land uses.	A6.1 No acceptable measures are specified.
P7 Buildings and structures are responsive to the natural features and constraints of the land.	A7.1 No acceptable measures are specified.
P8 Buildings and structures are: a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption.	A8.1 No acceptable measures are specified.

Function of the Centre

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 Sub-regional centres provide highly developed, convenient and accessible retail facilities and a range of business, commercial or community or entertainment and leisure facilities.	A9.1 Sub-regional centres: a) Are established in the locations depicted on the structure plan map; and b) Serve a catchment population, generally ranging in size from 10000 to 20000 households; and c) have a retail floor area generally in excess of 20000 m ² gross leasable area (GLA) but generally not more than 30000 m ² GLA.; and d) provide a high level of comparison shopping through at least one discount department store, a number of national chain traders and a wide range of specialty shops; and e) provide a high level of food and grocery shopping through at least one full-line supermarket and a highly developed range of fresh produce shops and an extensive range of personal services; and f) Are highly accessible with direct access to the arterial road network and to the public transport system.

4.5.10 District Centre Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the District Centre Planning Area:

- Existing district centres and any new centres of similar form develop as community focal points providing a range of services and as employment nodes;
- The development and consolidation of district centres to provide shopping facilities, together with a broad range of business, professional, medical and similar services and community facilities is facilitated;
- The establishment of entertainment and recreational facilities, particularly indoor facilities, within or adjacent to district centres is facilitated;
- Uses of a service industry nature that serve the needs of the district community are accommodated;
- The scale and density of development contributes to a high standard of amenity
- The establishment of medium density residential development, particularly within mixed use developments, where design and siting ensure that a high standard of residential amenity will be achieved is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the District Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the District Centre Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The height of buildings must contribute to the establishment of clearly recognisable commercial nodes without significantly affecting the character of the residential suburbs of the City.</p>	<p>A1.1 In the Gordonvale – Goldsborough District, buildings are not more than 10 metres in height; or</p> <p>A1.2 In other Districts, buildings are not more than 15 metres in height.</p>
<p>P2 The siting of buildings must contribute to the desired amenity and character of the area and protect the amenity of other land uses.</p>	<p>A2.1 Buildings may be erected up to the road frontages of the site; and</p> <p>A2.2 Where the site adjoins land in a Residential 1, 2 or 3 Planning Area, the building is set back 2.5 metres or ¼ of the height of the building, whichever is the greater, from the common boundary; or</p> <p>A2.3 Where the site does not adjoin land in the Residential 1, 2 or 3 Planning Areas, the building is set back 0 metres from side and rear boundaries; otherwise the minimum setback from side and rear boundaries is 2.5 metres or 1/4 of the height of the building whichever is the greater.</p>
<p>P3 The site coverage must ensure that there is sufficient space for landscaping, access and the provision of services.</p>	<p>A3.1 The site coverage does not exceed 80%.</p>
<p>P4 The design of buildings must ensure that:</p> <ul style="list-style-type: none"> a) the streetscape is cohesive; and b) pedestrians are afforded protection from the sun and the rain. 	<p>A4.1 Where a building is constructed up to or adjacent to the road frontage/s of the site:</p> <ul style="list-style-type: none"> a) a cantilevered awning is provided for the full length of the building to the road frontage/s; and b) the face of the awning is set back 1 metre from the face of the kerb; and c) the underside of the awning is a minimum of 3 metres above the finished level of the footpath.

Part B – For Assessable Development Only

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 Site population density must be compatible with the desired development outcomes of this Planning Area.</p>	<p>A5.1 No acceptable measures are specified.</p>

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Development does not adversely affect the amenity of the:</p> <ul style="list-style-type: none"> a) planning area; and b) adjoining land uses. 	<p>A6.1 No acceptable measures are specified.</p>
<p>P7 Buildings and structures are responsive to the natural features and constraints of the land.</p>	<p>A7.1 No acceptable measures are specified.</p>
<p>P8 Buildings and structures are:</p> <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	<p>A8.1 No acceptable measures are specified.</p>

Function of the Centre

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P9 District Centres provide a high level of convenience and accessibility for weekly and other high frequency shopping, commercial and community services needs.</p>	<p>A9.1 District centres:</p> <ul style="list-style-type: none"> a) Are established in the locations depicted on the Structure Plan Map; and b) Serve a catchment population, generally ranging in size from 5000 to 8000 households; and c) Range in size from approximately 5000 m2 GLA to 15000 m2 GLA. This is an indicative range only and some District Centres invariably will be somewhat smaller or somewhat larger, depending upon their location and their ability to cater to a catchment.; and d) Provide for day-to-day and weekly food and other convenience shopping needs of households. District centres generally offer a major supermarket as anchor tenant, the size of which will depend upon the catchment the centre expects to serve. District Centres may also accommodate a range of restaurants (dine-in or take away) and professional or commercial services (e.g. doctor's surgery, post office, real estate agency, local accountant or solicitor) as part of the tenancy mix; and e) Are accessible from a road of collector level or higher function and access to public transport, as well as to pedestrian and cycleway networks.

4.5.11 Local Centre Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Local Centre Planning Area:

- The establishment of local shopping facilities, together with business and professional services, which serve the surrounding residential community is facilitated;
- The establishment of community facilities which serve the surrounding residential community is facilitated;
- The scale and density of development contributes to a high standard of amenity;
- The establishment of medium density residential development, where design and siting ensure that a high standard of residential amenity will be achieved, is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Local Centre Planning Area.

Availability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Local Centre Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The height of all buildings must be in keeping with the character of the surrounding residential neighbourhood and must not adversely affect the amenity of the neighbourhood.	A1.1 Buildings are not more than 10 metres in height.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 The siting of buildings must contribute to the desired amenity and character of the area and protect the amenity of other land uses.</p>	<p>A2.1 Buildings may be erected up to the road frontages of the site; and</p> <p>A2.2 Where the site adjoins land in a Residential 1, 2 or 3 Planning Area or land used for residential purposes, the building is set back 2.5 metres or ¼ of the height of the building, whichever is the greater, from the common boundary; and</p> <p>A2.3 Where the site does not adjoin land in the Residential 1, 2 or 3 Planning Areas, the building is set back 0 metres from side and rear boundaries; otherwise the minimum setback from side and rear boundaries is 2.5 metres or 1/4 of the height of the building whichever is the greater.</p>
<p>P3 The site coverage must ensure that there is sufficient space for landscaping, access and the provision of services.</p>	<p>A3.1 The site coverage does not exceed 80%.</p>
<p>P4 The design of buildings must ensure that:</p> <ul style="list-style-type: none"> a) the streetscape is cohesive; and b) pedestrians are afforded protection from the sun and the rain. 	<p>A4.1 Where a building is constructed up to or adjacent to the road frontage/s of the site:</p> <ul style="list-style-type: none"> a) a cantilevered awning is provided for the full length of the building to the road frontage/s; and b) the face of the awning is set back 1 metre from the face of the kerb; and c) the underside of the awning is a minimum of 3 metres above the finished level of the footpath.

Part B – For Assessable Development Only

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 Site population density must be compatible with the desired development outcomes of this Planning Area.</p>	<p>A5.1 The site population density is consistent with the density identified for the dominant Residential Planning Area in proximity to the Centre.</p>

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Development does not adversely affect the amenity of the:</p> <ul style="list-style-type: none"> a) planning area; and b) adjoining land uses. 	<p>A6.1 No acceptable measures are specified.</p>
<p>P7 Buildings and structures are responsive to the natural features and constraints of the land.</p>	<p>A7.1 No acceptable measures are specified.</p>
<p>P8 Buildings and structures are:</p> <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	<p>A8.1 No acceptable measures are specified.</p>

Function of the Centre

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P9 Local Centres provide a highly convenient range of goods and services for the daily and weekly needs of discrete residential communities.</p>	<p>A9.1 Local Centres</p> <ul style="list-style-type: none"> a) are consolidated within the areas included in the Local Centre Planning Area on the District Plan Maps; and b) Serve a catchment generally less than 2500 household; and c) are less than 5000 m² GLA; and d) Are accessed via a collector level road and via pedestrian and cycleway networks; and e) have no direct access to highways or to arterial roads in order to achieve convenience and to maintain efficient road functions; and f) do not to attract or rely upon passing highway trade or tourist trade. However, some Local Centres will invariably serve visitors as well as residents by virtue of their established locations.

4.5.12 Cityport North Planning Area Code

Identification of Affected Premises

The Cityport North Planning Area comprises a number of precincts – being Precincts 8, 10, 11 and 12 as depicted on the Cityport Planning Area Map – CBD North Cairns Planning Area – Map 1.

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Cityport North Planning Area:

- Cityport is integrated with the city centre, the waterfront and the Esplanade;
- The establishment a range of tourist related activities, along with commercial and retail activities, along the waterfront and within the development sites is facilitated;
- The establishment of tourist accommodation and associated development achieves an attractive built form which complements and enhances this waterfront location;
- The establishment of mixed-use development is facilitated at appropriate locations to promote activity and vitality (restaurants, outdoor dining areas, retail uses, bars on ground level and various accommodation types on upper levels);
- A high level of urban and streetscape amenity is facilitated via utilisation of themed landscaping and streetscape elements, as well as the encouragement of a high standard of design in built forms and finishes to reflect the maritime nature of the Planning Area;
- Development of tourist accommodation in a wide range of accommodation types is facilitated;
- The establishment of key tourist facilities (i.e. Reef Fleet Terminal) and high standard marina facilities to service the needs of commercial and recreational vessels is facilitated;
- A uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the CBD – North Cairns District are not established in the Cityport North Planning Area.

Applicability

This Code applies to development that is:

- Assessable;
- In the Cityport North Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Requirements applicable to all Precincts

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
ALL PRECINCTS:	
P1 Development is of a scale and density that is appropriate, given its waterfront location.	A1.1 Development within Cityport North Planning Area has a maximum residential density of 800 persons per hectare.

Design and Layout

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Building height is alternated along the waterfront to provide a varied skyline and to provide views to the waterfront, City and surrounding mountains.	<p>A2.1 Tall buildings are setback from the waterfront and the historic wharves to maintain a low-scale development along the waterfront; and</p> <p>A2.2 High and low building masses are alternated along the length of Cityport and are divided by extensively paved and landscaped pedestrian ways that also function as shared vehicular access; and</p> <p>A2.3 A distinctive podium height is created along the length of Cityport with upper portions progressively setback with increasing height; and</p> <p>A2.4 The scale of buildings is reduced through emphasising horizontal proportions and framing and fenestration where possible.</p>
P3 Building design across Cityport is distinctive and reflects the maritime character of the area.	<p>A3.1 Building design incorporates lightweight cladding and extensive sun-shading and shadowing devices to improve aesthetics and energy efficiency; and</p> <p>A3.2 Lightweight building materials such as metallic coloured, pre-fabricated sheet, timber boarding are the dominant building material; and</p> <p>A3.3 Landscape terraces are provided at the podium level and other lower roof levels; and</p> <p>A3.4 Roof structures are designed to conceal any roof plant equipment from ground level view.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Development integrates with the City centre.	<p>A4.1 A continuous streetscape is developed to Wharf Street; and</p> <p>A4.2 A continuous waterfront pedestrian link is provided from the Esplanade to Cityport; and</p> <p>A4.3 Landscape design and other features reflect the character of the City.</p>
P5 Awnings are provided to all facades of any building.	<p>A5.1 Awnings are of the same design and height as those in adjoining areas.</p> <p>A5.2 Where provided along the wharf sheds, awnings are of a character which is sympathetic with the architecture of the sheds</p>
P6 Vehicle accesses and service areas do not dominate the streetscape.	<p>A6.1 Car park entrances are suitably designed and located to minimise the impact of these areas on adjoining uses; and</p> <p>A6.2 Loading docks and other service areas are concealed within buildings.</p>

View Corridors

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 Key views to and from the waterfront are retained and enhanced through the future re-development of Cityport.	<p>A7.1 Buildings and structures are suitably located to maintain view corridors as depicted on the CBD – North Cairns Connectivity Overlay; or If the boundary between two precincts is altered, buildings and structures are located to provide a view corridor (of a similar size to the existing corridor) between the two precincts; and</p> <p>A7.2 Buildings do not protrude into view corridors; and</p> <p>A7.3 Where possible, existing buildings within these view corridors are removed; and</p> <p>A7.4 The view corridors are enhanced by appropriate landscape design and planting.</p>

Landscaping & Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P8 A combination of pedestrian linkages and open space areas is provided as a key feature of Cityport. These open space areas ensure Cityport is highly accessible.	<p>A8.1 An integrated and enlarged open space and pedestrian movement network is provided as depicted on the CBD – North Cairns Pedestrian and Cycle Movement Overlay; or If the boundary between two precincts is altered, buildings and structures are located to provide a pedestrian connection and view corridor (of a similar size to the existing corridor) between the two separate precincts.</p>
P9 Development complements the open space and pedestrian movement systems.	A9.1 No buildings or structures are located within the view corridors or open space areas as depicted on the CBD – North Cairns Connectivity Overlay.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P10 A continuous waterfront promenade/boardwalk is provided, linking Cityport with The Esplanade.	<p>A10.1 Continuous pedestrian access is provided adjoining the waterfront as depicted on CBD – North Cairns Pedestrian and Cycle Movement Overlay; and</p> <p>A10.2 Shields Street is extended to include a boulevard to the waterfront; and</p> <p>A10.3 The waterfront promenade links the pedestrian boulevard (from Shields Street) to the balance of Cityport.</p>
P11 A major public square is provided adjoining the Reef Fleet Terminal (Precinct 10). This square will be multi-functional and provide pedestrian and limited vehicular access.	<p>A11.1 A major public square is provided adjoining the Reef Fleet Terminal (Precinct 10); and</p> <p>A11.2 The public square functions as a working square with vehicular access provided during peak periods.</p>
P12 Artworks and other similar features are provided in suitable locations	A12.1 Artworks and other features are provided in pedestrian areas.

Access and Movement Networks

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P13 Development provides convenient pedestrian links between the City Centre and Cityport.	A13.1 An integrated and efficient pedestrian movement network is provided as depicted on CBD – North Cairns Pedestrian and Cycle Movement Overlay.
P14 Vehicular access to Cityport is safe, efficient and provides for the needs of all users of Cityport.	<p>A14.1 An efficient traffic network is provided as depicted on the CBD – North Cairns Road Hierarchy; and</p> <p>A14.2 Development along Shields Street provides suitable linkages between The Esplanade and Cityport marina facilities. Such linkages provide efficient pedestrian and vehicular access and suitable car parking facilities.</p>
P15 Car parking, servicing and set down areas do not dominate the streetscape.	A15.1 Car park entrances, loading/unloading areas and setdown areas are designed to minimise the impact of these areas on the streetscape.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
PRECINCT SPECIFIC:	
PRECINCT 8	
P16 Future development is of a design and scale which is consistent with surrounding buildings.	<p>A16.1 Building height is a maximum of 10 storeys; and</p> <p>A16.2 Above podium level, development has a maximum site coverage of 60%; and</p> <p>A16.3 Development has a maximum plot ratio of 3:1.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
PRECINCT 10	
P17 Future development is of a bulk and scale which is compatible with surrounding buildings.	<p>A17.1 The Reef Fleet Terminal Building (Precinct 10B) is a maximum of 2 storeys; or</p> <p>A17.2 Building height for all other buildings (Precinct 10A) is a maximum of 12 storeys (including a podium level); and</p> <p>A17.3 Podium level is limited to three storeys.</p> <p>A17.4 Above podium level, buildings are setback 9 metres from Marlin Parade, 9 metres from the precinct boundary to the pedestrian promenade and 3 metres from the Reef Fleet Terminal to maintain views to Trinity Inlet; and</p> <p>A17.5 Above podium level, the maximum site coverage within this precinct is 60%;</p> <p>A17.6 The total plot ratio for development within this Precinct is 3.0:1; and</p> <p>Note: the plot ratio will be calculated as the sum of the plot ratios for each development in the precinct at any one time.</p> <p>A17.7 Basement car parks are below finished ground level and are designed to ensure an attractive streetscape.</p> <p>Figure 1</p>
P18 Building setbacks to the waterfront are at a similar alignment to those in adjoining precincts.	A18.1 No acceptable measures are specified.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
PRECINCT 11	
P19 Building height and design steps down from the adjoining precincts to complement the waterfront and the adjoining low scale buildings.	<p>A19.1 Building height is limited to a maximum of 6 storeys (including the podium level); and</p> <p>A19.2 The maximum site coverage within this precinct is 100%; and</p> <p>A19.3 The total plot ratio for development within this precinct is 3.0:1; and</p> <p>Note: plot ratio will be calculated as the sum of the plot ratios for each development in the precinct at any one time.</p> <p>A19.4 Car park structures and areas are designed to complement the existing built form.</p>
P20 Buildings are setback to the waterfront on a similar alignment to buildings in adjoining precincts.	A20.1 No acceptable measures are specified.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
PRECINCT 12	
P21 Development is low scale and an attractive landmark when viewed from the water, the Esplanade and adjoining precincts.	<p>A21.1 Building height is a maximum of three storeys, where the third storey is split level/mezzanine; or</p> <p>A21.2 Marine operation facilities may exceed this height.</p>
P22 Building design provides for public access to the waterfront.	A22.1 No acceptable measures are specified.

Circulation and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
ALL PRECINCTS	
P23 Car parking areas are not visually dominant from the road frontage or the waterfront.	<p>A23.1 Car parking is limited to one basement or semi-basement level; or</p> <p>A23.2 Where in Precinct 10, car parking is provided above podium level or at basement level (or a combination of both), where the podium level parking is not visually obtrusive from the precinct boundaries; and</p> <p>A23.3 Building design incorporates only minor level changes in accordance with AS 1428 – Design for Access and Mobility.</p>
P24 Vehicle parking and manoeuvring areas are designed to be safe and functional and minimise pedestrian vehicle conflict.	A24.1 No acceptable measures are specified.
SPECIFIC PRECINCT:	
PRECINCT 10:	
P25 Reef Fleet Square is a shared pedestrian and vehicular access way.	<p>A25.1 Access and coach setdown is provided adjoining the proposed Reef Fleet Terminal through an extension of Spence Street – the Reef Fleet Square; and</p> <p>A25.2 Access and setdown areas for all other buildings are provided as low key access from Marlin Parade.</p>
PRECINCT 11:	
P26 Development provides for vehicular movement and access to the waterfront.	A26.1 Vehicular access, including service vehicle access, is provided via a modified Pier Point Road.
PRECINCT 12:	
P27 Access to this area is provided for marina vehicles and service vehicles only.	A27.1 Vehicular access is provided via Spence Street and Pier Point Road. Service vehicle access is provided to the rear of the building adjoining the waterfront.

4.5.13 Cityport South Planning Area Code

Identification of Affected Premises

The Cityport South Planning Area comprises a number of precincts – being Precincts 1 – 7 as depicted on the Cityport Planning Area Map CBD North Cairns Planning Area – Map 1.

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Cityport South Planning Area:

- Cityport is integrated with the city centre;
- The major entertainment, indoor sporting and cultural requirements of the City are provided for and the establishment of ancillary outdoor recreation and various entertainment uses to complement the Convention Centre is facilitated;
- The conservation of the heritage integrity of those parts of Cityport South which have cultural significance is facilitated via the re-use of historic structures where feasible;
- Tourism potential is optimised by encouraging a range of compatible public and commercial activities and facilities along the waterfront and within development sites;
- Tourist accommodation and associated development achieve an attractive built form which is sympathetic to the location and enhances the character of established tourist accommodation and development;
- The establishment of mixed-use development is facilitated at appropriate locations to promote activity and vitality (restaurants, outdoor dining areas, retail uses, bars on ground or podium levels and various accommodation types on upper levels);
- A high level of urban and streetscape amenity is facilitated via utilisation of “themed” landscaping and streetscape elements;
- Development of tourist accommodation in a wide range of accommodation types is facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the CBD – North Cairns District are not established in the Cityport South Planning Area.

Applicability

This Code applies to development that is:

- Assessable;
- In the Cityport South Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Requirements applicable to all Precincts

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
ALL PRECINCTS:	
P1 Development is of a scale and density that is appropriate, given its key location on the waterfront.	A1.1 Development within Cityport North Planning Area has a maximum residential density of 800 persons per hectare.

Design and Layout

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Building height is alternated along the waterfront to provide a varied skyline and to provide views to the waterfront, City and surrounding mountains.	<p>A2.1 Tall buildings are setback from the waterfront and the historic wharves to maintain a low-scale development along the waterfront; and</p> <p>A2.2 High and low building masses are alternated along the length of Cityport and are divided by extensively paved and landscaped pedestrian ways that also function as shared vehicular access; and</p> <p>A2.3 A distinctive podium height is created along the length of Cityport with upper portions progressively setback with increasing height; and</p> <p>A2.4 The scale of buildings is reduced through emphasising horizontal proportions and framing and fenestration where possible.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Building design across Cityport is distinctive and reflects the tropical character of Cairns area.	<p>A3.1 Building design incorporates lightweight cladding and extensive sun-shading and shadowing devices to improve aesthetics and energy efficiency; and</p> <p>A3.2 Lightweight building materials such as metallic coloured, pre-fabricated sheet, timber boarding are the dominant building material.; and</p> <p>A3.3 Landscape terraces are provided at the podium level and other lower roof levels; and</p> <p>A3.4 Roof structures are designed to conceal any roof plan equipment from ground level view.</p>
P4 Development integrates with the City centre.	<p>A4.1 A continuous streetscape is developed to Wharf Street; and</p> <p>A4.2 Landscape design, and other features reflect the character of the City.</p>
P5 Awnings are provided to all facades of any building.	<p>A5.1 Awnings are of the same design and height as those in adjoining precincts.</p> <p>Were provided along the wharf sheds, awnings are of character which is sympathetic with the architecture of the sheds.</p>
P6 Vehicle accesses and service areas do not dominate the streetscape.	<p>A6.1 Car park entrances are suitably designed and located to minimise the impact of these areas on adjoining uses; and</p> <p>A6.2 Loading docks and other service areas are concealed within buildings.</p>

View Corridors

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 Key views to and from the waterfront are retained and enhanced.	<p>A7.1 Buildings and structures are suitably located to maintain view corridors as depicted on the CBD – North Cairns Connectivity Overlay.</p> <p>If the precinct boundary between two precincts is altered, buildings and structures are located to provide a view corridor (of a similar size to the existing corridor) between the two precincts; and</p> <p>A7.2 Buildings do not protrude into view corridors; and</p> <p>A7.3 Where possible, existing buildings within these view corridors are removed (excluding White's Shed); and</p> <p>A7.4 The view corridors are enhanced by appropriate landscape design and planting.</p>

Landscaping and Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P8 A combination of pedestrian linkages and open space areas are provided as a key feature of Cityport. These open space areas ensure Cityport is highly accessible.	<p>A8.1 An integrated and enlarged open space and pedestrian movement network is provided as depicted on the CBD – North Cairns Pedestrian and Cycle Movement Overlay; or</p> <p>If the precinct boundary between two precincts is altered, buildings and structures are located to provide a pedestrian connection and view corridor (of a similar size to the existing corridor) between the two separate precincts; and</p> <p>A8.2 The design of these areas is consistent with Council's landscape requirements.</p>
P9 Development complements the open space and pedestrian movement systems.	A9.1 No buildings or structures are located within the open space areas as depicted on the CBD – North Cairns Connectivity Overlay.
P10 A continuous waterfront promenade/boardwalk is provided, linking Cityport with The Esplanade.	<p>A10.1 Continuous pedestrian access is provided adjoining the waterfront as shown on the CBD – North Cairns Pedestrian and Cycle Movement Overlay; and</p> <p>A10.2 An alternative pedestrian route is provided for occasions when access to the wharf at the southern end of Cityport is restricted by cruise operations; and</p> <p>A10.3 The design of the waterfront promenade is consistent with the Landscape Design Code.</p>
P11 Artworks and other similar features are provided in suitable locations and reflect the heritage feel of Cityport South.	A11.1 Artworks and other features are provided in the pedestrian areas and adjoining the Wharf Sheds
P12 Where possible, any existing significant vegetation is retained.	A12.1 Significant vegetation is retained where possible.

Access and Movement Networks

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P13 Development provides convenient pedestrian links between the City Centre and Cityport.	A13.1 An integrated and efficient pedestrian movement network is provided as depicted on the CBD North Cairns Pedestrian and Cycle Movement Overlay.
P14 Vehicular access to Cityport is safe, efficient and provides for the needs of all users of Cityport.	A14.1 An efficient traffic network is provided as depicted on the CBD North Cairns Road Hierarchy Overlay.
P15 Car parking, servicing and set down areas do not dominate the streetscape.	A15.1 Car park entrances, loading/unloading areas and setdown areas are designed to minimise the impact of these areas on the streetscape.

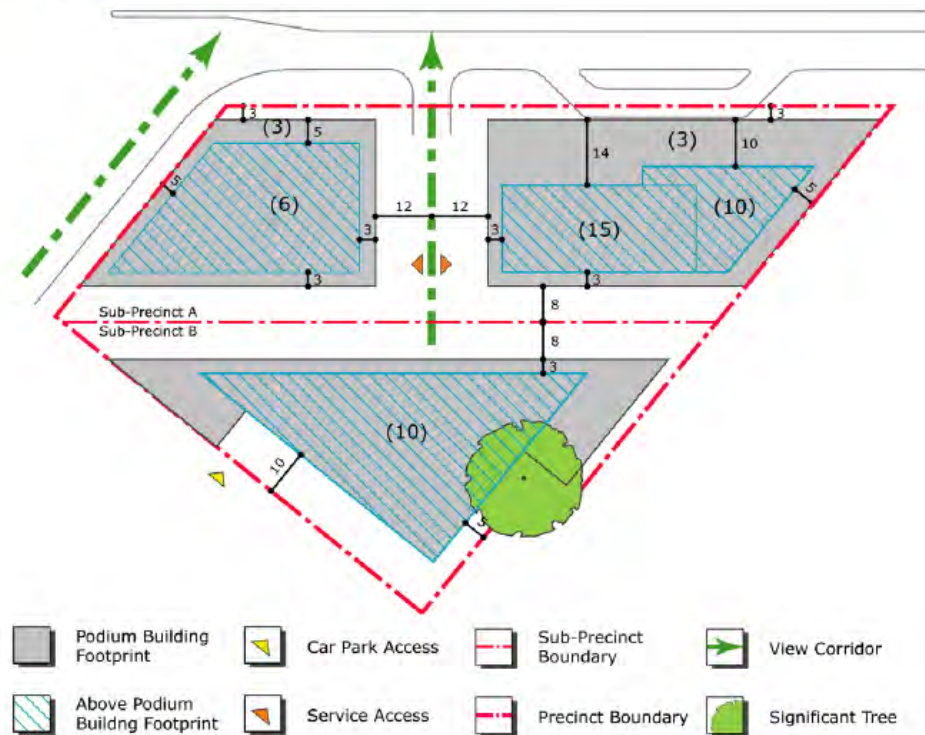
Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
PRECINCT SPECIFIC:	
PRECINCT 1	
P16 Future development is of a design and scale which complements the existing Convention Centre.	<p>A16.1 Building setbacks do not extend beyond those of the existing Convention Centre; and</p> <p>A16.2 Building height is no greater than that of the existing Convention Centre.</p>
P17 Future development reinforces the views to the waterfront and the City and creates useable pedestrian and open space areas.	A17.1 No buildings or significant structures are located within the view corridors or open space areas.

PRECINCT 2	
P18 The precinct is developed as two separate but interrelated “sub-precincts” which address the pedestrian plazas and open spaces areas, as well as the streetscape.	<p>A18.1 The precinct is developed as two “sub-precincts” (Refer to Figure 1 below) connected by attractive and useable pedestrian plazas; and</p> <p>A18.2 This precinct may comprise three separate buildings separated by pedestrian thoroughfares and open space areas. Pedestrian spaces are provided –</p> <ul style="list-style-type: none"> a) From the Lake and Hartley Street intersections through to the Cairns Convention Centre; b) From Wharf Street <p>The pedestrian areas also link with the pedestrian plaza in Grafton Street.</p> <p>A18.3 Outdoor dining, entertainment and other similar activities occur within and adjoining the pedestrian ‘plaza’ area.</p>
P19 All buildings are designed to address the street frontages, as well as the pedestrian plaza	A19.1 Shops, restaurants and other similar uses front Wharf Street and the pedestrian link from Lake Street to the Convention Centre.
P20 Building bulk within this precinct is greatest at ground level and podium levels, graduating to less bulky towers above.	<p>A20.1 Ground and podium levels are be set back at least 3 metres from the Wharf Street frontage; or</p> <p>In all other instances the ground and podium levels of the building are built to the road frontage; and</p> <p>A20.2 Development is in accordance with the control guidelines shown in Figure 1 above. Setbacks and building envelopes will be generally in accordance with those specified in this figure; and</p> <p>A20.3 Podium level is a maximum of 3 storeys.</p>

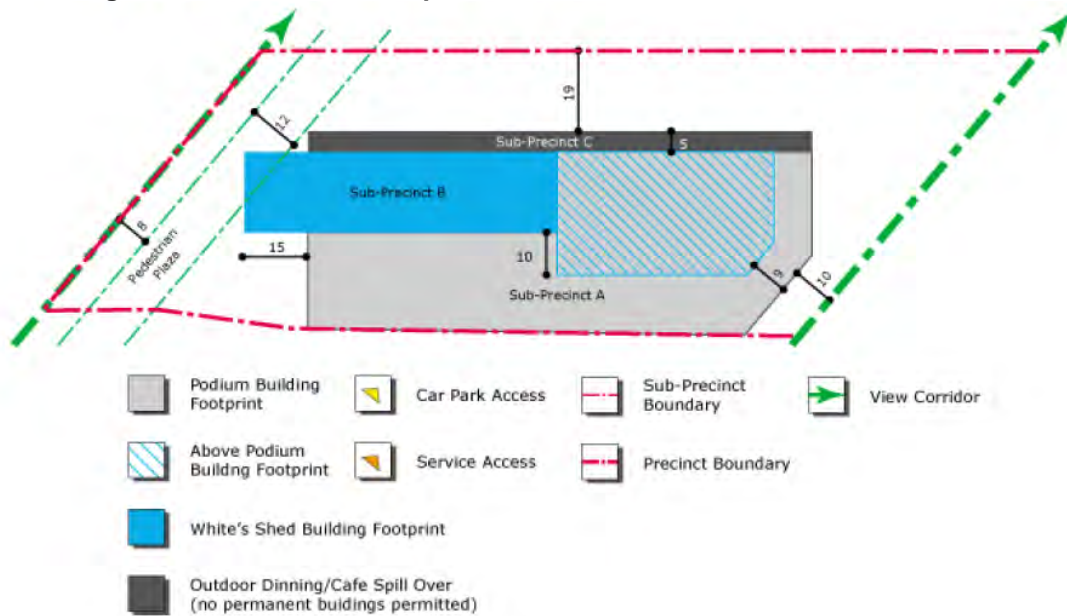
<p>PRECINCT 2</p> <p>P21 Building height and form is varied to reduce the bulk and mass of the precinct.</p>	<p>A21.1 Building height is no greater than the development guidelines specified in Figure 1 below; and</p> <p>A21.2 The height of buildings in sub-precinct 2a is interchangeable providing at least one building does not exceed the 6 storey height limit; and</p> <p>A21.3 A maximum height of 15 storeys is applicable to either the southern or western buildings where this height is “staggered” and where only one building is 15 storeys; and</p> <p>A21.4 Balconies, curved and stepped facades and other similar treatments are used to reduce the bulk of the building.</p> <p>A21.5 Future buildings upon Portion 2B are curved in design so as to open up to the south-west towards the Convention Centre.</p>
<p>P22 The bulk and scale of buildings is consistent with surrounding development and steps down to compliment the open space areas.</p>	<p>A22.1 The maximum site coverage within this Precinct is no greater than :</p> <p>a) 80% for the podium (up to the first 3 levels);</p> <p>b) 45% for all levels above the podium; and</p> <p>A22.2 Development within this precinct has a maximum plot ratio of 3.5:1; and</p> <p>A22.3 Basement car parks are located below finished ground level and do not create an undesirable streetscape; and</p> <p>A22.4 Landscaped terraces are provided at the podium level and other lower roof levels.</p>

Figure 1: Precinct 2 Development Controls



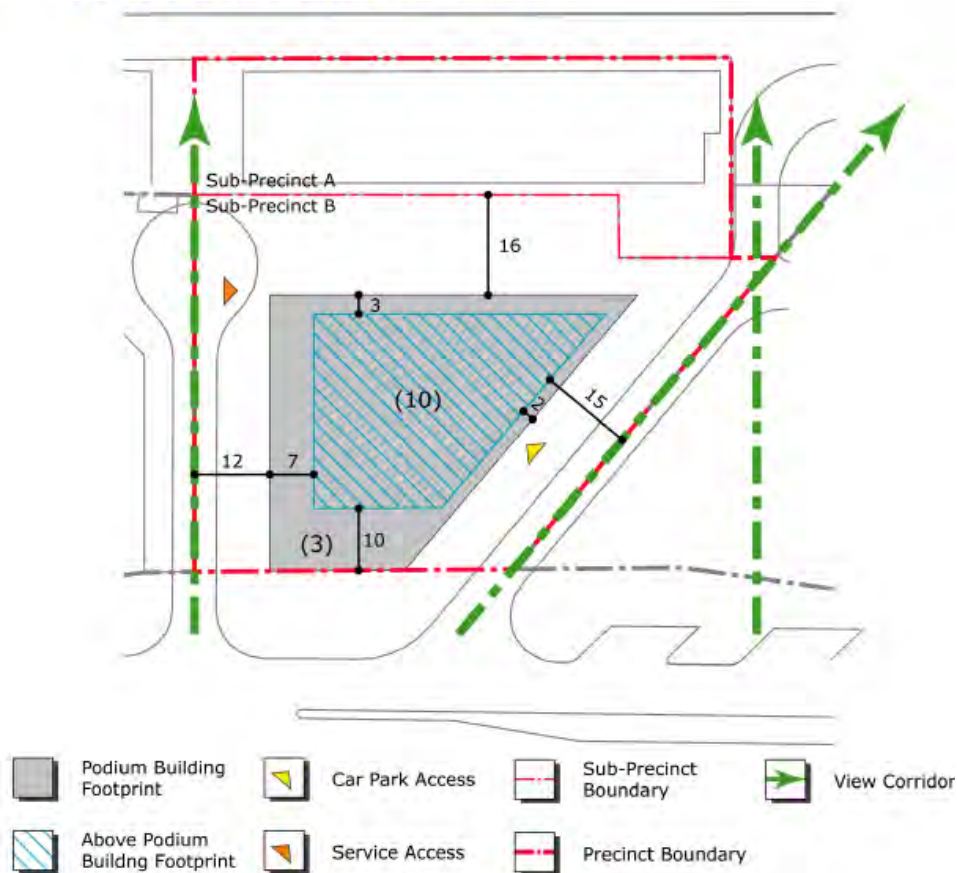
PRECINCT 3	
P23 Development is of a bulk and scale that is compatible with surrounding buildings.	A23.1 Development within the precinct has a maximum (cumulative) gross floor area of 20,000m ² . A23.2 Above podium level, the site coverage is a maximum of 15%. A23.3 Basement car parks are located below finished ground level and do not create an undesirable streetscape.
P24 Future development within this Precinct is of a scale and design that is consistent with the existing White's Shed.	A24.1 No acceptable measures are specified.
P25 Building bulk is greatest at the ground level where podium levels graduating to less bulky towers.	A25.1 Building height is no greater than the development guidelines specified in Figure 2 ; and
P26 Buildings are designed to provide pedestrian spaces and to retain and enhance views to Trinity Inlet	A26.1 Development is in accordance with the control guidelines shown in Figure 2 . Setbacks and building envelopes will be generally in accordance with those specified in this figure; and A26.2 No buildings or structures are located within the view corridors and the waterfront boardwalk (excluding the existing White's shed).
P27 Development in this precinct does not impact on the operation of the adjoining Seaport.	A27.1 No acceptable measures are specified.

Figure 2: Precinct 3 Development Controls



PRECINCT 4	
<p>P28 Buildings are visually appealing and present to all precinct frontages.</p>	<p>A28.1 Development is in accordance with the control guidelines shown in Figure 3. Setbacks and building envelopes are specified in this figure; and</p> <p>A28.2 Given the high visual exposure of this area, all building facades are treated as 'front' elevations and are of the highest design standard.</p>
<p>P29 Development is of a bulk and scale that is consistent with surrounding buildings.</p>	<p>A29.1 Above podium level, site coverage within this precinct is a maximum of 60%; and</p> <p>A29.2 Development within this precinct has a maximum plot ratio of 3.0:1; and</p> <p>A29.3 The podium level of the building/s is on a similar alignment to adjoining developments (refer to Figure 3); and</p> <p>A29.4 Basement car parks are located below finished ground level and do not create an undesirable streetscape.</p>
<p>P30 Building bulk is greatest at the ground level with podium levels graduating to less bulky towers.</p>	<p>A30.1 Building height is a maximum of 10 storeys; and</p> <p>A30.2 Podium level is a maximum of three storeys.</p>
<p>P31 Future development protects the heritage significance of White's Shed.</p>	<p>A31.1 No acceptable measures are specified.</p>

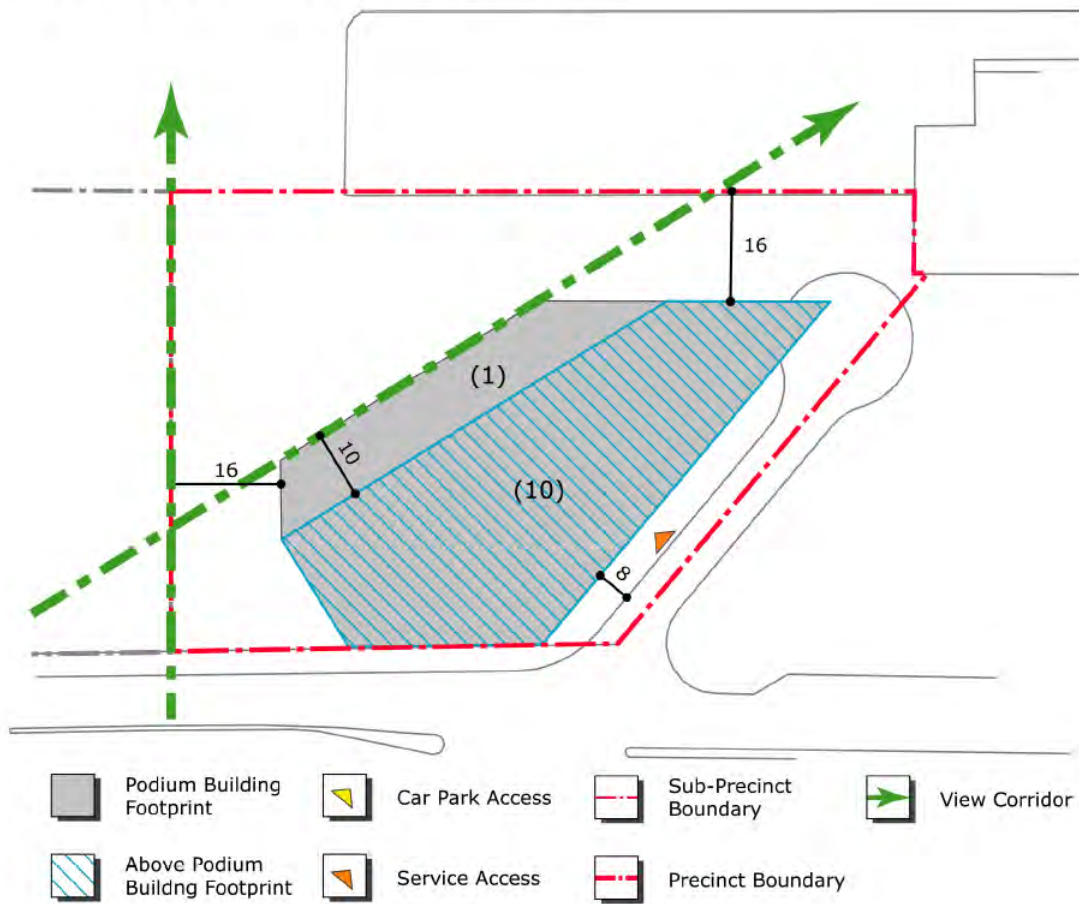
Figure 3: Precinct 4 Development Controls



PRECINCT 5	
P32 Building design and bulk “steps down” to complement the existing heritage structures.	<p>A32.1 Building height is staggered from a maximum of 10 storeys to the north to a maximum of 6 storeys to the south and adjoining the heritage buildings.</p> <p>Note: this maximum height includes the podium level; and</p> <p>A32.2 Podium level is a maximum of three storeys; and</p> <p>A32.3 Above podium level, the tower steps back from the pedestrian areas, Wharf Street and the waterfront. The tower is to be stepped in at least 3 metres (greater setbacks are provided where the overall height of the building exceeds 6 storeys).</p>
P33 Future development is of a bulk and scale which is compatible with surrounding buildings.	<p>A33.1 Above podium level, the maximum site coverage within this precinct is 60%; and</p> <p>A33.2 Development has a maximum plot ratio of 3.0:1; and</p> <p>A33.3 Basement car parks are below finished ground level and are designed to provide an attractive streetscape.</p>
P34 Buildings are setback from pedestrian spaces and boulevards to provide open space areas and views to adjoining precincts and the water.	<p>A34.1 The following setbacks are applicable to the podium level of all buildings:</p> <ul style="list-style-type: none"> a) 16m from Wharf Shed No. 2; and b) 12m from the precinct boundary between this precinct and Precinct 4; and c) a minimum of 8m from the precinct boundary between this precinct and Precinct 6. <p>No minimum setback is required to Wharf Street; and</p> <p>A34.2 Shops and restaurants are located adjoining the public areas.</p>
PRECINCT 6	
P35 Building design and bulk are “scaled down” to be an appropriate scale when viewed from the water-side.	<p>A35.1 Building height is staggered from a maximum of 10 storeys</p> <p>Note: this maximum height includes the podium level); and</p> <p>A35.2 Podium level is a maximum of one storey;</p>
P36 Development is of a bulk and scale that is compatible with surrounding buildings.	<p>A36.1 Above podium level, the maximum site coverage is 30%; and</p> <p>A36.2 Development has a maximum gross floor area of 17,050m²; and</p> <p>A36.3 Car parking is provided at basement or semi-basement level (below Q100); and</p> <p>A36.4 Basement car parks are below finished ground level and the level of the wharves and are designed to ensure an attractive streetscape.</p>
P37 Buildings are designed to provide pedestrian spaces and boulevards and to enhance the views to adjoining precincts and the water.	<p>A37.1 Buildings are setback (at podium level) a minimum of:</p> <ul style="list-style-type: none"> a) 8m from the precinct boundary between precinct 5 and 6; and b) 16m from the precinct boundary between precincts 6 and 7; and c) 16m from the eastern property boundary with the pedestrian promenade. <p>Refer to Figure 4</p>

<p>PRECINCT 6</p>	<p>A37.2 Above podium level, the tower steps back a minimum of 10m from the view corridor frontage; and</p> <p>A37.3 Shops and restaurants are located adjoining the waterside and Wharf Street frontages.</p>
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Figure 4: Precinct 6 Development Controls



<p>PRECINCT 7</p> <p>P38 Building design and bulk is limited to provide a “staggered” building appearance throughout Cityport.</p>	<p>A38.1 Building height is a maximum of 6 storeys (including the podium level); and</p> <p>A38.2 Podium level is a maximum of:</p> <ul style="list-style-type: none"> a) two storeys where retail and residential uses are proposed on podium level; or b) Three storeys where office uses are proposed on podium level.
<p>P39 Development is of a bulk and scale which is compatible with surrounding buildings</p>	<p>A39.1 Above podium level, the maximum site coverage within this Precinct is 45%; and</p> <p>A39.2 Development has a maximum gross floor area of 17,050m²; and</p> <p>A39.3 Car parking is provided at basement or semi-basement level (below Q100); and</p> <p>A39.4 Basement car parks are below finished ground level and are designed to ensure an attractive streetscape.</p>
<p>P40 Buildings are designed and sited to provide view corridors and shared pedestrian/open space and movement areas in a suitable location.</p>	<p>A40.1 Buildings are setback (at podium) a minimum of:</p> <ul style="list-style-type: none"> a) 16m from the precinct boundary between precincts 6 and 7; and b) 3m from Esplanade Street frontage; and c) 16m from the eastern property boundary with the pedestrian promenade; and <p>Refer to Figure 5</p> <p>A40.2 Above podium level, the tower may overhang the podium level where the tower is setback a minimum of:</p> <ul style="list-style-type: none"> a) 8m from the precinct boundary between precincts 6 and 7; b) 3m from the Esplanade Street frontage; and c) 26m from the eastern property boundary with the pedestrian promenade <p>Refer to Figure 5</p>

Figure 5: Precinct 7 Development Controls



Circulation and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
ALL PRECINCTS	
P41 Car parking areas are not visually dominant from the road frontage or the waterfront.	A41.1 Car parking is limited to basement or semi-basement level; and A41.2 Building design incorporates only minor level changes in accordance with 'AS1428 – Design for Access and Mobility'.
PRECINCT SPECIFIC:	
PRECINCT 1	
P42 Vehicle parking and manoeuvring areas are conveniently located, are sufficient to meet user requirements and minimise pedestrian vehicle conflict.	A42.1 Drop off and set down areas are provided at either Wharf or Hartley Street. No vehicular access is provided from Grafton Street.

<p>PRECINCT 2</p> <p>P43 Vehicle parking and manoeuvring areas are conveniently located, are sufficient to meet user requirements and minimise pedestrian vehicle conflict.</p>	<p>A43.1 Vehicular access to the northern building in sub-precinct 2A is via Lake Street. A set down area (porte cochere) is provided from Wharf Street where it is also a shared pedestrian way; and</p> <p>A43.2 Vehicular access to the southern building in sub-precinct 2A is via Grafton Street. A set down area (porte cochere) is provided on Wharf Street where it is also a shared pedestrian way; and</p> <p>A43.3 All vehicular access within Portion 2B is from Hartley Street. No vehicular access is provided from Wharf Street.</p>
<p>PRECINCT 3</p> <p>P44 Vehicle parking and manoeuvring areas are conveniently located, are sufficient to meet user requirements and minimise pedestrian vehicle conflict.</p>	<p>A44.1 A coach set down and parking area is provided between White's Shed and Trinity Inlet; and</p> <p>A44.2 Service vehicle access is provided from the shared pedestrian way between Precincts 3 & 4.</p>
<p>PRECINCT 4</p> <p>P45 The Gateway Plaza is designed to accommodate coach, taxi and service vehicle movement when cruise vessels are in port.</p>	<p>A45.1 Buildings are suitably located to provide for vehicular access from the shared zone with Precinct 5 to the north; and</p> <p>A45.2 A setdown area (porte cochere) is provided adjoining the Gateway Plaza; and</p> <p>A45.3 No vehicle access is provided from Wharf Street.</p>
<p>PRECINCT 5</p> <p>P46 View corridors and shared pedestrian and vehicular access ways are provided to the north and south of the precinct.</p>	<p>A46.1 All vehicular access, including set down areas, service vehicle access and car park access is provided from the northern or southern shared access ways; and</p> <p>A46.2 The northern shared access way incorporates service vehicle access to the development; and</p> <p>A46.3 The southern shared access way provides car park access and set down areas.</p>
<p>PRECINCT 6</p> <p>P47 Buildings are appropriately located to provide view corridors and shared pedestrian and vehicular access ways to the north and south.</p>	<p>A47.1 A shared set down area (e.g. porte cochere) is provided of Wharf Street to services development in both precincts 6 & 7; and</p> <p>All vehicular access, including service vehicle access and car park access is provided from the extension of Abbot Street; and</p> <p>A47.2 No vehicular access is provided from Wharf Street.</p>
<p>PRECINCT 7</p> <p>P48 Setbacks at ground level provide for view corridors and shared pedestrian and vehicular access ways.</p>	<p>A48.1 A shared set down area (e.g. porte cochere) is provided off Wharf Street to services development in both precincts 6 & 7; and</p> <p>A48.2 All vehicular access, including service vehicles access and car park access is provided via the proposed future access road off the Esplanade road; and</p> <p>A48.3 No vehicular access is provided from Wharf Street (including porte cochere).</p>

4.5.14 Commercial Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Commercial Planning Area:

- The establishment of commercial, business and professional activities which serve the needs of the District community is facilitated;
- The establishment of commercial uses, such as showrooms and display facilities, which due to their size or nature cannot be accommodated in the City Centre or Sub-Regional Centre Planning Areas is facilitated;
- The scale and density of development contributes to a high standard of amenity;
- The operation of smaller scale tourist attractions and facilities, particularly in the Cairns Beaches District is facilitated;
- The establishment of short term accommodation, particularly within the CBD-North Cairns and Inner Suburbs Districts, is facilitated, provided the accommodation is afforded a high level of amenity;
- The establishment of medium density residential development, particularly within the CBD-North Cairns and Inner Suburbs Districts, is facilitated, provided the accommodation is afforded a high level of amenity;
- The establishment of a Commercial Centre at Smithfield, which compliments and integrates with the Sub-regional Centre, University and surrounding residential uses and tourist and short term accommodation uses;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Commercial Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Commercial Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The height of buildings and structures must be consistent with the desired character of the area and must not adversely affect the amenity of the area.	<p>A1.1 <u>CBD-North Cairns District</u> Buildings and structures are not higher than 11 metres;</p> <p>A1.2 <u>In All Other Districts</u> Buildings and structures are not more than 10 metres in height.</p>
P2 The siting of buildings must contribute to the desired amenity of the area and protect the amenity of other land uses.	<p>A2.1 Buildings are set back 6 metres from the road frontage/s; and</p> <p>A2.2 Where the site has a common boundary with land in a City Centre, Sub-Regional Centre, District Centre, Local Centre, Commercial or Industry Planning Area, the building is set back 0 metres from side and rear boundaries; otherwise the minimum setback from side and rear boundaries is 2.5 metres or 1/4 of the height of the building, whichever is the greater; and</p> <p>A2.3 In other cases, the building is set back 2.5 metres or 1/4 of the height of the building, whichever is the greater, from the common boundary.</p>
P3 Building Design contributes to the desired amenity of the area and protects the amenity of adjoining land uses ensuring sight lines from adjoining land uses are not obscured.	<p>A3.1 Building works do not encroach into the building setback; and</p> <p>A3.2 Fire protection measures do not extend beyond the façade of the building</p>

Part B – For Assessable Development Only

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Site population density must be compatible with the desired development outcomes of this Planning Area.	<p>A4.1 <u>CBD-North Cairns District</u> No maximum site population density is prescribed;</p> <p>A4.2 <u>In All Other Districts</u> The site population density is not greater than 400 persons per hectare</p>

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Development does not adversely affect the amenity of the planning area.	A5.1 No acceptable measures are specified.
P6 Development does not affect the amenity of the adjoining land uses.	A6.1 A minimum of 2 metres buffer of dense planting is provided along the full length of the boundary where adjoining land in the Residential 1, 2 or 3 Planning Areas.
P7 Buildings, structures and associated services are responsive to the natural features and constraints of the land.	<p>A7.1 The design of buildings, structures and associated services takes into account:</p> <ul style="list-style-type: none"> a) established trees; b) significant vegetation; c) ecological values; d) slope; e) waterways; and <p>A7.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.</p>
P8 Buildings and structures are: <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	A8.1 No acceptable measures are specified.

4.5.15 Industry Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Industry Planning Area:

- The establishment of a wide range of industrial uses to support the economy of the City and the region is facilitated;
- The establishment of employment nodes within reasonable proximity to residential areas is facilitated;
- Uses and works for industrial purposes are located, designed and managed to maintain the safety of people, avoid significant adverse effects on the natural environment and minimise impacts on adjacent non-industrial land;
- The scale, character and built form of development contributes to a high standard of amenity;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Industry Planning Area.

Applicability of the Code

This Code applies to development that is:

- Self-assessable or assessable;
- In the Industry Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Building Height

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The height of buildings must be compatible with the existing and desired character of the area.	<p>A1.1 In the Portsmouth-Woree Industrial District and in the White Rock-Edmonton District, the height of buildings is not more than 15 metres; and</p> <p>A1.2 In all other Districts the height of buildings is not more than 10 metres.</p>

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The siting of industrial buildings contributes to the desired amenity of the area and protect the amenity of other land uses.	<p>A2.1 In the case of a corner site which has frontage to two higher order roads i.e. State-Controlled Road, existing or proposed Arterial Road or existing or proposed Sub-Arterial Road, as identified on the Road Hierarchy Overlay Maps, buildings are set back 6 metres from both road frontages; or</p> <p>A2.2 In other cases, buildings are set back:</p> <p>a) 6 metres from the main road frontage; and</p> <p>b) 3 metres from any secondary road frontage; and</p> <p>A2.3 Where the site has a common boundary with land in an Industry Planning Area, the building is set back 0 metres from side and rear boundaries; otherwise the minimum setback from side and rear boundaries is 2.5 metres or ¼ of the height of the building, whichever is the greater; and</p> <p>A2.4 Where the site adjoins land not in an Industry Planning Area or land containing an existing residential use, the building is set back 2.5 metres or ¼ of the height of the building, whichever is the greater, from the common boundary.</p>
P3 Building Design contributes to the desired amenity of the area and protects the amenity of adjoining land uses ensuring sight lines from adjoining land uses are not obscured.	<p>A3.1 Building works do not encroach into the building setback; and</p> <p>A3.2 Fire protection measures do not extend beyond the façade of the building</p>

Part B – For Assessable Development Only

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Development does not adversely affect the amenity of the planning area.	A4.1 No acceptable measures are specified.
P5 Development does not affect the amenity of the adjoining land uses.	A5.1 A minimum of 2 metres buffer of dense planting is provided along the full length of the boundary where adjoining land in the Residential 1, 2 or 3 Planning Areas.
P6 Buildings, structures and associated services are responsive to the natural features and constraints of the land.	<p>A6.1 The design of buildings, structures and associated services takes into account:</p> <ul style="list-style-type: none"> a) established trees; b) significant vegetation; c) ecological values; d) slope; e) waterways; and <p>A6.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.</p>
P7 Buildings and structures are: <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	A7.1 No acceptable measures are specified.

Development in the East Woree Development Precinct

Provision for External Works

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P8 Sites within the East Woree Development Precinct, identified on the Portsmouth-Woree Industrial District Plan, must be provided with external works to allow for orderly development of the Precinct.	<p>A8.1 No acceptable measures are specified.</p> <p>Note: Contributions towards the cost of provision of external works for roadworks, drainage, sewerage and water supply are paid in accordance with the Rate of Contributions and the Time for Payment set out in the Planning Scheme Policy, East Woree Development Strategy.</p>

4.5.16 Community Facilities Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Community Facilities Planning Area:

- The establishment of community facilities such as schools, churches, community centres, State and Local Government facilities and major public utility depots or operations which are important to a District or to the City in locations which are convenient and accessible to the communities which the facilities serve is facilitated;
- The ongoing operation of existing community facilities as important community resources is facilitated;
- Any expansion or redevelopment of community facilities is in keeping with the purpose and character of the facility and with community needs;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Community Facilities Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Community Facilities Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Building Height

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The height of all buildings must be in keeping with the intended character of the area and the height of buildings must not adversely affect the amenity of residential neighbourhoods.</p>	<p>A1.1 <u>CBD – North Cairns District</u> Buildings are not higher than 11 metres.</p> <p>A1.2 <u>The Islands District</u> Buildings are not higher than 7.5 metres.</p> <p>A1.3 <u>All other Districts</u> The buildings are not more than 10 metres in height.</p>

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 Buildings must be set back to ensure that they are compatible with the character of the area and do not adversely affect other uses, particularly residential uses and tourist and short term accommodation uses.</p>	<p>A2.1 In the CBD North Cairns District and the Inner Suburbs District, buildings are set back not less than:- 6 metres from the road frontage/s of the site;</p> <p>a) 4.5 metres from side and rear boundaries; and</p> <p>A2.2 In all other Districts, buildings are set back not less than:</p> <p>a) 10 metres from the frontage to a State-Controlled Road, existing or proposed Arterial Road or existing or proposed Sub-Arterial Road, as identified on the Road Hierarchy Overlay Maps; or</p> <p>b) 6 metres from the frontage to any other road; and</p> <p>c) 4.5 metres from side and rear boundaries.</p>

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Car parking areas must be setback from the boundaries of the site to ensure a high standard of amenity and to ensure that the amenity of residential land and residential uses and tourist and short term accommodation uses are protected.</p>	<p>A3.1 Car parking areas are set back:</p> <p>a) 6 metres from the road frontage/s of the site;</p> <p>b) 4.5 metres from any boundary with land included in a Residential 1, 2 or 3 Planning Area.</p>
<p>P4 The setbacks to car parking areas must be landscaped to enhance the amenity of the site and to provide a buffer to residential land and residential uses and tourist and short term accommodation uses.</p>	<p>A4.1 The setback between the road frontage/s and the car parking area is landscaped with dense planting; and</p> <p>A4.2 The setback between the boundary with land included in a Residential 1, 2 or 3 Planning Area and the car parking area is landscaped to provide a buffer to the residential land.</p>

Part B – For Assessable Development Only

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 Development does not adversely affect the amenity of the:</p> <p>a) planning area; and</p> <p>b) adjoining land uses.</p>	<p>A5.1 No acceptable measures are specified.</p>
<p>P6 Buildings, structures and associated services are responsive to the natural features and constraints of the land.</p>	<p>A6.1 The design of buildings, structures and associated services takes into account:</p> <p>a) established trees;</p> <p>b) significant vegetation;</p> <p>c) ecological values;</p> <p>d) slope;</p> <p>e) waterways; and</p> <p>A6.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 Buildings and structures are:</p> <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	<p>A7.1 No acceptable measures are specified.</p>

4.5.17 Sport and Recreation Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Sport and Recreation Planning Area:

- Areas are available for active and sporting parkland, and recreational pursuits;
- Opportunities for commercial recreation facilities are established;
- Sporting clubs using playing fields or courts may establish ancillary club facilities with a focus on multi-use;
- The use of recreational or club facilities does not affect the amenity of adjacent areas, particularly residential areas, through the sensitive design and siting of facilities and infrastructure and through buffering of facilities from sensitive land uses;
- Opportunities for the establishment of facilities such as kiosks and small scale restaurants which complement the use and enjoyment of park land with a City wide focus are facilitated;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Sport and Recreation Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Sport and Recreation Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The height of all buildings and structures must be compatible with the character of the area and must not adversely affect the amenity of the area.	A1.1 Buildings and structures are not more than 8 metres in height.
P2 The siting of buildings and structures must contribute to the design amenity of the area and protect the amenity of other land uses.	A2.1 Buildings and structures are set back not less than: <ul style="list-style-type: none"> a) 10 metres from the frontage to a State-Controlled Road, existing or proposed Arterial Road or existing or proposed Sub-Arterial Road, as identified on the Road Hierarchy Overlay Maps; and b) 6 metres from the frontage to any other road; and c) 6 metres from a boundary with land in a Residential 1, 2 or 3 Planning Area; and d) 4.5 metres from a boundary with land in any other Planning Area.

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Car parking areas must be setback from the boundaries of the site to ensure that they do not dominate the open space character of the site or impact upon residential land or uses.	A3.1 Car parking areas are set back: <ul style="list-style-type: none"> a) 6 metres from the road frontage/s of the site; and b) 4.5 metres from any boundary with land included in a Residential 1, 2 or 3 Planning Area.
P4 The setbacks to car parking areas must be landscaped to reinforce the open space character of the site and provide a buffer to residential land and residential uses and tourist and short term accommodation uses.	A4.1 The setback between the road frontage/s and the car parking area is landscaped with dense planting; and A4.2 The setback between the boundary with land included in a Residential 1, 2 or 3 Planning Area and the car parking area is landscaped to provide a buffer to the residential land.

Part B – For Assessable Development Only

Night Lighting

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Night lighting of playing fields and club facilities must not adversely affect the amenity of residential areas or uses.	A5.1 Where the site adjoins land included in a Residential 1, 2 or 3 Planning Area, illumination levels parallel to, and at a distance of 1.5 metres outside the site for a height of 10 metres do not exceed 8 lux in either the vertical or horizontal plane.

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Development does not adversely affect the amenity of the:</p> <ul style="list-style-type: none"> a) planning area; and b) adjoining land uses. 	<p>A6.1 No acceptable measures are specified.</p>
<p>P7 Buildings and structures are responsive to the natural features and constraints of the land.</p>	<p>A7.1 The design of buildings, structures and associated services takes into account and retains established trees; and</p> <p>A7.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.</p>
<p>P8 Buildings and structures are:</p> <ul style="list-style-type: none"> a) responsive to the tropical climate by taking into account prevailing breezes and solar orientation; and b) designed to minimise energy consumption. 	<p>A8.1 No acceptable measures are specified.</p>

4.5.18 Open Space Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Open Space Planning Area:

- A range of functional open space, including local and district parks, major areas of parkland with a City-wide focus and open space links are available for the use and enjoyment of residents of, and visitors to, the City;
- Open Spaces are predominantly undeveloped premises which provide for a variety of social, environmental, access and infrastructure functions;
- Areas are retained for aesthetic appreciation and contribute to the character and amenity of neighbourhoods and the region;
- The retaining of areas with environmental functions including riparian corridors, vegetated areas, gullies, wildlife corridors, lakes and natural drainage paths;
- The use of Open Space does not affect the amenity of adjacent areas, particularly residential areas;
- Provision of facilities in Open Space for the enjoyment and convenience of users, which may include boardwalks, pedestrian and cycle paths, viewing platforms, interpretive signage and facilities will not compromise the integrity of environmental functions including established trees, significant vegetation, ecological values, slope, or waterways;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Open Space Planning Area.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- In the Open Space Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The height of all buildings and structures must be in keeping with the open space character of the site.	A1.1 Buildings and structures are not more than 8 metres in height.
P2 Buildings must be set back to ensure that they do not dominate the open space character of the site.	A2.1 Buildings are set back not less than: <ul style="list-style-type: none"> a) 10 metres from the frontage to a State-Controlled Road, existing or proposed Arterial Road or existing or proposed Sub-Arterial Road, as identified on the Road Hierarchy Overlay Maps; and b) 6 metres from the frontage to any other road; and c) 4.5 metres from side and rear boundaries.

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Car parking areas must be setback from the boundaries of the site to ensure that they do not dominate the open space character of the site or impact upon residential land or uses.	A3.1 Car parking areas are set back: <ul style="list-style-type: none"> a) 6 metres from the road frontage/s of the site; and b) 4.5 metres from any boundary with land included in a Residential 1, 2 or 3 Planning Area.
P4 The setbacks to car parking areas must be landscaped to reinforce the open space character of the site and provide a buffer to residential land and residential uses and tourist and short term accommodation uses.	A4.1 The setback between the road frontage/s and the car parking area is landscaped with dense planting; and A4.2 The setback between the boundary with land included in a Residential 1, 2 or 3 Planning Area and the car parking area is landscaped to provide a buffer to the residential land.

4.5.19 Conservation Planning Area Code

Purpose

The purpose of this Code is to facilitate the achievement of the following desired development outcomes for the Conservation Planning Area:

- Areas identified as having significant values for biological diversity, ecological integrity and scenic amenity, as well as declared Fish Habitat Areas, are protected from development or from the effects of development that impact on those values;
- Areas including Hillslopes Category 2 (Urban) which form part of the scenic rim are protected from development or from the effects of development that impact on those values;
- Any recreational use of the significant areas within the Planning Area that are in the control of the Crown or the Council, such as Reserves, National Parks and the Wet Tropics World Heritage Area, is consistent with the management plans of the controlling authority so that the conservation and scenic values of these areas are not affected;
- Any use of land in private ownership in the Planning Area does not affect the conservation or scenic values, is in keeping with the natural characteristics and is not further developed;
- Any low intensity development based on an appreciation of the natural environment or on nature based recreation which may be located within the Planning Area, where a demonstrated community need exists, do not have any detrimental effects on the conservation or scenic values of the area;
- Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the respective Districts are not established in the Conservation Planning Area.

Applicability

This Code applies to development that is:

- Assessable;
- In the Conservation Planning Area; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use
Reconfiguring a Lot

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Residential Density

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Site population density must be compatible with the desired development outcomes of this Planning Area.	A1.1 No acceptable measures are specified.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The height of all buildings must be in keeping with the natural characteristics of the site and the height of buildings must not affect visual amenity.	A2.1 Buildings are not higher than 7.5 metres.
P3 Buildings must be set back from the boundaries of the site so that buildings are screened from view from the boundaries of adjoining properties and of adjoining roads and so that the scenic values of the area are not adversely affected.	A3.1 No acceptable measures are specified.
P4 The site coverage of all buildings must not have an adverse effect on the conservation or scenic values of the site.	A4.1 No acceptable measures are specified.

Declared Fish Habitat

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Development does not adversely impact upon the Declared Fish Habitat Areas identified on the Desired Environmental Outcome Map 1.	A5.1 No acceptable measures specified.

4.6 Overlay Codes

4.6.1 Bushfire Management Code

Identification of Affected Premises

A Bushfire Risk Analysis for the City has been undertaken by the Rural Fire Service of the Queensland Fire and Rescue Services. As a result, premises included in a Bushfire Risk Analysis Overlay have been classified into two categories:

- Medium Bushfire Hazard;
- High Bushfire Hazard.

Purpose

- The purpose of this Code is to:
- Ensure that development minimises the potential adverse impacts of bushfire on people, property and the environment;
- Ensure that development on premises identified susceptible to Bushfire Hazard is compatible with the nature of the Bushfire Hazard;
- Ensure that the risks of Bushfire Hazard on existing developed areas are minimised; and
- Reflect State Planning Policy 1/03: Mitigating the Adverse Impacts of Flood, Bushfire and Landslide.

Applicability

This Code applies to development that is:

- Assessable;
- On premises classified as a High or Medium Bushfire Hazard on a Bushfire Risk Analysis Overlay contained in Chapter 3; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use except for a House, Illuminated Tennis Court, Caretakers Residence, Home Activity, Home Based Business, Dual Occupancy, Shopping Facilities (0-500m ² gfa), Restricted Premises, Detached Bottle Shop, Business Facilities, Tavern, Restaurant, Veterinary Facilities, Car Park, Primary Industry, Aquaculture Minor, Extractive Industry, Cemetery and Crematorium, Park, Telecommunication Facility, Railway Activities, or Outdoor Sport and Entertainment.
Reconfiguring a Lot resulting in one or more additional lots.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

None	None
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Part B – For Assessable Development Only

Safety of People, Property and the Environment

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Buildings are sited to minimise the potential adverse impacts of bushfire on the safety of people, property and the environment.</p>	<p>A1.1 Buildings and structures on lots greater than 2,500m²</p> <ul style="list-style-type: none"> a) are sited in locations of lowest hazard within the lot; and b) achieve setbacks from hazardous vegetation of 1.5 times the predominant mature canopy tree height or 10 metres, whichever is the greater; and c) are located a minimum of 10 metres from any retained vegetation strips or small areas of vegetation; and d) are sited so that elements of the development least susceptible to fire are sited closest to the bushfire hazard. <p>A1.2 For buildings and structures on lots less than or equal to 2,500m², setbacks from hazardous vegetation are maximised.</p>
<p>P2 Development minimises the potential adverse impacts of bushfire on the safety of people, property and the environment by mitigating risk through:</p> <ul style="list-style-type: none"> a) lot design; and b) including firebreaks that provides adequate: <ul style="list-style-type: none"> i) setbacks between buildings and structures and hazardous vegetation; and ii) access for firefighting or other emergency vehicles 	<p>For development that will result in multiple buildings or lots :</p> <p>A2.1 Residential lots are designed so that their size and shape allow for :</p> <ul style="list-style-type: none"> a) efficient emergency access to buildings for fire-fighting appliances (eg by avoiding long narrow lots with long access drives to buildings); and b) setbacks and building siting in accordance with 1.2(a) above; and <p>A2.2 Firebreaks are provided by:</p> <ul style="list-style-type: none"> a) a perimeter road that separates lots from areas of bushfire hazard and that road has : <ul style="list-style-type: none"> i) a minimum cleared width of 20 metres; and ii) a constructed road width and weather standard complying with local government standards; or

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<ul style="list-style-type: none"> b) where it is not practicable to comply with 1.5a), fire maintenance trails are located as close as possible to the boundaries of the lots and the adjoining bushland hazard, and the fire/maintenance trails : <ul style="list-style-type: none"> i. have a minimum cleared width of 6 metres; and ii. have a formed width and gradient, and erosion control devices to local government standards; and iii. have vehicular access at each end; and iv. provide passing bays and turning areas for fire-fighting appliances; and v. are either located on public land, or within an access easement that is granted in favour of the local government and QFRS; and c) sufficient cleared breaks of 6 metres minimum width in retained bushland within the development (eg creek corridors and other retained vegetation) to allow burning of sections and access for bushfire response.
<p>P3 Adequate road access for firefighting or other emergency vehicles and safe evacuation is provided to minimise the potential adverse impacts of bushfire on the safety of people, property and the environment.</p>	<p>A3.1 Roads are designed and constructed in accordance with applicable local government and State government standards and:</p> <ul style="list-style-type: none"> a) have a maximum gradient of 12.5%; and b) exclude culs-de-sac, except where a perimeter road isolates the development from hazardous vegetation or the culs-de-sac are provided with an alternative access linking the cul-de-sac to other through roads.
<p>P4 An adequate and accessible water supply for firefighting purposes is provided to minimise the potential adverse impacts of bushfire on the safety of people, property and the environment.</p>	<p>A4.1 For uses involving new or existing buildings with a gross floor area greater than 50m², each lot has:</p> <ul style="list-style-type: none"> a) a reliable reticulated water supply that has sufficient flow and pressure characteristics for fire fighting purposes at all ties (minimum pressure and flow is 10 litres a second at 200 kPa); or b) an on-site water storage of not less than 5,000 litres (eg accessible dam or tank with fire brigade tank fittings, swimming pool).
<p>P5 Development does not materially intensify the use of bushfire hazard areas.</p>	<p>A5.1 Development does not result in a high concentration of people living or working in an area at risk from bushfire (e.g. Residential development, shopping centres, tourist facilities, industrial or commercial uses) or involve institutional uses where evacuating people may be particularly difficult (e.g. Child care, aged care and high security correctional centres).</p> <p>A5.2 Development within high bushfire hazard areas complies with a Bushfire Management Plan for the premises.</p> <p>Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the preparation of a Bushfire Management Plan.</p>
<p>P6 Community infrastructure is able to function effectively during and immediately after bushfire events.</p>	<p>A6.1 Development complies with a Bushfire Management Plan for the premises</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 Public safety and the environment are not adversely affected by the detrimental impacts of bushfire on hazardous materials manufactured or stored in bulk.	A7.1 Development complies with a Bushfire Management Plan for the premises.

4.6.2 Character Precinct Code

Identification of Affected Premises

Character precincts are precincts identified by the Council and the Community which through a combination of building style, siting, physical environment (roads, landscaping and ancillary structures) contain characteristics of Cairns at various stages of development. The retention and sensitive maintenance of these precincts will assist in conserving living examples of the earlier character of the City.

Character precincts are generally characterised by the 'Queenslander' houses that are an endearing feature of the region. However the precincts are intended to provide a mechanism for the retention of multiple phases of Cairns architecture and dwellings by providing demolition controls that move with the passage of time. A control of 50 years prior to the current year has been set which means that, by the end of the current decade, precincts featuring housing from the 1960s may be included as character precincts and demolition controls apply to these houses. This mechanism will allow for the retention of aspects of Cairns' development during that period, for future generations.

Respecting character does not mean limiting the scope of design interpretation and innovation nor does it mean mimicry or replication. Development should respond to the features and characteristics identified for the precinct and must "fit in" without mimicry or replication. Respecting the character of the area involves:

- Respecting the scale and form of surrounding development and
- Respecting the architectural style of surrounding development.

Individual buildings within the precinct may not necessarily be considered to have individual heritage but do, jointly, contribute to the sense of character of the area. Therefore the character precinct code includes demolition controls to retain the built form that contributes to the character. The code also sets controls for renovation works and for new construction to ensure these works do not detract from the character of the precinct.

Character precincts are shown on the Cultural Heritage Areas Overlay contained in Chapter 3.

Purpose

The purpose of this Code is to ensure Character precincts retain their cultural heritage significance and streetscape values, by:

- Retaining the multiple phases of Cairns architecture and buildings (residential, commercial and industrial) that by their age, form, style or character and contribute to the local streetscape and overall character of the city;
- Ensuring new works (including renovations, new buildings and streetscaping) are sympathetic to and respectful of the character and streetscape values through a combination of form, scale, bulk and materials;
- Discouraging development that is a direct replication of character buildings.

Applicability

This Code applies to development that is:

- Assessable development; and
- On a premises identified within a Character Precinct on a Cultural Heritage Areas Overlay contained in Chapter 3;
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use except for Home Activity,
Building Work not associated with a Material Change of Use except for minor building work.
Building Work for the demolition of a building or structure identified on the Cultural Heritage Areas Overlay except for minor demolition work.

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Built Form

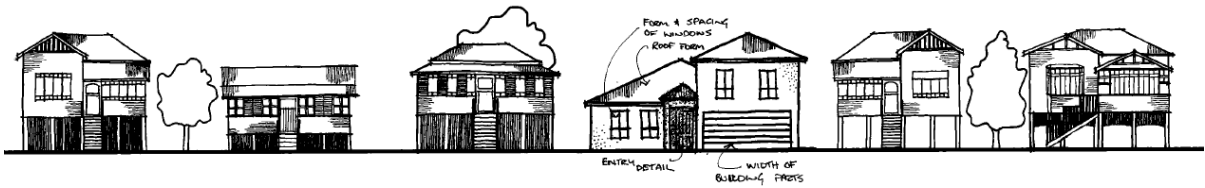
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 New buildings, structures and associated works respect the architectural style of surrounding development but are not imitations or replications of the older built forms that form the character of the area.	A 2.1 No Acceptable Measure specified.
P3 New buildings, structures or works to existing buildings are respectful of the character values in terms of : a) scale; and b) height; and c) width (at street frontage); and d) vertical or horizontal patterning; and e) materials, and f) form.	A 3.1 No Acceptable Measure specified. Note: See Figures 1 and 2 for examples of consistent and inconsistent design solutions.

Figure 1 – New Buildings or Works – Residential Streetscape

Consistent Design Solution



Inconsistent Design Solution



Window design and positioning

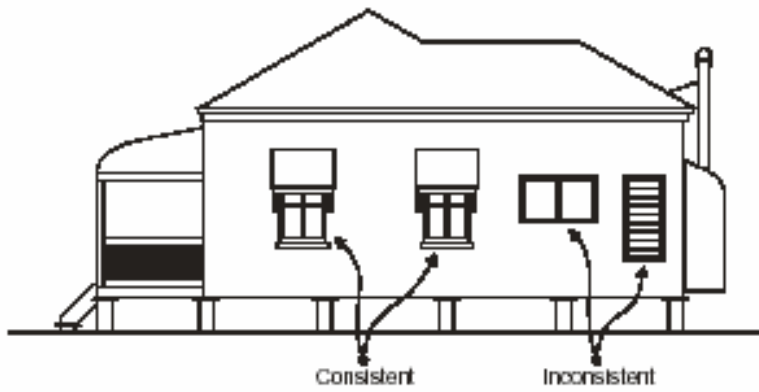


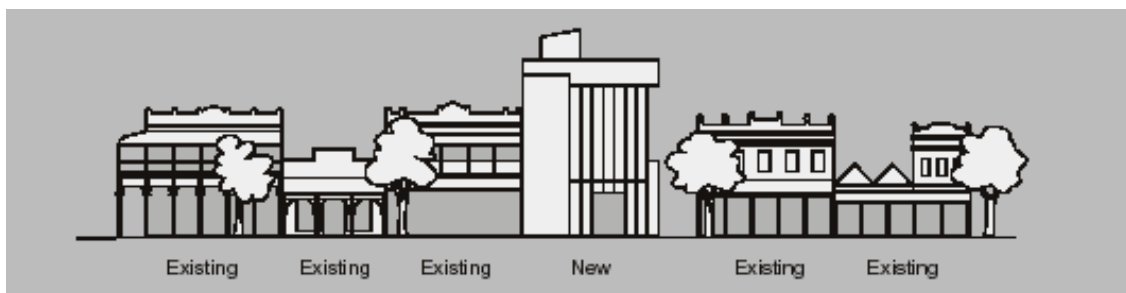
Figure 2 – New Buildings or Works – Commercial Streetscape

Consistent Design Solution





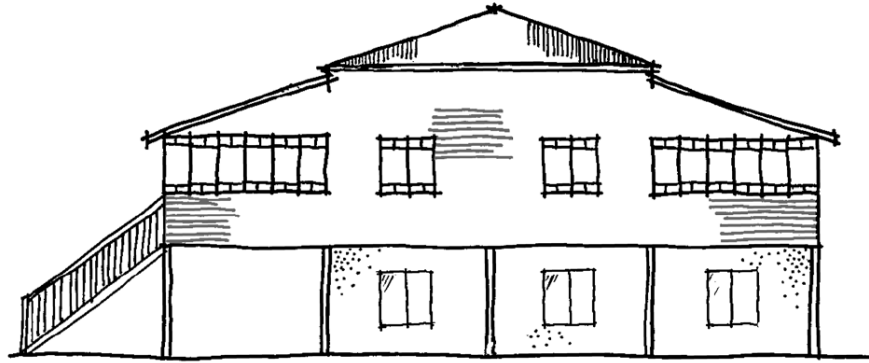
Inconsistent Design Solution



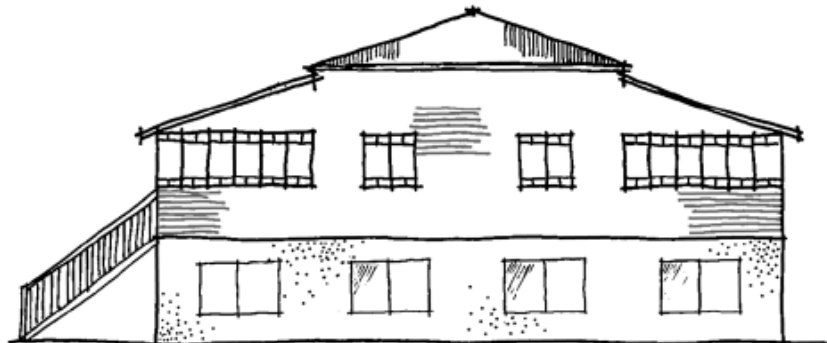
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 New works do not substantially change the visual appearance of the building when viewed from the street.</p>	<p>A 4.1 No Acceptable Measure specified.</p>
<p>P5 Queensland buildings relocated onto a site within a character precinct are of a style and character that is compatible with original dwellings in the street.</p>	<p>A 5.1 No Acceptable Solution</p>
<p>P6 The height and siting of new buildings or structures, raised buildings, extensions or relocated buildings does not result in:</p> <ul style="list-style-type: none"> a) the building or structure dominating the streetscape; or b) the building or structure overshadowing adjoining properties; or c) living areas directly overlooking living areas in adjoining properties. 	<p>A 6.1 No Acceptable Solution</p>
<p>P7 Enclosure of the understorey area of a character building shall preserve the dominant visual form of the upper floor and not detract from the overall character of the building or streetscape.</p>	<p>A7.1 New works:</p> <ul style="list-style-type: none"> a) are predominately recessed behind the frontage of the original structure; and b) use materials and colours that are compatible with, and do not dominate, the original structure. <p>Note: See Figure 3 for consistent and inconsistent design solutions.</p>

Figure 3 Building In Underneath a Character Building

Consistent Design Solution



Inconsistent Design Solution



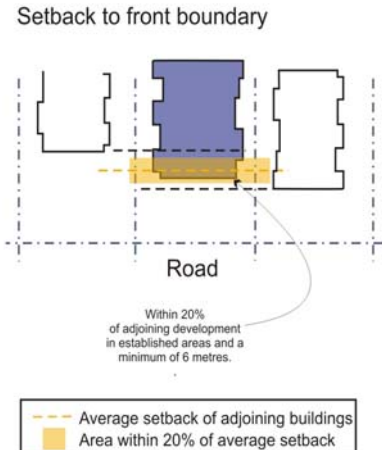
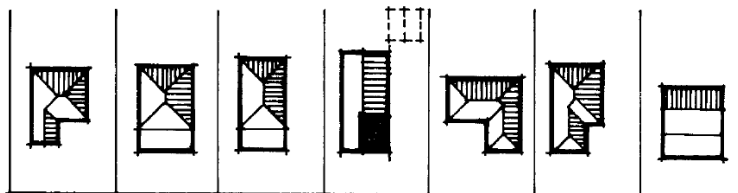
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 The existing streetscape pattern is maintained in terms of</p> <ul style="list-style-type: none"> a) Building orientation; and b) Building alignment; and c) Side and front boundary setbacks. 	<p>A8.1 The spacing between a new building and adjoining buildings is consistent with the average spacing between buildings in the streets; and</p> <p>A8.2 The alignment of the building to the street is consistent with the dominant pattern of alignment in the street; and</p> <p>A8.2 Building setback from any road frontage is within 20% of the average setback of adjoining development.</p> <div style="text-align: center;"> <p>Setback to front boundary</p>  <p>Road</p> <p>Within 20% of adjoining development in established areas and a minimum of 6 metres.</p> <p>--- Average setback of adjoining buildings Area within 20% of average setback</p> </div> <p>Note: See Figures 4 and 5 for consistent and inconsistent design solutions.</p>

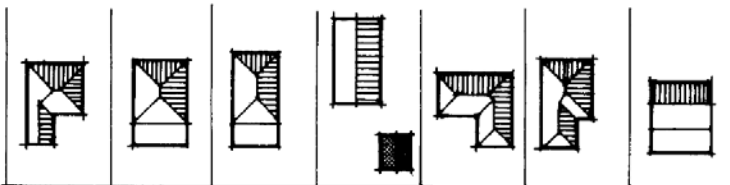
Figure 4 – Building Alignment

Consistent Design Solution



The new house setback is consistent with the streetscape pattern, and the carport is either an integral element of the house or is located within Area A.

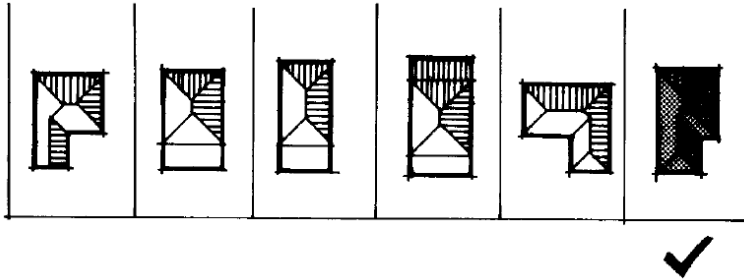
Inconsistent Design Solution



The alignments of new house and carport (which is separate from the house and within Area B) are inconsistent with the existing streetscape pattern.

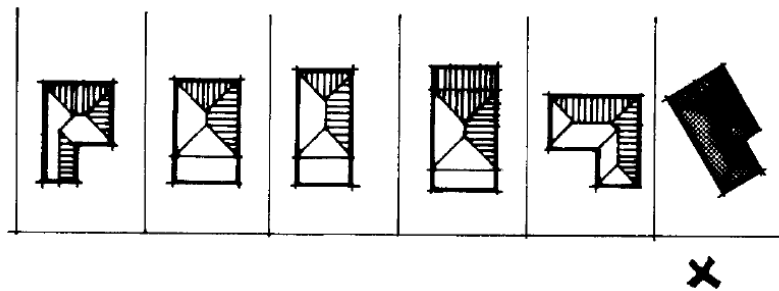
Figure 5 – Building Orientation

Consistent design solution



Building orientation is consistent with the existing streetscape pattern.

Inconsistent Design Solution.

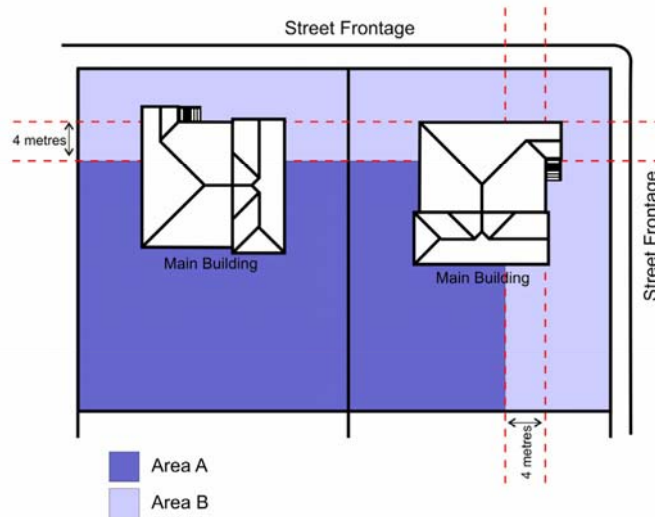


Building orientation is inconsistent with the existing streetscape pattern.

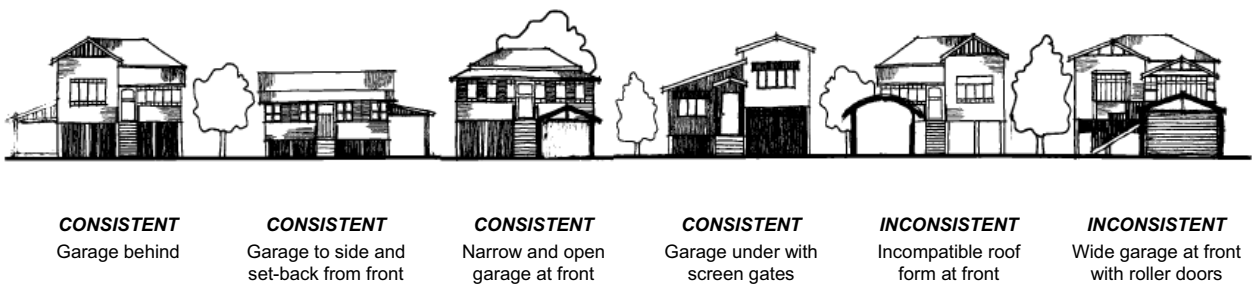
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P9 Car parking structures, sheds and ancillary buildings do not dominate the streetscape.</p>	<p>A 9.1 Carports, sheds and other ancillary buildings are erected to the rear or side of a character building in the area marked A in Figure 5 below; and</p> <p>A 9.2 Are obscured from view from the street; or</p> <p>A 9.3 Car parking structures located in Area B in Figure 5:</p> <ul style="list-style-type: none"> a) Have a maximum width not exceeding 35% of the street frontage; and b) Are not fully enclosed; and c) Do not have a door or other solid face to the street.; and d) Are respectful of the existing building in terms of materials, form and scale. <p>Note: See Figure 6 for consistent and inconsistent design solutions.</p>
<p>P10 Fences, driveways and other landscaping works complement the character building and enhance the overall appearance of the streetscape.</p>	<p>A 10.1 Fences to road frontages do not:</p> <ul style="list-style-type: none"> a) detract from or significantly obscure the view of a character building; and b) exceed 1.2 metres in height if solid; or c) exceed 1.5 metres if partially transparent. and <p>A 10.2 Significant trees are not removed; and</p> <p>A 10.3 Landscape features which are a component of the character values are retained and enhanced; and</p> <p>A 10.4 The maximum width of crossover to the site is 3m.</p>

Figure 6 Carports, Sheds and Outbuildings

Consistent design solution: carports, sheds and outbuildings are located to the rear or side of a building in the area marked A.



Consistent and Inconsistent Design Solutions for carports, sheds and outbuildings located in Area B.



Demolition or Removal

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Buildings or structures are not wholly or partially demolished or removed unless the building, structure, or the part of the building or structure proposed for demolition or removal:</p> <ul style="list-style-type: none"> a) cannot be repaired (and this is supported by relevant engineering reports); or b) is of a distinctly different age and form to the identified character of the precinct; or c) the proposed works do not form part of the streetscape. 	<p>A 1.1 No Acceptable Measure specified.</p> <p>Note: Council may, as condition of demolition, require additional reporting or recording before demolition.</p>

4.6.3 Flood Management Code

Identification of Affected Premises

Premises affected by this Code are:

- Premises affected by the 1 in 100 year flood event (the defined flood event); or
- Premises containing or adjoining a waterway or drainage path.

The 100 ARI year flood inundation overlay contained in Chapter 3 identifies the general location of the 100 ARI year flood event (defined flood event) based on the findings of the relevant flood studies and stream management plans. The overlay does not represent exhaustive mapping of the defined flood event in the City.

Flood studies and stream management plans have been prepared, or are being prepared for identified catchments and these plans may contain further information regarding the location of the defined flood event for these catchments.

Purpose

The purpose of this Code is to ensure that:

- All new development has flood immunity from the defined flood event;
- Development on premises will not cause significant adverse impacts on adjoining or other external premises; and
- Development does not adversely impact on ecological functions including water quality or the hydraulic capacity of waterways or other drainage paths; and
- New development does not create an adverse impact on existing properties in the Barron Delta and the values of the Delta are protected.

Applicability

This Code applies to development that is:

- Assessable development;
- On premises:
 - a) affected by the 1 in 100 year flood event (defined flood event) as shown on the Overlay Maps; or
 - b) containing or abutting a waterway as shown on the Vegetation Conservation/ Waterways Significance Overlay Maps; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use , except a material change of use within an existing building, House, Home Activity, Home Based Business, Caretakers Residence, Illuminated Tennis Court, Dual Occupancy, Shopping Facilities 0 – 500m ² gfa, Restaurant, Veterinary Facilities, Primary Industry, Extractive Industry, Park, Telecommunications Facility, Railway Activities.
Reconfiguring a Lot , resulting in one or more additional lots
Operational Works associated with Reconfiguring a Lot
Operational Work , involving excavation or filling of more than 50m ³ of material not associated with a Material Change of Use.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 An acceptable level of flood immunity must be provided for new development.	A1.1 Development satisfies the minimum levels set out in Table 1 below; and
P2 An acceptable level of flood immunity must be provided for the access to new development.	A2.1 Access to new development is in accordance with the Queensland Urban Drainage Manual.
P3 Development on premises, does not result in a significant impact on other premises.	A3.1 Excavation or filling in premises results in a no worsening on other premises both upstream and downstream of up to 20 millimetres; and A3.2 Development does not occur within the riparian corridor.
P4 Drainage paths on premises are maintained free of obstruction to permit unimpeded flow of stormwater.	A4.1 Where premises contain a waterway a drainage reserve or easement with a minimum width of 10 metres from the high bank of the waterway is provided; and A4.2 No excavation or filling of drainage paths are permitted.
P5 New development does not create an adverse impact on existing properties within Barron Delta as mapped on the Smithfield - Barron District Flood Inundation (ARI 100 year) Overlay Map.	A5.1 No acceptable measures are specified. Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the information which should be provided to demonstrate that the Performance Criteria is achieved.

TABLE 1

LAND USE	FILL LEVEL	FLOOR LEVEL
Residential Uses Tourist and Short Term Accommodation Uses Community Uses with a residential component	Immunity to 1 in 100 year A.R.I. Flood	150 mm above 1 in 100 year A.R.I. immunity.
Retail Uses Business and Commercial Uses Industry and Associated Uses Community Uses involving access by the public Permanent Residential Car parking	Immunity to 1 in 100 year A.R.I. Flood	Immunity to 1 in 100 year A.R.I. Flood Event
Temporary Car parking	Immunity to 1 in 20 year A.R.I. Flood	
Parks and open space	Immunity to 1 in 5 year A.R.I. Flood	

4.6.4 Height and Impact of Buildings Code

Identification of Affected Premises

Controls on building heights reflect community attitudes that there is a tolerance of tall buildings in the CBD with less acceptance of tall buildings in other locations such as residential suburbs.

Premises included in a Height and Impact of Building Overlay have been classified into 6 Precincts described in the following table:

PRECINCT	DESCRIPTION
Precinct 1	This area is the core of the City Centre Planning Area where the highest intensity of development and the greatest mix of commercial, businesses residential uses and tourist and short term accommodation uses are preferred. Buildings in this precinct are limited in height by the Obstacle Limitation Surface, which permits structures up to a height of 48 metres.
Precinct 2	This area includes the balance of the City Centre Planning Area and includes land in the Commercial and Tourist and Residential Planning Areas.
Precinct 3 and Precinct 3a	This area includes land in the Tourist and Residential Planning Area and a number of sites in the Commercial and Community Facilities Planning Areas.
Precinct 4	This area includes land in the Tourist and Residential and Commercial Planning Areas. This Precinct includes Cairns North, which remains predominantly residential in character.
Shields Street Precinct	This area includes Lots that have a frontage to Shields Street.

Purpose

The purpose of this Code is to:

- Restrict the development of Tall Buildings to within the Precincts listed above, which are the only areas suitable for this form of development;
- Encourage the highest intensity of development within Precinct 1 being the core area of the Central Business District;
- Provide shape and form to the Central Business District by facilitating a graded transition of building heights and density from in Precinct 1 to less tall and intense developments in the outer precincts and adjoining planning areas;
- Promote high quality, contemporary building designs that complement and enhance the established character and tropical image of the City;
- Encourage the development of off street car parking facilities;
- Ensure that development in residential areas is of a scale that complements the residential character, and does not adversely affect the amenity of the area;
- Protect the operational aspects of the Cairns International Airport;
- Protect the character values and heritage significance of the Shields Street Precinct from unsympathetic, disrespectful forms of development;

- Ensure that development within the Shields Street Precinct does not adversely affect the amenity of the area.

Applicability

This Code applies to development that is:

- Assessable;
- On premises identified as being included in Precincts 1, 2, 3, 3a, 4 or the Shields Street precinct on a Height and Impact of Buildings Overlay contained in Chapter 3; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use, involving the construction of a tall building.

Elements of the Code

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 A site for a Tall Building must contain sufficient area and be of a suitable shape to ensure that the Tall Building does not have an adverse effect on the desired character and amenity of the surrounding area or on the amenity of adjoining premises.</p>	<p>A1.1 The site for a Tall Building has the minimum area identified below for the respective Precinct:-</p> <ul style="list-style-type: none"> - Precinct 1 – No acceptable measure specified - Precinct 2 – 1000 m² - Precinct 3 – 2000 m² - Precinct 3a – 1000 m² - Precinct 4 – 2500 m². - Shields Street Precinct – No acceptable measure specified <p>A1.2 The shape of the site for a Tall Building is:</p> <ul style="list-style-type: none"> a) for Precincts 3 & 4: regularly shaped site; or b) for Precincts 1, 2, 3a and Shields Street Precinct: No Acceptable Measures Specified. <p>Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the information which should be provided to demonstrate that the performance criteria are achieved.</p>

Height

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 Tall buildings must:</p> <ul style="list-style-type: none"> a) reinforce the core of the CBD as the area accommodating the highest intensity of development; and b) ensure that there is a transition of building height from the CBD to the suburbs; and c) protect and enhance the image and tropical character of the CBD – North Cairns District; and d) not detract from the character, heritage values and amenity of the Shields Street Precinct. e) Not cause undue overshadowing and loss of natural light to adjoining developments. 	<p>A2.1 In Precinct 1, the maximum height of a building or structure is 48 metres except where the Obstacle Limitation Surface¹ for the Cairns International Airport requires a lesser height; and</p> <p>A2.2 In Precinct 2, the height of any building or structure is not greater than 30 metres; and</p> <p>A2.3 In Precincts 3 and 3a, the height of any building or structure is not greater than 18 metres; and</p> <p>A2.4 In Precinct 4,</p> <ul style="list-style-type: none"> a) where the site: <ul style="list-style-type: none"> i) has a frontage to Sheridan Street or Lake Street; or ii) is regularly shaped, then parts of the building or structure may exceed 11.5 metres in height to a maximum of 15 metres. Those parts of the building or structure that exceed 11.5 metres must be located on the Sheridan Street or Lake Street frontage; or b) in all other cases the height of any building or structure is not greater than 11.5 metres.; and <p>A2.5 In the Shields Street Precinct:</p> <ul style="list-style-type: none"> a) the height of any building or structure does not exceed 11.5 metres within a 15 metre setback of the street frontage; and b) beyond the 15 metre setback, the height of the building is consistent with the requirements for Precinct 2 as set out above. <p>A2.6 Shadow diagrams must be prepared to ensure that solar access to neighbouring premises is maintained. Particular regard must be given to openings, walls and windows of habitable rooms of all neighbouring premises to allow for the access of the north and north easterly sun.</p>

Podium

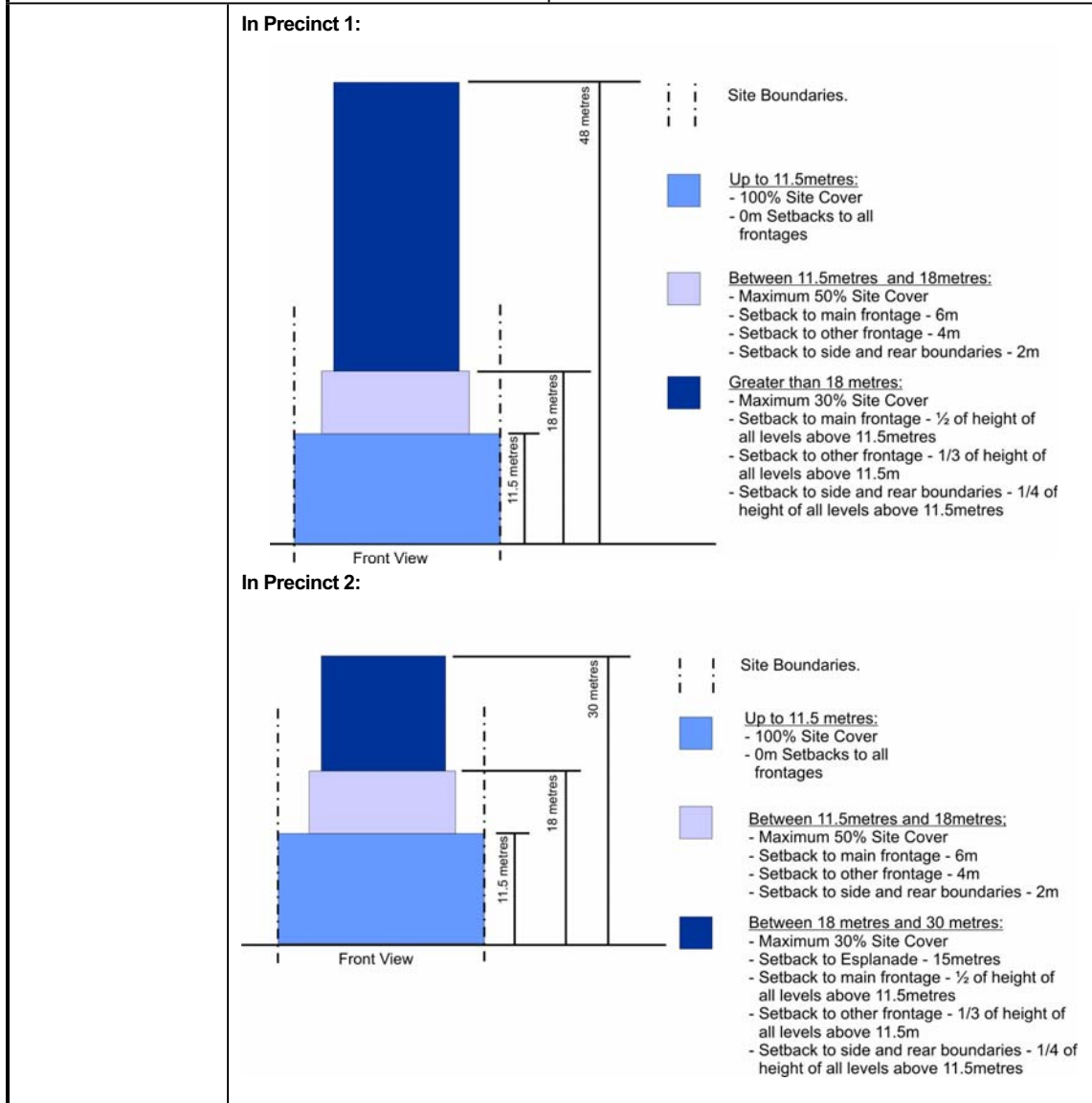
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 The street frontages of Tall Buildings contribute to the character, amenity and vitality of the streetscape.</p>	<p>A3.1 All Tall Buildings in Precincts 1, 2 and Shields Street, and Tall Buildings in other precincts that have zero setback to the street frontage/s, include a podium not greater than 3 storeys and 11.5 metres in height, measured from the existing mean footpath level at the boundary of the site except where it can be demonstrated that a greater height:</p> <ul style="list-style-type: none"> a) assists in maintaining or enhancing particular outcomes in terms of cityscape and legibility; or b) is desirable to match the height of adjoining buildings, particularly heritage buildings; and

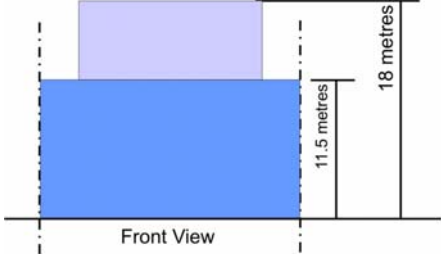
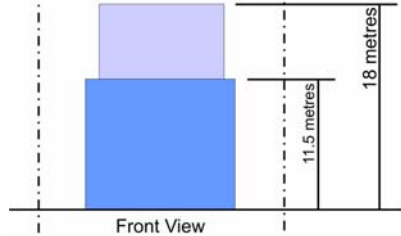
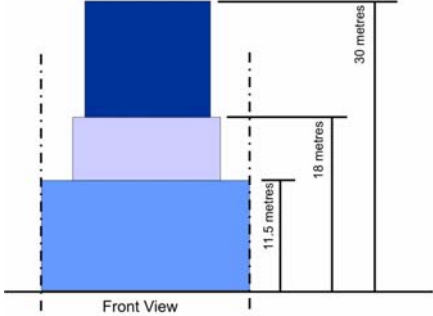
¹ Within Precinct 1, the Obstacle Limitation Surface for the Cairns International Airport ranges from 46.0 metres AHD to 70.0 metres AHD (refer to CBD – North Cairns District Plan, Obstacle Limitation Surface Overlay Map).

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>A 3.2 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"> a) Dominant horizontal forms, such as ceiling heights, plinths, verandahs, parapets and eaves b) Vertical patterning, such as colonnades, posts and columns; c) The scale and patterning of openings and associated shades and awnings; d) The texture and scale of building materials and trims; and e) other dominant features of adjacent development; and f) For development in Shield Street, the proponent is required to submit streetscape drawings clearly showing how the proposed development fits into the existing streetscape, with particular attention to the pattern of verandahs and parapets. <p>A3.3 Tall Buildings that have zero set back to street frontages, include an awning, verandah or other feature that:</p> <ul style="list-style-type: none"> a) provides protection and shelter to pedestrians from the sun; and b) is complementary to the awnings on adjoining buildings in terms of design, height and aesthetics; and c) the underside of the awning is a minimum of 3 metres and a maximum of 4 metres above the finished level of the footpath. <p>A3.4 The street frontage of tall buildings:</p> <ul style="list-style-type: none"> a) has a main entrance facing the principal street or the street corner; and b) has windows and balconies that overlook all street frontages and adjacent public/civic areas; and c) is broken into human scale by the use of awnings, verandahs, columns, changes in plan, and appropriately scaled doors and windows; and d) does not feature expanses of blank walls or visually impermeable security devices at the pedestrian level; and e) does not create opportunities for human concealment.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 The overall design of Tall Buildings must exhibit tropical character and make a positive contribution to the quality of the built environment in Cairns</p>	<p>A4.1 The building form evokes a contemporary, tropical character through the use of balconies, sunshade devices, lightweight materials, steps in plan and elevation, detailing of windows, cascading roof forms and colour.</p>
<p>P1 Tall Buildings:</p> <ul style="list-style-type: none"> a) define the linear space of the street; and b) ensure that there is separation between towers; and c) ensure that the availability of light and ventilation to towers and adjoining development is maximised. 	<p>A5.1 Site cover and Setbacks for buildings except multi-storey car parking stations:</p>



PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>In Precinct 3a:</p>  <p>Front View</p> <ul style="list-style-type: none"> - - - Site Boundaries. Up to 11.5metres: <ul style="list-style-type: none"> - 100% Site Cover - 0m Setbacks to all frontages Between 11.5metres and 18 metres: <ul style="list-style-type: none"> - Maximum 50% Site Cover - Setback to main frontage - 6m - Setback to other frontage - 4m - Setback to side and rear boundaries - 2m <p>In Precinct 3 and 4:</p>  <p>Front View</p> <ul style="list-style-type: none"> - - - Site Boundaries. Up to 11.5metres: <ul style="list-style-type: none"> - Maximum 35% Site Cover - Setback to Esplanade - 15metres - Setback to other Main Street frontage - 6metres - Setback to other Street frontage - 4metres - Setback to side and rear boundaries - 4 metres Between 11.5metres and 18metres: <ul style="list-style-type: none"> - Maximum 25% Site Cover - Setback to Esplanade - 15metres - Setback to other Main Street frontage - 6metres or a minimum of 1/2 the height of the building whichever is the greater. - Setback to other Street frontage - 6 metres - Setback to side and rear boundaries - 1/3 of the height of the building <p>In the Shields Street Precinct:</p>  <p>Front View</p> <ul style="list-style-type: none"> - - - Site Boundaries. Up to 11.5 metres: <ul style="list-style-type: none"> - 100% Site Cover - 0m Setbacks to all frontages Between 11.5metres and 18metres: <ul style="list-style-type: none"> - Maximum 50% Site Cover - Setback to Shields Street frontage - 15m - Setback to other frontage - 6m - Setback to side and rear boundaries - 2m Between 18 metres and 30 metres: <ul style="list-style-type: none"> - Maximum 30% Site Cover - Setback to Shields Street frontage - 15metres + 1/2 of height of all levels above 11.5metres - Setback to other frontage - 1/2 of height of all levels above 11.5metres - Setback to side and rear boundaries - 1/4 of height of all levels above 11.5metres <p>A1.2 Multi – storey car parking stations are located in Precinct 1 or 2 and have site coverage up to 100% and have a maximum height of 18 metres.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES		
<p>P2 There is a transition of the intensity of development from the CBD to the suburbs.</p>	<p>A2.1 The plot ratio of a Tall Building satisfies the criteria identified in the Table below for the respective Precinct.</p>		
	<p>Precinct</p>	<p>Base Plot Ratio</p>	<p>Maximum Plot Ratio</p>
	<p>1 2 3 3a 4 Shields Street</p>	<p>4:1 2:1* NAMS 2:1 NAMS 2:1</p>	<p>5:1 4:1 1.75:1 3:1 1.5:1 4:1</p>
	<p>The base plot ratio is applicable to all developments.</p> <p>The maximum plot ratio will only be granted where it can be demonstrated that the development provides wider community benefit through design aspects or incorporating features required within the City. Such aspects and features shall be determined at the discretion of the Council and may include but not be limited to:</p> <ul style="list-style-type: none"> a) the retention of a local heritage site, or building within a character precinct; or b) the provision of pedestrian links via parks or walkways or landscaped public courtyards; or c) the inclusion of vehicle parking floors for use by the public; or d) the provision of community facilities or social infrastructure in association with a development; or e) other items as determined by Council. <p>* A plot ratio bonus of 1:1 applies where a building has a maximum height of 18 metres and complies with all other built form provisions. Resulting in a plot ratio of 3:1.</p> <p>NAMS = No acceptable measures are specified</p>		

4.6.5 Hillslopes Code

Identification of Affected Premises

The forested Hillslopes above the coastal plain and river valleys are landscape features representative of, and uniquely characteristic of the City. The Hillslopes:

- Are natural features which make the City attractive to both residents and tourists and which contribute in distinguishing Cairns from other cities. A desired development outcome for land identified on a Hillslopes Overlay is to protect these features; and
- Are important habitat areas and form a link between the coastal lowlands and mountain ranges. A desired development outcome for land identified on a Hillslopes Overlay is to protect this function.

Land identified in a Hillslopes Overlay has been classified according to:

- The location of the land in either an urban area, a growth area or a rural area in the City; and
- The extent of the constraints on the land as a result of landscape and visual quality, gradient and slope stability.

The applicable categories of land in a Hillslopes Overlay are:

CATEGORY	DESIRED DEVELOPMENT OUTCOMES
Category 1 (Urban)	Land included in this category may have opportunities for limited forms of development. The desired development outcomes for this land is for development to: <ol style="list-style-type: none"> a) respond to the constraints of the site (including gradient and slope stability);and b) protect visual amenity; and c) protect landscape character; and d) be serviceable and accessible.
Category 2 (Urban)	Land included in this category is generally so constrained for development that it is considered to be unsuitable for development. The desired development outcomes for this land is to retain the land in a natural state or where possible to rehabilitate the land. Development on this land is not a desired outcome because of – <ol style="list-style-type: none"> a) the risk of detrimental impact: <ol style="list-style-type: none"> i) on slope stability or erosion potential of the land; and ii) on community safety and the protection of property and persons; and b) the nature of the constraints of the site (including gradient and slope stability); and c) the visual prominence and landscape character of the land; and d) the difficulty of servicing such land without the need for substantial engineering solutions that detrimentally impact on the unique characteristics and features of the Hillslopes.
Category 1 (Rural)	Land included in this category is included within a Rural Planning Area. This category of land includes land that has: <ol style="list-style-type: none"> a) the characteristics of Category 1 (Urban). The desired development outcomes for this land are the outcomes described for land included in the Category 1 (Urban) above; or c) the characteristics of Category 2 (Urban). The desired development outcomes for this land are the outcomes described for land included in the Category 2 (Urban) above.

Purpose

The purpose of this Code is to ensure that:

- Development on Hillslopes is safe and serviceable
- Development maintains the safety of people, property and the environment;
- The ecological values, landscape character and visual quality of the Hillslopes are protected from development so as to retain the scenic backdrop to the City;
- Development on Hillslopes is appropriate, having regard to the topographic constraints and environmental characteristics of the land; and
- To ensure that the desired development outcomes for each category of Hillslopes land are achieved; and

Applicability

This Code applies to development that is:

- Assessable;
- On land, or part of land identified as Category 1 (Urban), Category 2 (Urban) or Category 1 (Rural) which includes land of 15% or greater slope in a Hillslopes Overlay contained in Chapter 3; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use , except for, Home Activity, Home Based Business or Primary Industry.
Reconfiguring a Lot
Operational Work , associated with Reconfiguring a Lot
Operational Work , - excavation or filling of more than 50m ³ of material not associated with a Material Change of Use.
Operational Work , vegetation clearing not associated with a Material Change of Use
Building Work , not associated with a Material Change of Use other than minor building work.

Elements of the Code

Part A – For Self-Assessable Development

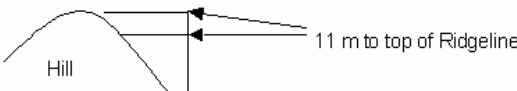
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Slope Stability

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Development:</p> <ul style="list-style-type: none"> a) does not have a detrimental impact on slope stability or erosion potential of the land; and b) maintains the safety of people, property and hazardous materials manufactured or stored in bulk, from the risk of landslide. 	<p>General</p> <p>A1.1 The premises is not subject to landslide hazard, either internally or from sloping land above the premises; or</p> <p>A1.2 The development includes measures that ensure:</p> <ul style="list-style-type: none"> a) the long term stability of the premises; and b) the premises will not be adversely affected by landslide activity originating on sloping land above the premises; and <p>A1.3 Development does not result in the redirection of surface water or groundwater; and</p> <p>A1.4 No development occurs on land with a gradient that exceeds 25% (1 in 4).</p> <p>Note: A1.1: The applicant can demonstrate that the development site is not subject to landslide hazard because slopes are less than 15%.</p> <p>Note: for A1.2: A site specific geotechnical analysis prepared by a registered professional engineer may be required to demonstrate that the site is not subject to landslide hazard. Refer to Planning Scheme Policy Reports and Information Council May Request</p> <p>For development that involves excavation or filling –</p> <p>A1.5 Excavation or filling:</p> <ul style="list-style-type: none"> a) does not occur within 2.0 metres of any boundary of the development envelope; and b) does not exceed 1.8 metres in height; and c) is retained; and d) batters on any one lot does not exceed a maximum number of two; and e) is stepped with a minimum width 2 metre berm.

Visual Amenity and Landscape Character

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 The landscape character and visual amenity quality of the Hillslopes are retained and remain the scenic backdrop to the City.</p>	<p>General</p> <p>A2.1 Access ways and driveways are:</p> <ul style="list-style-type: none"> a) constructed with surface materials that blend with the surrounding environment ;and b) landscaped with dense planting; and c) provided with erosion control measures immediately after construction to minimise the visual impact of the construction. <p>A2.2 Aeroscreen street lighting is used to minimise the visual impact of onsite lighting on offsite views; and</p> <p>A2.3 The clearing or disturbance of vegetation is limited to clearing or disturbance that:</p> <ul style="list-style-type: none"> a) is necessary for the construction of a necessary proposed road reserve, access road, accessways (including paths, waterway crossings and footbridges) or driveways; and b) minimises canopy clearing or disturbance; and c) minimises riparian clearing or disturbance; and <p>A2.4 Development does not alter the skyline.</p> <p>For development that involves excavation or filling –</p> <p>A2.5 Excavation or filling is limited to the area required for the construction of Building Work and necessary access; and</p> <p>A2.6 Excavation or filling does not result in a terraced effect; and</p> <p>A2.7 All slopes that have excavation or filling conducted on them are revegetated with endemic trees, shrubs and ground covers immediately after the works have been undertaken; and</p> <p>A2.8 Trees at the foot or top of cut or fill batters are protected by the use of appropriate retaining methods and sensitive earth removal or placement; and</p> <p>A2.9 No excavation or filling occurs on land with a gradient that exceeds 25% (1 in 4) except for excavation for the purpose of posthole or soil sample drilling; and</p> <p>A2.10 Where the gradient of land exceeds 20% (1 in 5), accessways with a width of greater than 1 metre and driveways are not constructed; and</p> <p>A2.11 Excavation or filling does not alter the skyline; and</p> <p>A2.12 Excavation or filling does not occur:</p> <ul style="list-style-type: none"> a) on a hilltop or ridgeline; and b) in the 11 metres (measured vertically) below a hilltop or ridgeline. <div style="text-align: center;">  <p>The diagram shows a simple line drawing of a hill. A horizontal line is drawn across the top of the hill, representing the ridgeline. From the right end of this line, a vertical line goes down to the ground level. A horizontal line with arrows at both ends indicates the 11m vertical distance from the top of the ridgeline to the ground level.</p> </div> <p>For development that involves Building Work</p> <p>A2.13 Building Work is stepped with the terrain to minimise excavation or filling on the land; and</p>

	<p>A2.14 On land with slopes of 25% (1 in 4) or greater alternative construction methods to slab on ground are utilised; and</p> <p>A2.15 Where the gradient of land exceeds 15%, Building Work is designed and constructed as split level buildings or as post and beam buildings; and</p> <p>A2.16 The roofline of buildings and structures do not protrude above a ridgeline; and</p> <p>A2.17 Building Work:</p> <ul style="list-style-type: none"> a) is finished predominantly in the following exterior colours or surfaces: <ul style="list-style-type: none"> i) moderately dark to darker shades of olive green, brown, green, blue, or charcoal; or ii) moderately dark to darker wood stains that blend well with the colour and hues of the surrounding vegetation and landscape; and b) is not finished in the following exterior colours or surfaces: <ul style="list-style-type: none"> i) pastel or terracotta colours, reds, yellows, shades of white or beige, or other bright colours that do not blend with the surrounding vegetation and landscape; and ii) reflective surfaces; and <p>A2.18 Roofs on buildings or structures are:</p> <ul style="list-style-type: none"> a) non reflective and finished in a low contrast colour that blends with the surrounding vegetation and landscape; and b) not finished in terracotta colours, reds, yellows, shades of white, beige or grey; and <p>A2.19 Exterior colour schemes:</p> <ul style="list-style-type: none"> a) do not result in the use of a single colour on large surface areas or broad expanses; and b) limit the use of white or other light colours to exterior trim and the highlighting of architectural features; and <p>A2.20 Areas between the first floor (including outdoor deck areas) and ground level are screened from view; and</p> <p>A2.21 Recreational or ornamental features (including tennis courts, ponds and swimming pools) do not occur on land:</p> <ul style="list-style-type: none"> a) with a gradient of 25% (1 in 4) or more; and b) are designed and sited to respond to the natural constraints of the land and require minimal earthworks.
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Access and Provision of Services

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Development:</p> <ul style="list-style-type: none"> a) is adequately and practically supplied with services; and b) is provided with adequate and safe access; c) can be easily accessed by emergency vehicles; d) provides transition areas for vehicles prior to steeper grades. 	<p>A3.1 Driveways, in particular angled driveways are designed to enable conventional vehicles to enter and exit the land safely; and</p> <p>A3.2 The driveway shall be constructed in such a manner as to ensure that the crossfall of the driveway be one-way and directed into the hill, for vehicle safety and drainage purposes; and</p> <p>A3.3 Driveways include all necessary associated drainage that intercepts and directs storm water runoff to the road, storm water drainage system; and</p> <p>A3.4 The frontage and depth of all lots is of sufficient width to:</p> <ul style="list-style-type: none"> a) allow driveways to follow as close as possible the natural contours; and b) accommodate any changes in gradient between the road and lot (and not in the road reserve); c) are sited on that part of the land with the flattest gradient. <p>A3.5 Driveways are:</p> <ul style="list-style-type: none"> a) no steeper than 25% (1 in 4) for distances of no more than 6 metres; and b) no steeper than 20% (1 in 5) for balance of the driveway; and c) where there is a grade shift to 1 in 4, there is an area with a grade of no more than 1 in 6 prior to this area, for a distance of at least 5 metres; d) constructed such that the transitional change in grade from the road to the lot is fully contained within the lot i.e. not within the road reserve.
<p>P4 For development that involves reconfiguring a lot, lot layout and design is responsive to the natural constraints of the land and each lot is capable of being used for its intended purpose.</p>	<p>A4.1 No acceptable measures are specified.</p> <p>Note: Acceptable measures will respond to the specific constraints of the site and the demands and requirements of the particular development.</p>

4.6.6 Local Heritage Code

Identification of Affected Premises

Local heritage places are those parts of our natural or built environments which:

- Are important to the community, or to section of the community because of their special aesthetic, architectural, cultural, historic, scientific, social or spiritual significance;
- Contribute to our sense of identity as individuals and to our sense of continuity as a community;
- Include both Indigenous and non-Indigenous heritage areas and places²; and
- Are shown on the Cultural Heritage Areas Overlay contained in Chapter 3.

Purpose

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

- Places of local cultural heritage significance are conserved and maintained in accordance with the guidelines of the Burra Charter; and
- Development of a place of local cultural heritage significance is a compatible use and does not reduce the cultural heritage significance of the place; and
- Ensure any exposed archaeological evidence of earlier use is identified and recorded prior to redevelopment of the site.

Applicability

This Code applies to development that is:

- Assessable development;
- On premises identified as a Local Heritage Site on a Cultural Heritage Areas Overlay contained in Chapter 3; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use except for Illuminated Tennis Court, Home Activity, Home Based Business, Aquaculture Minor, Cemetery and Crematorium, Telecommunication Facility.
Building Work not associated with a Material Change of Use
Building Work for the demolition of a building or structure identified on the Cultural Heritage Areas Overlay

² It is culturally inappropriate to depict Indigenous cultural places on a map so such places are not identified in the Cultural Heritage Areas Overlay

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Local Heritage Sites

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Any development or a premises or part of a premises is compatible with the conservation and management of the cultural heritage significance of the local heritage place.	A1.1 Development is undertaken in accordance with the ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter).
P2 Any development of a premises or part of a premises, of Cultural Heritage Significance incorporates compatible architecture, scale and external materials finishes and colours which complement rather than reproduce traditional building forms and decorative detailing.	A2.1 No acceptable measures are specified.
P3 The existing streetscape pattern is maintained in terms of a) Building orientation; and b) Building alignment; and c) Side and front boundary setbacks.	A3.1 No acceptable measures are specified.

Demolition or Removal

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 A building or structure may not be demolished or removed unless it can be demonstrated that the building or structure: a) cannot be repaired (and this is supported by relevant engineering reports); or b) is not of cultural heritage significance.	A4.1 No acceptable measure is specified. Where a building or structure is proposed to be demolished or removed the applicant must undertake an archival record of the premises. Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the information which should be provided to demonstrate that the Performance Criteria are achieved.
P5 Any evidence of earlier use exposed by demolition or excavation is assessed and recorded.	A5.1 No acceptable measure is specified. Note: Where through the course of the demolition of the Local Heritage Place or structure and any excavation works associated with the construction of a new building an object of cultural heritage significance is discovered, such discovery must be reported to the Environment Protection Agency immediately and the applicant/ owner must treat such discovery in accordance with the requirements of the <i>Queensland Heritage Act 1992</i> .

4.6.7 Operational Aspects of the Cairns International Airport Code

Identification of Affected Premises

The Cairns International Airport is a major element of the transport infrastructure of the City and is vital to the economies of both the City and the Region.

Development should not compromise the efficient operation of the Airport. State Planning Policy 1/02 *Development in the Vicinity of Certain Airports and Aviation Facilities* requires that the airports and aviation facilities be protected from development that could undermine their safety or operation efficiency.

The applicable operational elements of the Cairns International Airport are:

- The Obstacle Limitation Surfaces;
- Aviation and Navigation Facilities;
- Areas affected by significant noise, as determined by the Australian Noise Exposure Forecast System;
- Operational Airspace and the potential for adverse effects from bird or bat strike, lighting, air turbulence, airborne particles (smoke, dust and other emissions) and transient aviation uses;
- Procedures for Air Navigation Services – Aircraft Operational Surfaces (PANS-OPS);
- Public Safety Areas at the ends of runway/s; and
- Reflect SPP 1/02 *Development in the Vicinity of Certain Airports and Aviation Facilities*.
- The operational elements may vary from time to time.

Purpose

The purpose of this Code is to ensure that the Cairns International Airport and State significant aviation facilities within the City are protected from the adverse impacts of development.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- On land identified as affected by:
 - The Obstacle Limitation Surfaces Overlay; or
 - PANS-OPS Map; or

- the Australian Noise Exposure Forecast Overlay; or
- the Primary Light Control and Bird and Bat Strike Hazard Overlay; or
- the Public Safety Zone Overlay contained in Chapter 3; and
- Identified in the table below.

APPLICABLE DEVELOPMENT	
Material Change of Use,	<p>except for a House, Illuminated Tennis Court, Caretakers Residence, Home Activity, Home Based Business, Dual Occupancy, Shopping Facilities (0-500m² gfa), Restricted Premises, Detached Bottle Shop, Tavern, Service Station, Veterinary Facilities, Primary Industry, Aquaculture Minor, Business and Technology Park or Railway Activities,</p> <p>except for the construction of a building or structure under 11.5 metres in height where the Obstacle Limitation Surfaces Overlay applies; or</p> <p>except for retail uses and business and commercial uses within an existing building.</p>
Reconfiguring a Lot	

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Protection of Operational Air Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The construction of buildings or other structures does not interfere with the movement of aircraft or the safe operations of the Airport.	A1.1 Buildings or other structures do not protrude into the: <ul style="list-style-type: none"> a) Obstacle Limitation Surface as identified on the Overlay Map; or b) PANS-OPS for the Cairns International Airport Map (contained in Chapter 3).

Lighting

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Development does not impact on the operational aspects of the Cairns Airport with regard to light emission.	A2.1 Lighting does not exceed the maximum intensity of illumination, within the respective zone, as identified on the Overlay Maps.

Managing Bird and Bat Hazard to Aircraft

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Development and the design of facilities and landscaping in the immediate environs of the airport does not compound the potentially serious hazard from wildlife (bird or bat) strike.</p>	<p>A3.1 For a Public Utility (refuse collection and disposal) The use is not located within the 13km radius shown on the overlay map; or</p> <p>A3.2 For the following uses Aquaculture (major); or Industry Class B uses involving food handling or processing; or Primary industries involving fruit or turf production; or Intensive animal husbandry including the keeping or protection of wildlife outside enclosures:</p> <p>a) The uses are not located within the 3km radius shown on the overlay map; or</p> <p>b) Where the uses are located between the 3km radius and 8km radius (Area 2) shown on the overlay map:</p> <p>i) Potential food or waste sources are covered and collected so that they are not accessible to wildlife; or</p> <p>ii) For agriculture involving fruit or turf production, wildlife deterrent measures are carried out; or</p> <p>c) The uses are located outside the 8km radius as shown on the overlay map.</p> <p>A3.3 For a Restaurant or Outdoor Sport and Recreation</p> <p>a) There the use is located within the 3km radius shown on the overlay map potential food and waste sources are covered and collected so that they are not accessible to wildlife; or</p> <p>b) The use is located outside the 3km radius.</p>

Part B – For Assessable Development Only

Acoustic Treatment For Noise Exposure

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 Land uses not directly associated with the Airport are protected from aircraft noise levels that may cause harm or undue interference.</p>	<p>A4.1 Residential, Tourist or Short Term Accommodation Uses</p> <p>a) are located outside the 20 ANEF; or</p> <p>b) where located within the 20 – 25 ANEF contour the development is acoustically insulated to at least the minimum standards as required by AS2021 – Acoustics – Aircraft Noise Intrusion – Building Siting and Construction for the relevant ANEF; and</p> <p>A4.2 For Non Residential Uses</p> <p>No acceptable measures are specified.</p>

Protection of Operational Air Space

<p>P5 Emissions do not affect air turbulence, visibility or engine operation in operational airspace.</p>	<p>A5.1 None of the following is emitted:</p> <ul style="list-style-type: none"> a) a gaseous plume at a velocity exceeding 4.3m/s; or b) smoke, dust, ash or steam.
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Primary Light Control

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Development does not impact on the operational aspects of the Cairns Airport with regard to light emission.</p>	<p>A6.1 Development does not involve external lighting or a road layout that creates straight parallel lines of lighting that is 500 metres to 1000 metres long; and</p> <p>A6.2 Buildings and structures do not contain reflective cladding; upwards shining lights, or flashing or sodium lights.</p>

Airport Public Safety Zone

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 Development in public safety areas, does not increase the risk to life or property.</p>	<p>A7.1 A significant increase in the number of people living, working or congregating in public safety areas is avoided.</p>

Function of Aviation Facilities¹

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Development does not impair the function of the aviation facilities at Cairns Airport, Saddle Mountain, Mt Bellenden Ker and the northern beaches (Airservices Aust Ref Nos 452, 453, 462A, 463, 464, 467A, 557, 566 & 1180) by creating physical obstructions, electrical or electro-magnetic interference and deflection of signals.</p>	<p>For NDB</p> <p>A8.1 Works or uses are not located within the sensitive area of the Holloways Beach NDB site as depicted on the Aviation Facilities Map (contained in Chapter 3) that involve any:</p> <ul style="list-style-type: none"> a) buildings, structures or other works within 60 metres of the site; or b) metallic buildings or structures between 60 and 150 metres of the site; or c) buildings or structures with a size greater than 2.5 metres in any dimension between 60 and 150 metres of the site; or d) other works between 60 and 150 metres of the site which exceed 3 metres in height; or e) buildings, structures or other works between 150 and 500 metres of the site which exceed 7.9 metres in height.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>For DME</p> <p>A8.2 Works or uses are not located within the sensitive area of the Machans Beach DME site as depicted on the Aviation Facilities Map that involve any buildings, structures or other works:</p> <ol style="list-style-type: none"> a) between 115 and 230 metres of the site which exceed 1 metres in height; or b) between 230 and 500 metres of the site which exceed 2 metres in height; or c) between 500 and 1000 metres of the site which exceed 4 metres in height; or d) between 1000 and 1500 metres of the site which exceed 8.5 metres in height. <p>For Radar</p> <p>A8.3 Works or uses are not located within the sensitive area of the Redden Creek radar site as depicted on the Aviation Facilities Map that involve any buildings, structures or other works:</p> <ol style="list-style-type: none"> a) within 1000 metres of the site which exceed 4 metres in height; or b) between 1000 and 1500 metres of the site which exceed 8.7 metres in height; or c) between 1500 and 2500 metres of the site which exceed 13 metres in height; or d) between 2500 and 4000 metres of the site which exceed 21 metres in height. <p>For VOR</p> <p>A8.4 Works or uses are not located within the sensitive area of the Machans Beach VOR site as depicted on the Aviation Facilities Map that:</p> <ol style="list-style-type: none"> a) involves any buildings, structures or other works within 300 metres of the site; or b) between 300 and 1000 metres of the site involves any: <ol style="list-style-type: none"> i) fences exceeding 2.5m in height; or ii) overhead lines exceeding 5m in height; or iii) metallic structures exceeding 8m in height; or iv) trees and open lattice towers exceeding 10m in height; or v) wooden structures exceeding 13m in height. <p>For Glidepath</p> <p>A8.5 Works or uses are not located within the sensitive area of the Cairns Airport Glidepath site as depicted on the Aviation Facilities Map that involve any buildings, structures or other works:</p> <ol style="list-style-type: none"> a) within 700 metres of the site; or b) between 700 and 1000 metres of the site which exceed 6 metres in height; or c) between 1000 and 1500 metres of the site which exceed 8.7 metres in height.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>For Localizer</p> <p>A8.6 Works or uses are not located within the sensitive area of the Cairns Airport localizer site as depicted on the Aviation Facilities Map that involve any buildings, structures or other works.</p>
	<p>For Transmitter</p> <p>A8.7 Works or uses are not located within the sensitive area of the Cairns Airport Transmitter site as depicted on the Aviation Facilities Map that involve any:</p> <ul style="list-style-type: none"> a) metallic buildings or structures between 60 and 150 metres of the site; or b) buildings or structures with a size greater than 2.5 metres in any dimension between 60 and 150 metres of the site; or c) other works between 60 and 150 metres of the site which exceed 3 metres in height; or d) buildings, structures or other works between 150 and 500 metres of the site which exceed 7.9 metres in height. <p>VHF communication</p> <p>A8.8 Works or uses are not located within the sensitive area of the Bellenden Ker VHF communication site as depicted on the Aviation Facilities Map that involve:</p> <ul style="list-style-type: none"> a) any significant electrical or electromagnetic fields (e.g. arc welding); or b) a permanent or temporary physical line of sight obstruction between transmitting and receiving devices by involving any building, structures or other works above 1593 metres AHD; and <p>A8.9 Works or uses are not located within the sensitive area of the Saddle Mountain VHF communication site as depicted on the Aviation Facilities Map that involve:</p> <ul style="list-style-type: none"> a) any significant electrical or electromagnetic fields (e.g. arc welding); or b) a permanent or temporary physical line of sight obstruction between transmitting and receiving devices by involving any building, structures or other works above 640 metres AHD. <p>For Markers</p> <p>A8.10 Works or uses are not located within the sensitive area of the Yorkeys Knob outer marker site as depicted on the Aviation Facilities Map that involve any building, structures or other works which exceed 9.5 metres in height.</p>

1 refer to State Planning Policy 1 / 02 Guidelines for explanation of Navigation Facilities

TABLE 1 - COMPATIBLE AND INCOMPATIBLE LAND USES WITHIN ANEF CONTOURS^{1,2}

USES	COMPATIBILITY OF USE WITHIN ANEF CONTOUR OF SITE		
	COMPATIBLE	COMPATIBLE SUBJECT TO CONDITIONS	INCOMPATIBLE
Residential (all forms including caravan parks)	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostels (short-stay)	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

Note: 1. Table 1 excludes consideration of aircraft noise impacts on outdoor spaces specifically. However, the table does reflect the extent/frequency of outdoor space use associated with particular uses.

2. AS 2021 should be referred to by those seeking information / background on the basis for Table 1.

4.6.8 Potential or Actual Acid Sulfate Soil Material Code

Identification of Affected Premises

Acid sulfate soils occur naturally over extensive low lying areas of Coastal Queensland predominantly below 5 metres AHD. Cairns, as a coastal City, includes extensive areas where there is a potential for acid sulfate soils to occur.

Purpose

The purpose of this Code is to:

- Ensure that on premises with the potential to contain acid sulfate soils or premises containing acid sulfate soils development is undertaken so that:
 - a) The disturbance of acid sulfate soils is avoided; or
 - b) The generation or release of acid and metal contaminants from acid sulfate soils do not have significant adverse impacts on the natural and built environment or human health; and
- Reflect State Planning Policy 2/02 Planning and Managing Development involving Acid Sulfate Soils in CairnsPlan.

Applicability

This Code applies to development that is:

- Assessable development; and
- On premises:
 - a) with a natural ground level of below 20 metres AHD; and
 - b) where activity affects subsoil below 5 metres AHD (see figure 1); and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use of Premises except for a House, Home Activity, Home Based Business, Illuminated Tennis Court, Caretaker's Residence, Dual Occupancy, Shopping Facilities (0-500m ² gfa), Restricted Premises, Detached Bottle Shop, Business Facilities, Tavern, Restaurant, Child Care Centre, Veterinary Facilities, Primary Industry, Aquaculture Minor, Intensive Animal Husbandry, Industry Class A, B & C, Business and Technology Park, Park, Place of Assembly, Telecommunication Facility, Railway Activities, Institution, Indoor Sport and Entertainment, or Outdoor Sport and Entertainment.
Reconfiguring a Lot resulting in one or more additional lots.
Operational Work , associated with Reconfiguring a Lot.
Operational Work , involving excavation or filling of more than 50m ³ of material not associated with a Material Change of Use.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Identification and Management of Acid Sulfate Soils

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The extent and location of acid sulfate soils or potential acid sulfate soils must be identified.	A1.1 No acceptable measures are specified. Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the information which should be provided to demonstrate that the performance criteria are achieved.

Disturbance of Acid Sulfate Soils

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 No environmental harm resulting from acid sulphate soils or potential acid sulphate soils exposure is caused.	A2.1 No acceptable measures are specified.
P3 The disturbance of acid sulfate soils or potential acid sulfate soils is avoided or minimised.	A3.1 The disturbance of acid sulfate soils or potential acid sulfate soils must be avoided by: <ul style="list-style-type: none"> a) not excavating or otherwise removing soil or sediment identified as containing acid sulfate soils; and b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils; and c) not undertaking filling that results in: <ul style="list-style-type: none"> i) actual acid sulfate soils being moved below the water table; and ii) previously saturated acid sulfate soils being aerated.
P4 The release of acid and associated metal contaminants into the environment is avoided or minimised.	A4.1 The disturbance of acid sulfate soils or potential acid sulfate soils avoids the release of acid and metal contaminants by: <ul style="list-style-type: none"> a) neutralising existing acidity and preventing the generation of acid and metal contaminants; and b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment. A4.2 Acid sulphate soils must undergo appropriate treatment before disposal whether or not that disposal occurs offsite.

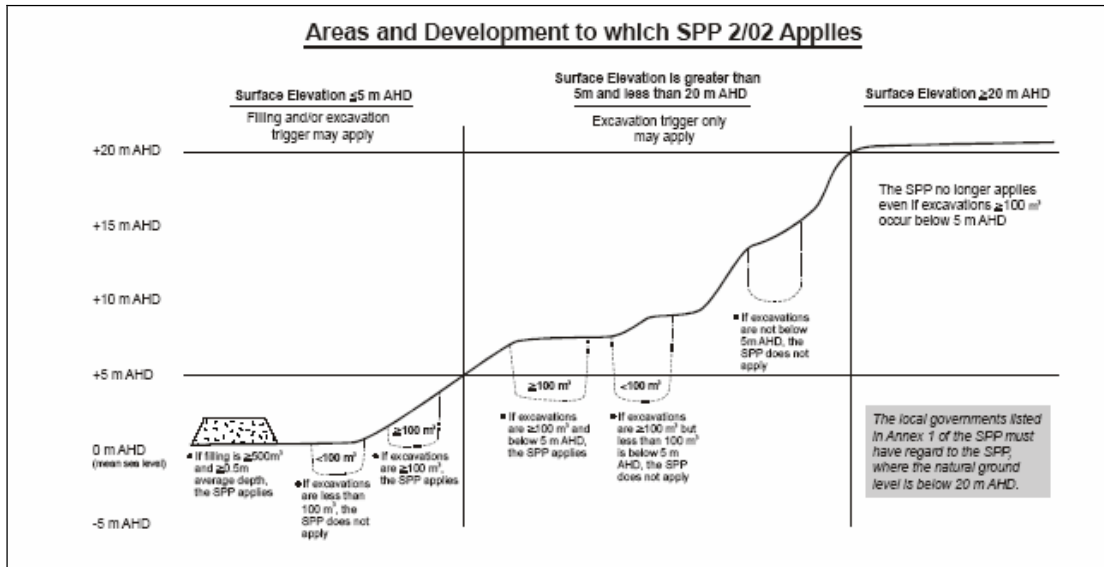


Figure 1

Source: Diagram in Section 3 of the State Planning Policy 2/02 Guideline: Acid Sulfate Soils.

4.6.9 Vegetation Conservation & Significant Waterway Code

Identification of Affected Premises

It is important that remaining natural areas are conserved in order to protect biological diversity and to maintain essential ecological processes and landscape integrity.

The Vegetation Conservation / Waterway Significance Overlays identify:

- Premises that have vegetation conservation values; and
- Significant waterways.

Conservation Attributes

Vegetation conservation values for areas on an Overlay have been assessed considering the following conservation attributes:

- Presence of endangered, rare or vulnerable plant species;
- Regional significance of vegetation type;
- Structural integrity of any remnant vegetation;
- Size or connectivity of any remnant vegetation;
- Corridor function;
- Catchment process;
- Presence of riparian or wetland areas.

The categories of vegetation conservation values on the Overlay and the characteristics of each category are contained in the following table.

CATEGORY	CHARACTERISTICS
Vegetation Category 1	Premises within this designation possess very high values for at least two of the conservation attributes and high values for the remaining attributes.
Vegetation Category 2	Premises within this designation possess high values for at least four of the conservation attributes.
Vegetation Category 3	Premises within this designation possess at least one of the conservation attributes. Premises may contain more than one attribute, that will need to be identified and considered in any development application.
Vegetation Category 4	Premises within this designation possess at least one of the conservation attributes. Premises may contain more than one attribute, that will need to be identified and considered in any development application.

The significance of waterways included in an Overlay has been assessed considering the following conservation attributes:

- Biodiversity values;
- Riparian and instream habitat;
- Hydrological and water quality values;
- The presence of remnant riparian areas; and
- Connectivity to areas of high biodiversity or conservation reserves.

The categories of Significant Waterways identified on an Overlay and the characteristics of each category are contained in the following table.

CATEGORY	CHARACTERISTICS
Waterway Category 1	Have riparian areas included in a Vegetation Category 1 area on an Overlay; or Have stream sections that are in close proximity to conservation reserves or areas of high ecological values such as National Parks, World Heritage Areas or Vegetation Category 1 Value areas; or Are ranked by the two highest ratings in the FNQ 2010 Regional Environmental Strategy - Key Waterways Report.
Waterway Category 2	Have riparian areas located within 200m of a Vegetation Category 1 area on the Overlay; or Have riparian areas located within 200m of a conservation reserve.
Waterway Category 3	Have a well developed riparian area generally greater than 25m in width.
Waterway Category 4	Have a well developed riparian area generally less than 25m in width.

The waterways identified in the Vegetation Conservation / Waterway Significance Overlay are not limited to waterways that may be classified as a “watercourse” for the purposes of the Water Act 2000.

Purpose

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

- The protection and enhancement of water quality and conservation values;
- The protection biodiversity;
- Essential ecological processes are maintained;
- The protection of identified conservation values and connectivity of vegetation communities;
- The prevention of fragmentation, alienation or adverse impacts in vegetation communities; and
- The protection of waterways and riparian corridors.

Applicability

This Code applies to development that is:

- Assessable; and
- On premises:
 - a) within a Conservation Value designation; or
 - b) containing a Significant Waterway; or
 - c) adjoining another premises containing a Significant Waterway.
- Identified on a Vegetation Conservation / Significant Waterway Significance Overlay contained in Chapter 3; and
- Identified in the table below.

APPLICABLE DEVELOPMENT
Material Change of Use, except for a Home Activity, Home Based Business, Primary Industry.
Reconfiguring a Lot
Operational Work, associated with Reconfiguring a Lot
Operational Work, - excavation or filling of more than 50m ³ of material not associated with a Material Change of Use.
Operational Work, vegetation clearing not associated with a Material Change of Use
Building Work not associated with a Material Change of Use other than minor building work.

Elements of the Code

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Protection of Conservation Values

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
Vegetation Category 3 and Vegetation Category 4	
P1 Development must not unnecessarily affect vegetation conservation values.	<p>A1.1 The vegetation on premises must be retained except vegetation within a 6m radius of the outer limits of the footprint of an approved building; and</p> <p>A1.2 Development does not damage the root zone of vegetation through compaction, excavation or filling; and</p> <p>A1.3 Development does not affect any hydrological scheme, which causes drainage or flooding of vegetation.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
Vegetation Category 1 and Vegetation Category 2	
P2 Development does not fragment or alienate areas identified as having key or moderate conservation values	A2.1 No acceptable measures are specified.
P3 Development optimises the viability and connectivity of areas identified as having key or moderate conservation values.	A3.1 No acceptable measures are specified.
P4 Development does not adversely affect vegetation conservation values in areas identified as having a key or moderate conservation value.	<p>A4.1 Where development occurs:</p> <ul style="list-style-type: none"> a) it is located on that part of the site which poses the least threat to the vegetation conservation values, for example: <ul style="list-style-type: none"> i) adjacent to existing development; ii) within an existing cleared area; iii) within a disturbed area with little potential for rehabilitation; iv) within an area close to an access road; and b) Buildings and structures are constructed within building areas identified as having the least impact on the vegetation conservation values; and c) Roads, driveways, infrastructure and park facilities are located outside areas identified as having Key or Moderate Conservation Values, apart from boardwalks, pathways and similar facilities which assist in the appreciation and interpretation of the area; and d) Fence lines are located outside areas of identified as having Key or Moderate Conservation Values. <p>A4.2 The vegetation on premises must be retained except vegetation within a 6m radius of the outer limits of the footprint of an approved building; and</p> <p>A4.3 Development does not damage the root zone of vegetation through compaction, excavation or filling; and</p> <p>A4.4 Development does not affect any hydrological scheme, which causes drainage or flooding of vegetation.</p>

Riparian Corridors

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 The riparian corridor adjacent to waterways must be maintained.	<p>A5.1 Development does not occur within the riparian corridor; and</p> <p>A5.2 The riparian corridor is:</p> <ul style="list-style-type: none"> a) transferred to public ownership for an appropriate reserve purpose; or b) protected through an Environmental Covenant; and <p>A5.3 Vegetation within the riparian corridor is retained.</p>
P6 Degraded sections of the riparian corridor must be rehabilitated.	A6.1 Degraded sections of the riparian corridor are revegetated with endemic species typical of the riparian corridor in the area.

Development Adjacent to Waterways and Riparian Corridors

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 The riparian corridor adjacent to waterways must be maintained.	A7.1 Development and infrastructure must not be located in a riparian corridor.
P8 Development of premises adjoining or containing a waterway must not adversely affect the integrity of the waterway or the riparian corridor.	<p>A8.1 All roads must:</p> <ul style="list-style-type: none"> a) not be located in a riparian corridor; and b) be developed and constructed to achieve a low speed environment where adjacent to a riparian corridor; and <p>A8.2 Open space areas are:</p> <ul style="list-style-type: none"> a) located adjacent to riparian corridors; and b) located to provide connectivity between riparian corridors and areas of vegetation conservation value; and <p>A8.3 Low intensity development and the lowest intensity of development is located adjacent to the riparian corridor.</p>

Ecological Values and Natural Processes

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 The ecological values and natural processes of waterways must be protected to maintain or enhance environmental quality and aquatic habitat values.	A9.1 Development of a premises adjoining or containing a waterway does not involve clearing of vegetation or modification of the bed or banks of the waterway.
P10 No interference with waterways occurs unless necessary to improve channel stability.	A10.1 No acceptable measures are specified.

4.7 Land Use Codes

4.7.1 Aquaculture Minor

Purpose

The purpose of this Code is to ensure that Aquaculture operations are:

- Established on suitable sites;
- Managed so that any possible environmental impacts are contained within the site;
- Development protects and contributes to, the amenity of the locality; and
- Landscaping of premises on which development is located contributes to maintaining or establishing attractive streetscape.

Applicability

This Code applies to development that is:-

- Self-assessable or assessable;
- A Material Change of Use of premises for Aquaculture Minor.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Establishment and Operation

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The siting of buildings and structures on the premises do not adversely impact on the amenity of adjoining premises and the locality.</p>	<p>A1.1 The site has a minimum area of 800m²; and</p> <p>A1.2 The site has a minimum road frontage of 15 metres; and</p> <p>A1.3 A 3 metre wide landscaped strip is provided and maintained clear of car parking areas, refuse storage facilities and the like within the site adjacent to the road frontages of the site.</p>
<p>P2 The use is contained within a building and does not result in off-site contamination of ground or surface waters, or adversely impact upon surrounding ecological systems.</p>	<p>A2.1 The use is contained within a building; and</p> <p>A2.2 A bund is to be provided to contain at least 110% of the total capacity of the tanks within the facility; and</p> <p>A2.3 All wastewater from the site (including wash-down water) must directly discharge into the sewer; and</p> <p>A2.4 A bucket floor gully trap* is installed in the floor area to collect solid wastes for disposal.</p> <p>Note: * Solid waste is required to be collected and disposed in accordance with the Council's Trade Waste Policy and Pre-Treatment Guidelines for Trade Waste Discharges. Refer to Cairns Water.</p>

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to -</p> <ul style="list-style-type: none"> a) be accommodated on-site; b) maximise safety and efficiency of loading; and c) protect the visual and acoustic amenity of the premises and adjoining premises. 	<p>A.3.1 Loading facilities -</p> <ul style="list-style-type: none"> a) are located at the rear or side of the building; b) are not located adjacent to a Residential 1, 2 or 3 Planning Area; c) are provided with parking bays and manoeuvring areas for service vehicles in accordance with AS 2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.
<p>P4 Vehicle manoeuvring areas are designed to be operationally safe and functional</p>	<p>A.4.1 Vehicle parking and manoeuvring areas -</p> <ul style="list-style-type: none"> a) are designed in accordance with AS28901 – Car Parking Facilities (Off Street Parking) and; b) provide turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.

4.7.2 Business and Technology Park Code

Purpose

The purpose of this code is to ensure that:

- The design and development of all activities undertaken in the Business and Technology Park make a positive contribution to the viability and appearance of the park; and
- A high standard of design and amenity is achieved and maintained within the Business and Technology Park and for surrounding land uses.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for Business and Technology Park.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The height of buildings and structures must be compatible with the desired character of the area.	A1.1 The height of buildings and of other structures is not greater than 10 metres.
P2 The design and siting of buildings must contribute to the desired amenity of the area.	<p>A2.1 Buildings are set back six metres from the road frontage/s of the site; and</p> <p>A2.2 Buildings may be constructed up to the side and rear boundaries where the Building Code requirements are satisfied; or</p> <p>A2.3 Where the Building Code requirements are not satisfied, buildings are set back 2.5 metres or ¼ of the height of the building, whichever is the greater from side and rear boundaries; and</p> <p>A2.4 The site coverage of buildings is not greater than 70%; and</p> <p>A2.5 Buildings are designed to address the main road frontage.</p>

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 The Business and Technology Park must be designed and constructed to relate to and provide a high level of accessibility to adjacent and related facilities.	<p>A3.1 The internal road layout of the Business and Technology Park provides a link to adjacent and related facilities; and</p> <p>A3.2 Pedestrian links are provided between sites within the Business and Technology Park, and between the Business and Technology Park and adjacent and related facilities.</p>
P4 The transport of goods to and from sites within the Business and Technology Park must not affect the movement of traffic on roads adjacent to the site.	<p>A4.1 The site is provided with a loading / unloading facility; and</p> <p>A4.2 The site is provided with a manoeuvring area so that a single unit truck may enter and leave the site in forward gear.</p>

Landscaping

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 Landscaping must be provided to create an attractive facility and to enhance the amenity of the area.	<p>A5.1 A minimum of 15% of the site is landscaped in accordance with the Design Guidelines set out in Section D9 of the Planning Scheme Policy, FNQROC Development Manual; and</p> <p>A5.2 The setback areas from the road frontages are landscaped and are maintained clear of car parking areas, refuse storage facilities and the like.</p>

Public Art

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P6 Public art is provided that is visible and accessible to the general public and reflects the local character of Cairns through a variety of mediums.	A6.1 Public art is provided in accordance with Planning Scheme Policy – Public Art.

4.7.3 Caravan and Relocatable Home Parks Code

Purpose

The purpose of this code is to ensure that Caravan and Relocatable Home Parks:

- Are located and designed to provide an attractive environment for short and longer term residents; and
- Do not adversely affect the amenity of the Planning Area in which they are located.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for a Caravan and Relocatable Home Park.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The location and design of Caravan and Relocatable Home Parks must provide an acceptable level of amenity for residents and must not adversely affect the amenity of the surrounding areas.	A1.1 No acceptable measures are specified.

4.7.4 Caretaker's Residence Code

Purpose

The purpose of this Code is to ensure that:

- Caretaker's Residences are used for genuine caretaking or property management purposes; and
- An acceptable level of amenity is provided to the caretaker, while maintaining the integrity of the relevant Planning Area.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for a Caretaker's Residence.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 The Caretaker's Residence must be of a size and nature in keeping with its function and be afforded an appropriate level of recreation and service facilities.</p>	<p>A1.1 The Caretaker's Residence is:</p> <ul style="list-style-type: none"> a) limited to a maximum of 100m² of habitable floor area or b) in the Rural 1 Planning Area is limited to a maximum of 100m² which could be incorporated into part of a farm shed; and <p>A1.2 The Caretaker's Residence is provided with an area of private open space which is directly accessible from the residence, and</p> <ul style="list-style-type: none"> a) if at ground level, has an area of not less than 50m², with no horizontal dimension of less than 4 metres; or b) if a balcony, verandah or deck, has an area of not less than 15m², with no horizontal dimension of less than 2.5 metres; and <p>A1.3 The open space is fenced or screened to facilitate the enjoyment by the occupants of the Caretaker's Residence; and</p> <p>A1.4 The Caretaker's Residence is provided with</p> <ul style="list-style-type: none"> a) an outdoor service court with a minimum area of 5m² to facilitate clothes drying facilities; b) an area for general storage; and c) an area for the storage of a garbage receptacle.

Establishment and Operation

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 The accommodation must be necessary for the operation of the primary use of the site.</p>	<p>A2.1 The Caretaker's Residence is occupied only by the proprietor, manager or caretaker of the primary use established on the premises, together with any immediate family of that person; and</p> <p>A2.2 A Caretaker's Residence shall be:</p> <ul style="list-style-type: none"> a) a demountable or relocatable building or buildings that may otherwise be reclassified into a rural shed if the caretaking function ceases or is no longer required; or b) may otherwise be reclassified into an office or ancillary use if the caretaking function ceases or is no longer required.
<p>P3 The premises for a Caretaker's Residence must be of a sufficient area to be consistent with the nature of its intended function.</p>	<p>A3.1 In the Rural 1 Planning Area the premises:</p> <ul style="list-style-type: none"> a) has a minimum area of 4.0ha; and b) is located within 100 metres of the primary residence; or <p>A3.2 In all other Planning Areas the Caretaker's Residence is located on the same lot as the primary use.</p>
<p>P4 Sufficient space is provided for on-site parking to satisfy the projected needs of residents and visitors.</p>	<p>A4.1 A minimum of 1 parking space is required.</p>

4.7.5 Child Care Centre Code

Purpose

The purpose of this Code is to ensure that Child Care Centres:

- Are accessible to the communities they serve;
- Provide an attractive and safe environment;
- Are compatible with the surrounding Planning Area.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for a Child Care Centre.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Child Care Centres must be located to satisfy community expectations and be accessible to the communities they serve without adversely affecting the amenity of residential uses and multiple dwellings</p>	<p>A1.1 The Child Care Centre is located in:</p> <ul style="list-style-type: none"> a) a Local Centre, Business or Commercial Planning Area; or b) the Residential 1, Residential 2 or Residential 3 Planning Area that is proximate to a school, library or a cluster of community uses (e.g. community hall, open space, park) to contribute to the cluster of such uses; and <p>A1.2 The Child Care Centre is located no closer than 400 metres from a Detached Bottle Shop; and</p> <p>A1.3 The Child Care Centre is located on, or in close proximity to, an existing or likely future public transport route; and</p> <p>A1.4 The Child Care Centre is located with access to a road other than a Local Access Street or an Arterial Road.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 A Child Care Centre is located on a site that is capable of accommodating the range of facilities necessary for the care of children; landscaping and buffering; and access, manoeuvring and parking areas.</p>	<p>A2.1 The Child Care Centre is located on a site with a minimum area of:</p> <ul style="list-style-type: none"> a) 1000m² where no more than 25 children are to be accommodated; or b) 1500m² where more than 25 but no more than 50 children are to be accommodated; or c) 2000m² where more than 50 children are to be accommodated.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Potential conflict with adjoining land uses must be minimised.</p>	<p>A3.1 Buildings, structures, car parking and vehicle manoeuvring areas:</p> <ul style="list-style-type: none"> a) In the Residential 1, Residential 2 and Residential 3 Planning Areas have a minimum setback of: <ul style="list-style-type: none"> i) 6 metres from the main road frontage; ii) 3 metres from any secondary road frontage; or b) In all other Planning Areas, have a minimum setback of 3 metres from all road frontages; and <p>A3.2 In the Residential 1, Residential 2 and Residential 3 Planning Areas, all outdoor play areas have a minimum setback of 2 metres from all common boundaries with adjoining premises; and</p> <p>A3.3 1.8 metre high screen fence is erected along all side and rear boundaries; and</p> <p>A3.4 The setback areas from the road frontage/s and side and rear boundaries are landscaped in accordance with the design guidelines set out in Section D9 of the Planning Scheme Policy, FNQROC Development Manual.</p>

4.7.6 Detached Bottle Shop Code

Purpose

The purpose of this Code is to ensure that Detached Bottle Shops are established:

- Without adversely affecting the amenity of the Planning Area in which they are located.
- Community safety is enhanced and crime and anti-social behaviour is actively discouraged through the design of the centre.
- Buildings and structures are sited and designed to complement or enhance the character and amenity of streets and neighbouring premises.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for a Detached Bottle Shop.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Detached Bottle Shops must be located to satisfy community expectations relating to location and accessibility.	<p>A1.1 The Detached Bottle Shop is located::</p> <ul style="list-style-type: none"> a) In the City Centre Planning Area or Sub-Regional Centre Planning Area; or b) No closer than 400 metres from a Child Care Centre, Educational Establishment (being a primary school or high school) or Place of Assembly. <p>A1.2 The distance of 400 metres is measured according to the shortest route that reasonably may be used in travelling from the public entrance to the Detached Bottle Shop to the boundary of the lot containing the particular facility or facilities listed in A1.1 above; or.</p> <p>A1.3 Where an existing Detached Bottle Shop is relocating within a premises, items A1.1 and A1.2 do not apply.</p>

Public Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The public access to a Detached Bottle Shop must be safe and have a high level of visibility.	<p>A2.1 The Detached Bottle Shop has a single point of public access; and</p> <p>A2.2 In the case where a Detached Bottle Shop is located as a free-standing facility on a single lot, public access to the Detached Bottle Shop is provided via the main road frontage; and</p> <p>A2.3 A sign stating "Persons Under 18 Not Permitted" is located adjacent to the public entrance to the Detached Bottle Shop and the sign is clearly visible to the general public.</p>

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 The ground storey of buildings with frontage to a street or public or semi public space is designed to provide visual interest, enhance the character and amenity of the street, foster social and business interaction of people and discourage crime and anti-social behaviour.	<p>A3.1 Entrances to buildings address the street or public or semi public space to which the building has frontage; and</p> <p>A3.2 Where buildings are located on a corner site, the main entrance faces the principal street or the corner; and</p> <p>A3.3 At the ground storey a minimum of 65% of building frontage is presented as windows / glazed doors and a maximum of 35% as solid façade; and</p> <p>A3.4 Clear windows are provided at ground storey and where provided, grille or translucent security screens are used rather than solid shutters, screens or roller-doors.</p> <p>A3.5 Recesses in building facades, including doorways, are not of a size that will conceal a person; or</p> <p>A3.6 Where significant recesses are unavoidable, measures such as good lighting, strategically placed mirrors, transparent materials or angled approaches are employed.</p>

4.7.7 Display Facilities Code

Purpose

The purpose of this Code is to ensure that:

- Development protects, and contributes to, the amenity of the locality; and
- Landscaping of premises on which development is located is contributes to maintaining or establishing attractive streetscape;
- The establishment of display facilities which serve the surrounding residential community is facilitated;
- The scale of development contributes to a high standard of amenity.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for a Display Facilities.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The siting of buildings, structures and display items on the premises do not adversely impact on the amenity of adjoining premises and the locality.	<p>A1.1 Buildings on sites with frontage to a State-Controlled Road, existing or proposed Arterial Road or existing or proposed Sub-Arterial Road, as identified on the Road Hierarchy Overlay Maps are set back 8 metres from the road frontage; or</p> <p>A1.2 In the case of a corner site which has frontage to two of these higher order roads mentioned in A1.1, buildings are set back 8 metres from the highest order road and 6 metres from the other road; or</p> <p>A1.3 In other cases, buildings are set back 6 metres from the road frontage/s; and</p> <p>A1.4 Where the site has a common boundary with land in a City Centre, Sub-Regional Centre, District Centre, Local Centre or Industry Planning Area, the building is set back 0 metres from side and rear boundaries; otherwise the minimum setback from side and rear boundaries is 2.5 metres or 1/4 of the height of the building, whichever is the greater; and</p> <p>A1.5 In other cases, the building is set back 2.5 metres or 1/4 of the height of the building, whichever is the greater, from the common boundary.</p>

<p>P2 The siting of display items must contribute to the desired amenity of the area and protect the amenity of other land uses.</p>	<p>A2.1 Display Items are set back a minimum of 2 metres from any road frontage/s.</p>
<p>P3 The layout of bulk landscape supplies must not detrimentally impact on adjoining allotments.</p>	<p>A3.1 Except where access is provided to the site, a buffer of dense planting is provided along the full length of the boundaries of the premises in accordance with the following:</p> <ul style="list-style-type: none"> a) a minimum of 6 metres where the site adjoins land in a Residential 1,2 or 3 Planning Area or an existing residential use; and b) a minimum of 4 metres in all other instances.
<p>P4 The design and scale of buildings and structures is compatible with the surrounding area.</p>	<p>A4.1 The length of any continuous wall plane with a street frontage does not exceed 15 metres, with a minimum change in plane of 1.5 metres; and</p> <p>A4.2 New buildings and structures contain an entrance and window which can be viewed from the street.</p>

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 The transport of goods, materials, vehicles and equipment to and from Display Facilities must not adversely affect the movement of traffic on roads adjacent to the site.</p>	<p>A5.1 The site is provided with a loading/unloading facility; and</p> <p>A5.2 The site is provided with a manoeuvring area so that a single unit truck may enter and leave the site in forward gear.</p>

Landscaping

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Landscaping contributes to establishing an attractive streetscape.</p>	<p>A6.1 A minimum of 10% of the area of the site inclusive of any landscape strip or buffer is landscaped in accordance with the Design Guidelines set out in Section D9 of the Planning Scheme Policy, FNQROC Development Manual; and</p> <p>A6.2 A 6 metre wide landscaped strip is:</p> <ul style="list-style-type: none"> a) provided and maintained clear of car parking areas, refuse storage facilities and the like within the site adjacent to the road frontages of the site; or b) modified so that discrete display areas intrude into the strip where the total length of these display areas is not more than 50% of the length of the frontage and the depth of these display areas within the landscaped strip is not more than 3 metres; and <p>A6.3 The landscaping within the landscaped strip adjacent to the road is of a nature which allows visibility of vehicles, equipment, etc. from the road.</p>

4.7.8 Dual Occupancy

Purpose

The purpose of this Code is to:

- Allow for two dwelling units to be established on a single lot of land where desirable;
- Promote a variety of housing choice;
- Promote the retention of dwellings with cultural heritage values;
- Ensure that the residential character and amenity of the neighbourhood is maintained and enhanced;
- Ensure the scale and character of development are consistent with the existing form of development in established residential neighbourhoods;
- Ensure that neighbourhood amenity is protected and maintained in terms of residential character and streetscape pattern;
- To ensure occupants have a high sense of ownership.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for a Dual Occupancy.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES												
<p>P1 Lots have an area of appropriate size and dimensions.</p>	<p>A1.1 The site has a minimum area of:</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Planning Area</th> <th>Minimum Area</th> </tr> </thead> <tbody> <tr> <td>Residential 1</td> <td>800m²</td> </tr> <tr> <td>Residential 2</td> <td>800m²</td> </tr> <tr> <td>Residential 3</td> <td>600m²</td> </tr> <tr> <td>Tourist & Residential</td> <td>600m²</td> </tr> <tr> <td>Other Areas</td> <td>No acceptable measure specified</td> </tr> </tbody> </table> <p style="margin-left: 40px;">and</p> <p>A1.2 Development is on a regularly shaped lot; and</p> <p>A1.3 Is not affected by the Hillslopes Overlay.</p>	Planning Area	Minimum Area	Residential 1	800m ²	Residential 2	800m ²	Residential 3	600m ²	Tourist & Residential	600m ²	Other Areas	No acceptable measure specified
Planning Area	Minimum Area												
Residential 1	800m ²												
Residential 2	800m ²												
Residential 3	600m ²												
Tourist & Residential	600m ²												
Other Areas	No acceptable measure specified												
<p>P2 Development does not have a detrimental impact on amenity.</p>	<p>A2.1 Development is located within:</p> <ul style="list-style-type: none"> a) the Residential 2 Planning Area; or b) 400 metres of the Residential 3 Planning Area; or c) a Sub-Regional Centre; District Centre or Local Centre; and <p>A2.2 Development is located on a Sub-arterial, Collector Road or Access Street.</p>												

Design and Siting

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 Buildings are sited such that:</p> <ul style="list-style-type: none"> a) the setback from the street frontages is consistent with the established streetscape pattern; and b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties; and c) the setback from all boundaries is sufficient to allow areas of deep plangent; and d) the setback from street frontages provides for the desired streetscape pattern. 	<p>A3.1 Building setback from any road frontage is:</p> <ul style="list-style-type: none"> a) a minimum of 6 metres; and b) in established areas within 20% of the average setback of adjoining development.
<p>P4 Buildings and structures incorporate a similar roof pitch, architectural features, height and exterior colours of:</p> <ul style="list-style-type: none"> a) existing dwellings in the immediate area; and b) existing dwellings and structures on the lot. 	<p>A4.1 Buildings are oriented on site to:</p> <ul style="list-style-type: none"> a) allow prevailing south-easterly and north-easterly breezes to penetrate the site; and b) maximise the exposure of individual dwellings to prevailing and cross- breezes; and c) minimise exposure to western sun; and

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>A4.2 Individual dwelling units are planned for maximum natural ventilation and light. Every dwelling has:</p> <ul style="list-style-type: none"> a) Access to prevailing breezes including external walls with openings in at least two different orientations to allow breeze paths within the dwelling; or b) Partitioned walls, vents in or above doorways and internal louvers as required to ensure air movement through the dwelling; and c) Northerly orientation of an internal or external living area for winter solar access; and d) Access to a covered, outside area accessible to breezes for the drying of clothes. This area shall be sited such that it is not visible from public spaces.
P5 Dwelling units are sited to promote and encourage a sense of separation and individuality	A5.1 Buildings and structures are not attached by a common wall or other structure.
P6 Service structures and mechanical plant (including air conditioners and split system air conditioners) are located or insulated such that dwelling units within the development, and in residential buildings on adjoining properties are not affected by the noise source.	<p>A6.1 Service structures and mechanical plant are:</p> <ul style="list-style-type: none"> a) screened and baffled; or b) otherwise incorporated into the building form to maintain and uphold the amenity of dwelling units within the development, and of residential buildings on adjoining properties.

Character and Community Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Buildings and structures contribute to the residential character and amenity. In particular buildings and structures:</p> <ul style="list-style-type: none"> a) have sufficient area for residential living consistent with the amenity of a Residential area; and b) are responsive to the City's climate by taking into account prevailing breezes and solar orientation; c) are designed to minimise energy consumption; and d) are sympathetic to the traditional streetscape pattern. 	A6.1 No acceptable measures are specified.
P7 Dwelling units located at the rear of an allotment are to be predominantly obscured when viewed from the road frontage.	A7.1 No acceptable measures are specified.
P8 To promote the retention of existing dwellings with cultural heritage values.	<p>A8.1 For development within a Local Heritage Site or Character Precinct, the ground floor area can be enclosed to create a dwelling unit; or</p> <p>A8.2 Dwellings with similar vernacular architecture may be relocated or constructed on a lot.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 Private open spaces and habitable rooms are protected from overlooking by dwelling layout, screening devices, distance or landscaping.	A9.1 Where habitable rooms look directly at habitable rooms in residential buildings, privacy is protected by: <ul style="list-style-type: none"> a) fixed obscure glazing in any part of the window below 1.5m above floor level; or b) fixed external screens; or c) sill heights of 1.5m above floor level; or d) in the case of screening for the ground floor level, fencing to a height of 1.8m above ground level.

Fencing

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P10 Fencing is designed such that it retains the existing amenity of adjacent dwellings of the area and is consistent in terms of design and materials with other fences in the locality.	A10.1 A screen fence (minimum height of 1.8 metres and maximum gap of 10mm) must be provided to the side and rear of the lot.

Landscaping and Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P11 Landscaping provides for an attractive streetscape.	A11.1 A minimum of 3 metres of dense planting is provided along the road frontage/s of the subject site.
P12 Landscaping dominates the road frontage.	A12.1 No acceptable measures are specified.
P13 Easily accessible and functional communal landscape and recreation area is provided for the benefit of residents.	A13.1 A minimum area of 25m ² is provided to each dwelling unit with a minimum average dimension of 4 metres; and A13.2 Paved and sealed areas do not exceed 1/3 of the required landscaped area.

Access and Parking

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P14 The development provides residents and guests with safe and convenient vehicle access to dwellings and the road network.	A14.1 Dwelling units are serviced by: <ul style="list-style-type: none"> a) a shared unobstructed driveway with a minimum width of 3.6 metres; or b) by individual unobstructed driveways, having a minimum width of 3 metres each; and A14.2 The surface treatment of any driveway is imperviously sealed; and A14.3 Where development is on a Sub-arterial or Collector Road the driveway design is such that vehicles can enter and exit the site in a forward gear.
P15 The development promotes and encourages a sense of separation, individuality and ownership for each dwelling.	A15.1 Where a Dual Occupancy is to be erected on a corner allotment; each dwelling unit is accessed from a different road frontage.
P16 Adequate on-site parking is provided for both residents and visitors.	A16.1 A minimum of 2 spaces per unit which may be in tandem with a minimum of 1 covered space per unit; and

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>A16.2 Development involving raised Queenslander Style Housing within identified character precincts, the parking requirement is reduced to a minimum 2 on-site spaces only.</p>
<p>P17 The design and location of vehicle access and parking:</p> <ul style="list-style-type: none"> a) minimises impacts on neighbouring dwelling units and compliments the streetscape; and b) Reduces thermal radiation, minimises noise and lessens the visual impact of hardstand area. 	<p>A17.1 A minimum of 1 metre wide dense planted buffer is provided adjacent to any vehicle movement or parking area.</p>

4.7.9 Extractive Industry Code

Purpose

The purpose of this code is to ensure that:

- The significant impacts of extractive industry on the environment are addressed in the planning of extractive industry operations;
- Extractive industry operations are managed so that environmental impacts are contained within the site;
- Extractive industry sites are progressively rehabilitated;
- Extractive industry resources and haul routes (where required) are protected;
- There are adequate separation distances from potentially incompatible land uses and extractive industries.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use for the purpose of an Extractive Industry.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Establishment and Operation

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The extractive industry does not adversely affect the amenity of the Planning Area in which they are proposed to be located.	A1.1 No acceptable measures are specified.
P2 The extractive industry utilises mitigation measures that minimise any likely adverse impact on ecological and hydrological processes.	A2.1 No acceptable measures are specified. Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the information which should be provided to demonstrate that the performance criteria are achieved.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 The operation of the extractive industry does not compromise public safety.</p>	<p>A3.1 Safety fencing is provided for the full length of the perimeter of the site and around extractive industry stockpiles and operation; and</p> <p>A3.2 Access to the site is to a standard as to accommodate the design vehicles in accordance with Australian Standard 2880.2 and adequate sight distance must be maintained at the access in accordance with Australian Standard 2890.1; and</p> <p>A3.3 Blasting does not result in materials escaping or being ejected from the site; and</p> <p>A3.4 Prior to any blasting, notices of warning which provide warning to those working on the site and to passers by is erected and kept clearly exhibited on the approaches to, and not less than 400 metres from the site of the blasting.</p>
<p>P4 Minimise the likelihood of potentially incompatible land uses establishing over or in the vicinity of extractive or mineral deposits and operations and their haul routes.</p>	<p>A4.1 A baseline separation distance of 1 km from extent of the known extractive resource precincts or from the boundary of the current or proposed mining or extractive operation (including infrastructure), where the operation involves blasting and crushing; and</p> <p>A4.2 A 200 m distance for mining and extractive resources or operations where blasting or intrusive processing is not involved, such as sand mining; and</p> <p>A4.3 A 100 m distance each side of the major quarry haulage routes (as identified on DEO Map 3) associated with the extractive resources; and</p> <p>A4.4 Where no resource precinct has been defined, the separation distance to be taken from the boundary of the mining lease or mineral development licence or extractive industry approval area; and</p> <p>A4.5 Modification of the boundaries following field inspection based on topographic conditions such as an intervening ridge or other feature permitting a lesser separation distance or a more topographically suitable position of the boundary; and</p> <p>A4.6 Where residential, close rural residential development or industrial development exists within the relevant separation distance, appropriate separation will need to be established within the resource adjacent to residential or rural residential settlement (and arrangements made with industrial owners), or the mining or extractive operation modified to achieve acceptable levels of impact at the adjacent sensitive land use.</p>
<p>P5 The site must be progressively rehabilitated to ensure that:</p> <ul style="list-style-type: none"> a) a stable landform is achieved; b) there are no adverse environmental impacts; and c) the landform is suitable for alternative uses. 	<p>A5.1 No acceptable measures are specified.</p> <p>Note: The Planning Scheme Policy, Reports and Information Council May Request, provides a guide to the information which should be provided to demonstrate that the performance criteria are achieved.</p>

4.7.10 Home Activity Code

Purpose

The purpose of this code is to ensure that Home Activities:

- Are of a scale, and conducted at a level of intensity, that does not detrimentally impact on the amenity of residential areas or the occupants of residential premises;
- Are adequately serviced by infrastructure.

Applicability

This code applies to development that is:

- Self-assessable or assessable;
- A Material Change of Use of premises for a Home Activity.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Establishment and Operation

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 A Home Activity must be compatible with surrounding area.</p>	<p>A1.1 The Home Activity is conducted only by a resident or residents of the premises; and</p> <p>A1.2 The total area used for the purpose of the Home Activity is not greater than 30m² within a Dwelling Unit or the curtilage of the premises; and</p> <p>A1.2 No goods or equipment associated with the Home Activity are stored or displayed so as to be visible from outside the premises; and</p> <p>A1.3 The Home Activity:</p> <p style="margin-left: 20px;">a) is conducted between the hours of 8.00 am to 8.00 pm Monday to Friday and 8.00 am to 6.00 pm Saturday.</p> <p style="margin-left: 20px;">b) is not conducted at all on Sundays or on public holidays; and</p> <p>A1.4 No more than two customer/client visits to the site per day.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 A Home Activity must not adversely affect the amenity of the surrounding area.	A2.1 Not more than one commercial vehicle is associated with the Home Activity and is garaged/parked on the site; and A2.2 Any commercial vehicle associated with the Home Activity does not exceed 4 tonnes gross vehicle mass (gvm); and A2.3 No vehicle is fuelled, serviced or repaired on the site; and A2.4 Does not involve any source of power other than an electric motor of no more than 400 watts; and A2.5 Parking is provided on-site to accommodate the customers or clients in addition to the requirements of the house. A2.6 Limited to one sign no greater than 1 metre in length and 0.3 metres in height per premises and is not illuminated; and A2.7 Waiting areas, entry areas and business telephones are located away from windows and doors where adjacent to neighbouring properties.

4.7.11 Home Based Business Code

Purpose

The purpose of this Code is to ensure that Home Based Businesses:

- Are at a scale and level of intensity compatible with the locality;
- Do not adversely affect the amenity of the locality.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- A Material Change of Use of premises for a Home Based Business.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Establishment and Operation

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 A Home Based Business must be compatible with the surrounding area.</p>	<p>A1.1 The Home Based Business is conducted by a resident or residents of the House and the number of employees who are not residents of the premises does not exceed 1; and</p> <p>A1.2 The total area used for the purpose of the Home Based Business is not greater than 50 m² within a Dwelling Unit or the curtilage of the premises; and</p> <p>A1.3 No goods or equipment associated with the Home Based Business are stored or displayed so as to be visible from outside the premises; and</p> <p>A1.4 Except for bed and breakfast accommodation, the Home Based Business:</p> <ul style="list-style-type: none"> a) is conducted between the hours of 8.00 am to 8.00 pm Monday to Friday and 8.00 am to 6.00 pm Saturday; b) is not conducted at all on Sundays or on public holidays; and <p>A1.5 No more than eight customer/client visits to the site per day.</p>
<p>P2 A Home Based Business must not adversely affect the amenity of the surrounding residential area.</p>	<p>A2.1 Not more than one commercial vehicle is associated with the Home Based Business and is garaged/parked on the site; and</p> <p>A2.2 Any commercial vehicle associated with the Home Based Business does not exceed 4 tonnes gross vehicle mass (gvm); and</p> <p>A2.3 No vehicle is fuelled, serviced or repaired on the site; and</p> <p>A2.4 Home Based Business is carried out within a detached house; and</p> <p>A2.5 Advertising signage is limited to one device no greater than 1 metre in length and 0.3 metres in height per premises and is not illuminated ; and</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>A2.6 Waiting areas, entry areas and business telephones are located away from windows and doors where adjacent to neighbouring properties.</p>
<p>P3 Home Based Business Parking is provided on-site to accommodate the customers or clients in addition to the requirements of the house.</p>	<p>A3.1 The parking required for a house; plus</p> <ul style="list-style-type: none"> a) 1 space per 25m² of net lettable area used for the Home Based Business; or b) 1 space per bedroom approved for Bed & Breakfast Accommodation or Farm Stay Accommodation.

4.7.12 House Code

Purpose

The purpose of this Code is to ensure that the siting, design and use of each House contributes to the amenity and character of the locality.

Applicability

This Code applies to development that is:

- Self-assessable or assessable;
- A Material Change of Use of premises for a House.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Height

P1 The height of a building is not to unduly – <ul style="list-style-type: none"> a) overshadow adjoining houses; and b) obstruct the outlook from adjoining lots; and c) affect the residential character of the area. 	A1.1 The building height is not more than 7.5m.
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4.7.13 Illuminated Tennis Court Code

Purpose

The purpose of this Code is to ensure that an illuminated tennis court does not adversely affect the amenity of the surrounding locality.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for an Illuminated Tennis Court.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

<p>P1 An illuminated tennis court must not adversely affect the amenity of the surrounding residential area.</p>	<p>A1.1 An illuminated tennis court is set back a minimum of 5 metres from the lot boundary and the setback area/s is landscaped to provide an effective visual screen and reduce lighting impacts; and</p> <p>A1.2 Illumination levels parallel to, and at a distance of 1.5 metres outside the site for a height of 10 metres do not exceed 8 lux in either the vertical or horizontal plane.</p>
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4.7.14 Industry Class A, B & C Code

Purpose

The purpose of this Code is to ensure that Industry achieves appropriate environmental standards and a high standard of layout and building design.

Applicability

This Code applies to development that is:

- Self-assessable and assessable;
- A Material Change of Use of Premises for the purpose of Industry Class A, B or C.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Development must not adversely impact on the amenity of the adjoining premises and the locality.</p>	<p>A1.1 Buildings on sites with frontage to a State-Controlled Road, existing or proposed Arterial Road or existing or proposed Sub-Arterial Road, as identified on the Road Hierarchy Overlay Maps are set back 8 metres from the road frontage; or</p> <p>A1.2 In the case of a corner site which has frontage to two of these higher order roads, buildings are set back 8 metres from the highest order road and 6 metres from the other road; or</p> <p>A1.3 In other cases, buildings are set back:</p> <ul style="list-style-type: none"> a) 6 metres from the main road frontage; and b) 3 metres from any secondary road frontage; and <p>A1.4 Where the site has a common boundary with land in an Industry Planning Area, the building is set back 0 metres from side and rear boundaries; otherwise the minimum setback from side and rear boundaries is 1.5 metres or 1/4 of the height of the building, whichever is the greater; and</p> <p>A1.5 In other cases, the building is set back 2.5 metres or 1/4 of the height of the building, whichever is the greater, from the common boundary.</p>

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to -</p> <ul style="list-style-type: none"> a) be accommodated on-site; b) maximise safety and efficiency of loading; and c) protect the visual and acoustic amenity of the premises and adjoining premises. 	<p>A.2.1 Loading facilities -</p> <ul style="list-style-type: none"> a) are contained wholly within the premises; b) are located at the rear or side of the building; c) are not located adjacent to a Residential 1, 2 or 3 Planning Area; and d) are provided with parking bays and manoeuvring areas for service vehicles in accordance with AS 2890.2 – Parking Facilities (Off-street Parking) Commercial Vehicle Facilities.
<p>P3 Vehicle manoeuvring areas are designed to be operationally safe and functional</p>	<p>A3.1 Vehicle parking and manoeuvring areas -</p> <ul style="list-style-type: none"> a) are designed in accordance with AS28901 – Car Parking Facilities (Off Street Parking) and; b) provide turning circles designed in accordance with AP34/95 (Austroads 1995) Design Vehicles and Turning Path Templates.
<p>P4 Access to the premises is consolidated to minimise conflict between vehicles accessing and egressing the site and users of the adjacent road system.</p>	<p>A4.1 Each lot is provided with one access point; and</p> <p>A4.2 Vehicle movement within the premises is provided for via reciprocal easements.</p>
<p>P5 The layout of self storage facilities enables adequate vehicle circulation and vehicle parking adjacent each storage unit.</p>	<p>A5.1 Internal vehicle driveways have a minimum aisle width of 7 metres.</p>

Landscaping

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 Industrial sites must be landscaped to enhance the amenity of industrial areas and provide a pleasant working environment.</p>	<p>A5.1 A minimum of 10% of the area of the site is landscaped; and</p> <p>A5.2 The setback areas from the road frontage/s contain dense planting; and</p> <p>A5.3 The setback areas from side and rear boundaries provided in the case where the site adjoins land not in an Industry Planning Area or land containing an existing residential use contain dense planting; and</p> <p>A5.4 Areas used for storage are screened from view from the street by dense planting fencing or buildings.</p>

4.7.15 Intensive Animal Husbandry Code

Purpose

The purpose of this code is to ensure that:

- Does not have adverse impacts on the environment;
- Does not adversely impact on the amenity of the locality;
- Is established on premises that are suitable to accommodate the impacts and scale of the use.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for Intensive Animal Husbandry.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B: For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The site must have sufficient area to accommodate the Intensive Animal Husbandry facility and to achieve adequate setbacks.	A1.1 The site has an area of not less than 2 hectares.
P2 The establishment of Intensive Animal Husbandry must not interfere with coastal processes or affect vegetation.	A2.1 The area of the site containing the Intensive Animal Husbandry facility is not located below Highest Astronomical Tide; and A2.2 The establishment of the Intensive Animal Husbandry facility does not involve the removal of vegetation identified as having key, moderate, low or very low conservation values on the Vegetation Conservation / Waterway Significance Overlay Maps.
P3 The topography of the site must be suitable for the intended use.	A3.1 The area of the site containing the Intensive Animal Husbandry facility has a slope less than 10%.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 The site must be adequately serviced so that the use may operate effectively and without affecting existing or planned residential uses.</p>	<p>A4.1 Access to the Intensive Animal Husbandry Facility is provided via a road constructed to a rural (or higher) standard as identified in the Design Guidelines set out in Section D1 of the Planning Scheme Policy, FNQROC Development Manual and</p> <p>A4.2 The site is connected to an electricity supply; and</p> <p>A4.3 The site is provided with a reliable water supply and, where the supply is not from a reticulated water supply system, an approved water allocation is permitted by the relevant agency.</p>
<p>P5 The establishment of Intensive Animal Husbandry must not adversely affect existing or planned residential or community uses.</p>	<p>A5.1 The use is established in the Rural 1 Planning Area; and</p> <p>A5.2 The site is not less than:</p> <ul style="list-style-type: none"> a) 5000 metres from any Residential 1, Residential 2, Residential 3 or Tourist and Residential Planning Area; b) 1000 metres from any Low Density Residential Planning Area; and c) 1000 metres from any community facilities where people gather, such as community halls or schools.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Buildings, other structures, ponds and waste disposal areas must be sited so that the Intensive Animal Husbandry facility does not impact on the amenity of the area and does not have significant adverse environmental impacts outside the site.</p>	<p>A6.1 Buildings, pens, other structures, ponds and waste disposal areas are setback not less than:</p> <ul style="list-style-type: none"> a) 40 metres from the frontage to a State-controlled Road; and b) 20 metres from the frontage of any other road; and c) 15 metres from the side and rear boundaries of the site; and d) 100 metres from any House on surrounding land; and <p>A6.2 Buildings, pens, other structures, ponds and waste disposal areas are set back:</p> <ul style="list-style-type: none"> a) 50 metres from a Category 1, 2 or 3 Waterway; and b) 20 metres from a Category 4 Waterway.

Establishment and Operation

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 Buildings, pens, other structures, ponds and waste disposal areas must be sited, constructed and managed so that the maximum number of animals intended to be kept or processed on the land can be accommodated without having any significant adverse environmental impacts outside the site.</p>	<p>A7.1 Fencing is provided and maintained to prevent the escape of animals, where live animals are kept on the site.</p>
<p>P8 Waste disposal areas are situated only where there is no risk of contaminating any groundwater supply or surface water resource, and are of an adequate size to provide for the amount of waste generated on the site.</p>	<p>A8.1 No acceptable measures are specified.</p>

4.7.16 Multiple Dwelling (Small Scale Development) Code

Purpose

The purpose of this code is to:

- Facilitate the development of diverse housing options in both established and new residential areas.
- Retain older dwellings in Character Precincts;
- provide an opportunity to increase density in established residential areas, without having a significant impact on the streetscape and character values of the neighbourhood.
- Ensure that development provides a pleasant living environment appropriate to the lifestyle and climate of Tropical North Queensland;
- Attain a high level of energy efficiency for new residential development;
- Manage the impact of development on neighbouring residents.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for Multiple Dwelling (small scale development);
- Building Work for Multiple Dwelling (small scale development).

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

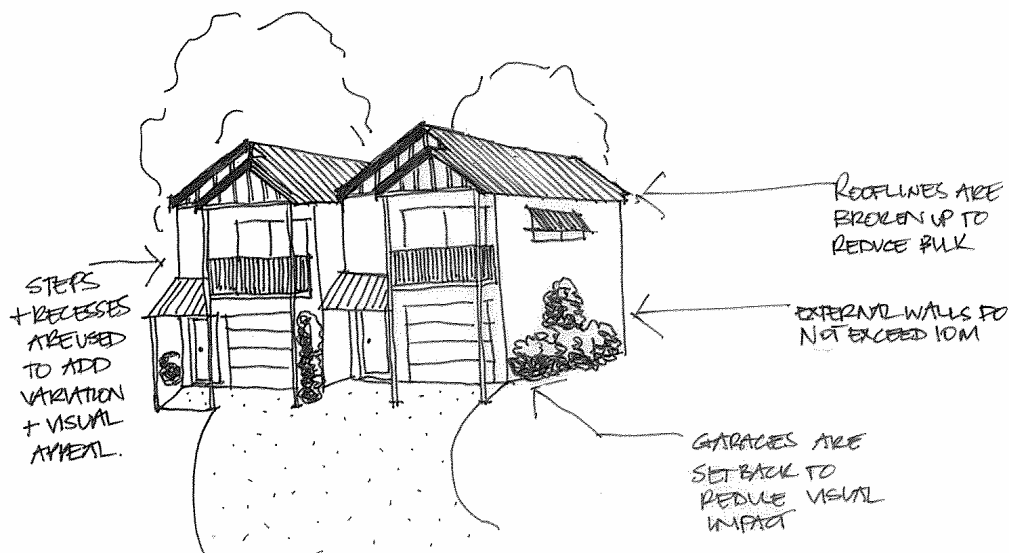
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES						
<p>P1 The site has sufficient area, frontage and dimensions to accommodate:</p> <ul style="list-style-type: none"> a) the buildings; and b) other structures; and c) required open space; and d) vehicular access and car parking; and e) service areas; and f) pedestrian access; and g) landscaping. 	<p>A1.1 The site has a minimum area of:</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Planning Area</th> <th>Minimum Area</th> </tr> </thead> <tbody> <tr> <td>Residential 2</td> <td>800m²</td> </tr> <tr> <td>Other Areas</td> <td>No acceptable measure specified</td> </tr> </tbody> </table> <p><i>(Note: Alternative solutions will be considered for developments that involve retention of character housing.)</i></p>	Planning Area	Minimum Area	Residential 2	800m ²	Other Areas	No acceptable measure specified
Planning Area	Minimum Area						
Residential 2	800m ²						
Other Areas	No acceptable measure specified						

Streetscape and Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 The overall scale, proportions and rhythm of the development:</p> <ul style="list-style-type: none"> a) responds to the subdivision patterns; and b) is respectful of the streetscape pattern. 	<p>A2.1 Where in a Character Precinct, existing buildings are retained and re-used; or</p> <p>A2.2 All other areas - No acceptable measures are specified.</p>
<p>P3 Buildings are setback from the street frontages to establish a desirable streetscape pattern or in established areas maintain consistency with the existing streetscape pattern.</p>	<p>A3.1 Building setback from any road frontage is:</p> <ul style="list-style-type: none"> a) a minimum of 6 metres; or b) in established areas within 20% of the average setback of adjoining development <p>Figure 1 Example of front setback</p> <p style="text-align: center;">Setback to front boundary</p> <p style="text-align: center;">Road</p> <p style="text-align: center;">Within 20% of adjoining development in established areas and a minimum of 6 metres.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-left: auto; margin-right: auto;"> <p>--- Average setback of adjoining buildings</p> <p>■ Area within 20% of average setback</p> </div>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 The visual appearance and scale of the building is compatible with the scale of surrounding development and streetscape pattern.</p>	<p>A4.1 The maximum plot ratio is 1.0; and</p> <p>A4.2 Buildings do not exceed 30m in any single dimensions</p> <p>A4.3 Minimum distances between adjoining residential buildings on the site are:</p> <ul style="list-style-type: none"> a) up to two storeys – 4 metres b) more than two storeys – 7 metres and <p>A4.4 Steps, recesses, projections and other variations are used in plan and elevation, including:</p> <ul style="list-style-type: none"> a) external walls do not exceed 10 metres in length without a change in plan of at least 1.5 metres; and b) individual balconies are articulated or separated; and <p>A4.5 Building finishes include variation in colours, materials and textures; and</p> <p>A4.6 Rooflines are broken up and include features that reduce the overall bulk and add scale (such as cascading roof levels, gables, skillions or variations in pitch).</p>

Figure 2 Scale of the building is compatible with the scale of surrounding development

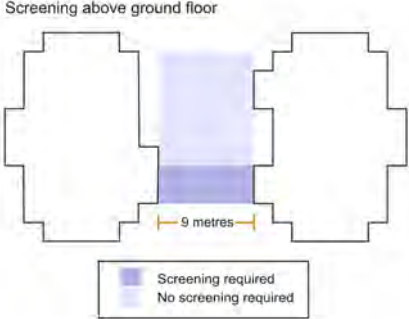


Tropical Design and Energy Efficiency

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 The development achieves tropical character and a Cairns vernacular through:</p> <ul style="list-style-type: none"> a) the use of structural elements and building materials of varying scales and textures; and b) variations in exterior colours; and c) variations in the size and patterning of windows; and d) use of awnings and other sun protection devices; and e) reference to dominant vertical and horizontal patterns in the streetscape. 	<p>A5.1 No acceptable measures are specified.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Buildings are sited and designed to:</p> <ul style="list-style-type: none"> a) maximise cross-breezes through the site; and b) minimise solar heat loads; and c) promote breeze and natural light. 	<p>A6.1 Buildings are oriented on site to:</p> <ul style="list-style-type: none"> a) allow prevailing south-east and north-east breezes can penetrate the site; and b) the majority of individual dwelling units have exposure to prevailing and cross-breezes; and c) exposure to western sun is minimised and shaded; and d) building layouts do not include a double bank of units on either side of an access corridor; and <p>A6.2 Every dwelling unit is designed for maximum natural ventilation through the provision of:</p> <ul style="list-style-type: none"> a) Openings in external walls with at least two different orientations to allow breeze paths within the dwelling; or b) partitioned walls, vents in or above doorways and internal louvers as required to ensure air movement through the dwelling unit; and
	<p>A6.3 Every dwelling unit is designed for maximum natural light and solar gain through:</p> <ul style="list-style-type: none"> a) the northerly orientation of at least one internal or external living area for winter solar access; and b) provision of natural daylight to all habitable rooms; and <p>A6.4 Each dwelling shall have access to a private or shared covered, naturally ventilated clothes-drying area, sited such that it not directly visible from public spaces or living rooms.</p>

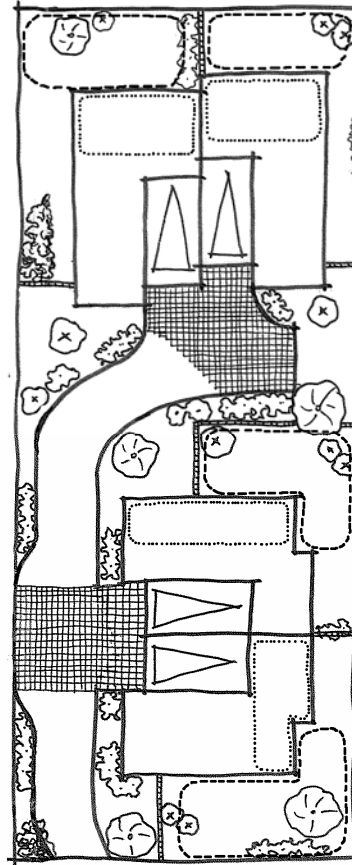
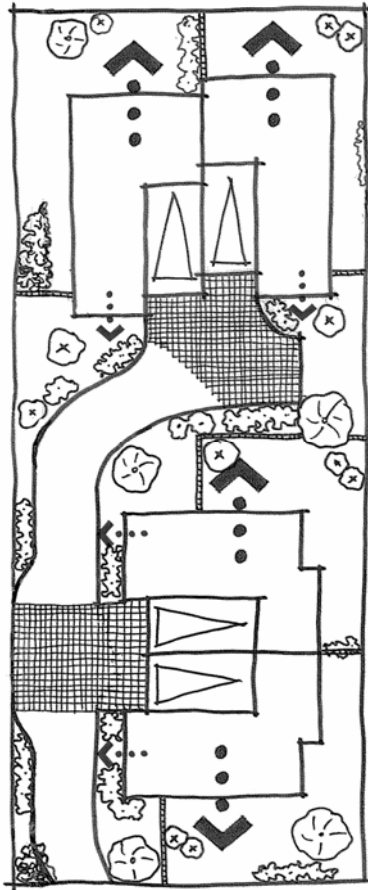
Residential Amenity

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 Buildings and open living areas are designed and arranged on the site to provide privacy for residents and neighbours</p>	<p>A7.1 Habitable rooms and private open space are oriented to avoid overlooking of neighbouring properties; and</p> <p>A7.2 Where habitable rooms look directly at habitable rooms in residential buildings within 2m at ground floor level or within 9m above ground floor level, privacy is protected by:</p> <ul style="list-style-type: none"> a) opaque louvers or obscure glazing in any part of a window that is below 1.5m above floor level; or b) fixed external screens; or c) in the case of ground floor rooms, fencing to a height of 1.8m above ground level; or d) in the case of ground floor rooms, deep planting; and <p>Figure 3 Example of when Screening is Required</p>  <p style="text-align: center;">Screening above ground floor</p> <p style="text-align: center;">9 metres</p> <div style="text-align: center;"> Screening required No screening required </div>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>A7.3 The side and rear boundary setback is a minimum of 1m one third of the height of the building which ever is greater; and</p> <p>Note: For developments in a Character Precinct alternative solutions will be considered in order to facilitate retention of character housing; and</p> <p>A7.4 A screen fence (minimum height of 1.8 metres and maximum gap of 10mm) must be provided to the side and rear of the lot.</p>
<p>P8 Units are oriented to the street to create a distinct identity and provide opportunities for casual surveillance of the public domain.</p>	<p>A8.1 At least one dwelling is located along any street frontage and has at least two of the following features oriented to the street:</p> <ul style="list-style-type: none"> a) windows to habitable rooms; b) an entry door or porch; c) a balcony or patio (which may be partially screened for privacy). <p>A8.2 Fences and walls to road frontages do not exceed:</p> <ul style="list-style-type: none"> a) 1.2 metres in height if solid; or b) 1.5 metres if partially transparent. <p>Note: Alternative solutions will be considered for developments on State Controlled Roads and future State Controlled Roads.</p>
<p>P9 Residents can access private and functional outdoor living areas</p>	<p>A9.1 Units have a private and functional outdoor living area that:</p> <ul style="list-style-type: none"> a) has minimum dimensions of 2.4m; and b) has minimum area of 8.4m²; and c) is directly accessed from internal living spaces (not bedrooms); and e) has an absorptive material on at least one surface to reduce noise transmission
<p>P10 The site is landscaped to improve amenity for residents and neighbours and contribute positively to the streetscape character.</p>	<p>A10.1 At least 10% of the site is deep planting with minimum dimensions of 4m and with trees selected to suit the streetscape; and</p> <p>A 10.2 A further 10% of the site is soft landscaping (ie not paved or sealed) with a minimum dimensions of 2.5m.</p>

Figure 4 Example of good design with units facing front and back so not overlooking neighbours

Figure 5 Residents can access private and functional outdoor space

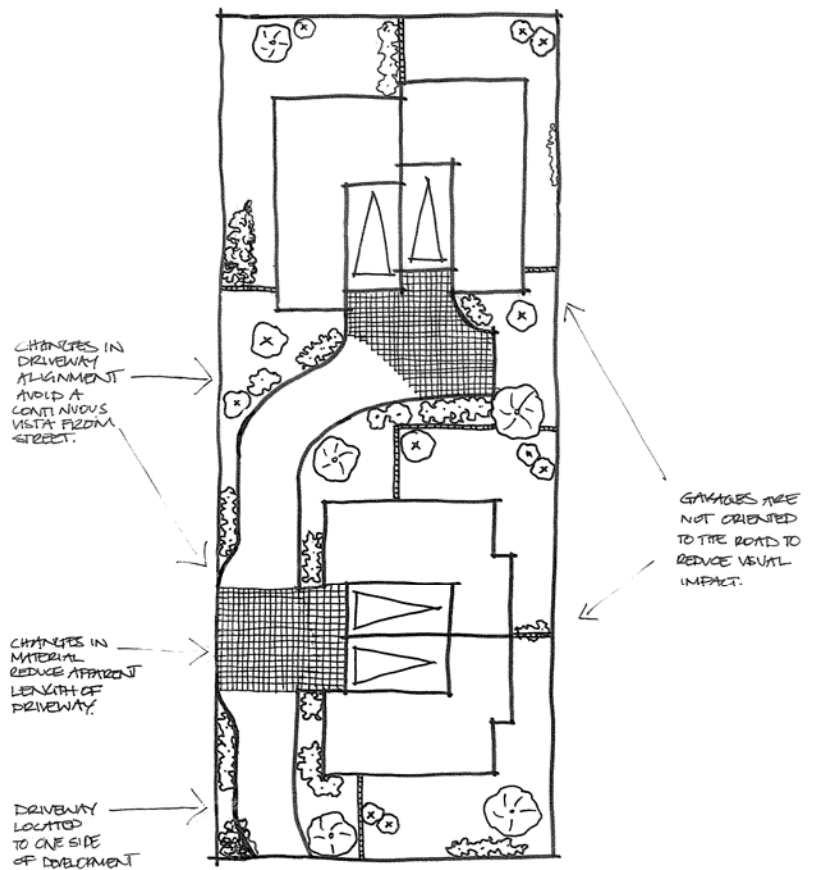
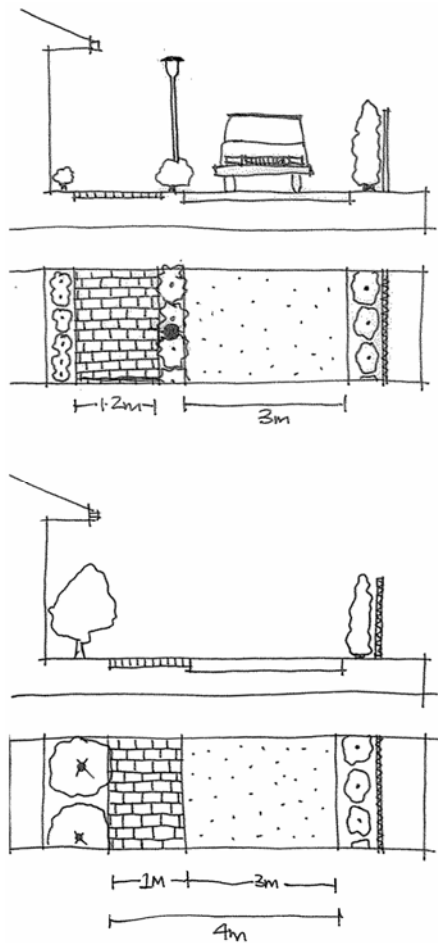


Access and Parking

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P11 Access to the development is from a street with sufficient width and capacity for the additional traffic movements and manoeuvres generated by the development</p>	<p>A11.1 Development is located on a State controlled, Sub-arterial, Collector Road or Access Street.</p>
<p>P13 Vehicle access and parking is not visually obtrusive from the street and is consistent with the streetscape.</p>	<p>A13.1 The development is serviced by a shared single driveway that is located to one side of the development; and</p> <p>A13.2 The width of the drive at the crossover does not exceed 3.6m; and</p> <p>A13.3 The surface treatment of any driveway is imperviously sealed; and</p> <p>A 13.4 The apparent length of the driveway is reduced by:</p> <ul style="list-style-type: none"> a) introducing changes in alignment to avoid a continuous vista from the street; or b) introducing changes of material along the length to reduce the apparent length; or c) locating deep planting at the end and along the drive; and

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>A13.5 Where development is on a Sub-arterial or Collector Road the internal circulation design is such that vehicles can enter and exit the site in a forward gear; and</p> <p>A13.6 Not more than one car-parking space is located between the development and the street; and</p> <p>A13.7 Car parking structures are not visually prominent from the street.</p>
<p>P14 Vehicle access and parking is sited to minimise impacts on adjoining dwelling from noise, light, glare and thermal radiation.</p>	<p>A14.1 Vehicle access and parking is:</p> <ul style="list-style-type: none"> a) oriented or screened to avoid reflection of car headlights and area lighting into the windows of habitable rooms and patios or balconies of other dwelling units within the development and adjacent dwellings / properties; and b) separated from windows to habitable rooms either by location, enclosure or screening to minimise noise and light disturbance and fume emissions.
<p>P15 Pedestrian access is prominent and safe.</p>	<p>A15.1 A prominent, well-lit, sealed footpath, of minimum width 1.2m, links the development with the on street works; or</p> <p>A 15.2 Pedestrian access is via a well-lit and clearly delineated shared traffic area with minimum width of 4.0m and the pedestrian area denoted by a change in colour or texture of the hard surface; and</p> <p>A15.3 Buildings, fences and landscaping are designed and lit so that they will not conceal a person.</p>

Figure 6 Examples of safe pedestrian access Figure 7 Vehicle access and parking is not obtrusive from the street access



Services

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P16 Refuse storage areas are:</p> <ul style="list-style-type: none"> a) convenient and accessible to residents and refuse collection services; and b) located and designed to prevent adverse impacts associated with smell, liquid discharge and unsightliness : <ul style="list-style-type: none"> i) within the site; and ii) on adjoining properties; and iii) to a street. 	<p>A16.1 Each unit has a hard surfaced bin storage area located within a fenced area, but physically and visually separate from external living areas; or</p> <p>A16.2 Provision is made for the communal storage of rubbish bins in an imperviously sealed, roofed and bunded area that:</p> <ul style="list-style-type: none"> a) contains a hose down area draining to Council's sewer network; and b) is sited and designed to be unobtrusive and screened from view from the street frontage; and c) is of a sufficient size to accommodate the necessary number of bins; and <p>A19.3 Bins can be transported from the storage area(s) to the street along sealed paths or drives.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P17 A secure storage area is provided for each dwelling unit.</p>	<p>A17.1 Secure storage areas:</p> <ul style="list-style-type: none"> a) are located to enable access by motor vehicle; and b) have a minimum space of 2.4m² per dwelling unit; and c) have a minimum height of 2.1 metres; and d) have minimum dimensions to enable secure bicycle storage d) are weather proof; and e) are lockable; and f) are ARI 100 immune.
<p>P18 Services structures and mechanical plant (including air conditioners and split system air conditioners) are screened or otherwise incorporated as part of the building form.</p>	<p>A18.1 Services structures and mechanical plant are not visible from:</p> <ul style="list-style-type: none"> a) the street, and b) adjoining properties, and c) public open space; and <p>A18.2 Mechanical plant is not located:</p> <ul style="list-style-type: none"> a) on balconies or adjacent to other liveable areas; and b) near multiple reflective surfaces such as walls and eaves; and

4.7.17 Multiple Dwelling and Holiday Accommodation Code

Purpose

The purpose of this code is to:

- Ensure that Multiple Dwellings are compatible with and complementary to surrounding development, with regard to scale, bulk, and streetscape patterns;
- Ensure that Multiple Dwellings do not adversely impact on the natural environment of the area, and existing natural features on the site;
- Ensure that the design of Multiple Dwellings creates a pleasant living environment and is appropriate for the tropical climate of Tropical North Queensland;
- Effectively manage the impacts of multiple dwelling development on neighbours;
- Foster the development of alternative housing options, including a mix of population densities, within residential areas;
- Encourage infill development, whilst retaining the existing character of residential areas.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for Multiple Dwellings or Holiday Accommodation;
- Building Work for Multiple Dwellings or Holiday Accommodation.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES										
<p>P1 The premises has sufficient area and dimensions to accommodate:</p> <ul style="list-style-type: none"> a) the buildings; and b) other structures; and c) open space; and d) car parking; and e) vehicular access; and f) pedestrian access; and g) landscaping; and h) recreation facilities. 	<p>A1.1 The site has a minimum area of:</p> <table border="1"> <thead> <tr> <th>Planning Area</th> <th>Minimum Area</th> </tr> </thead> <tbody> <tr> <td>Residential 2</td> <td>800m²</td> </tr> <tr> <td>Residential 3</td> <td>600m²</td> </tr> <tr> <td>Tourist & Residential</td> <td>600m²</td> </tr> <tr> <td>Other Areas</td> <td>No acceptable measure specified</td> </tr> </tbody> </table> <p>and;</p> <p>A1.2 The site has a minimum Main Road Frontage of 15 metres.</p> <p>Note: Alternative solutions will be considered for developments in a Character Precinct in order to facilitate retention of Queenslander housing.</p>	Planning Area	Minimum Area	Residential 2	800m ²	Residential 3	600m ²	Tourist & Residential	600m ²	Other Areas	No acceptable measure specified
Planning Area	Minimum Area										
Residential 2	800m ²										
Residential 3	600m ²										
Tourist & Residential	600m ²										
Other Areas	No acceptable measure specified										

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES										
<p>P2 To retain the existing character of the residential suburbs of Cairns, buildings are designed to:</p> <ul style="list-style-type: none"> a) maximise the separation between buildings; and b) provide adequate landscaping and open space around buildings for screening and recreational opportunities for the residents and visitors of the site; and c) achieve a balance between parking, driveways, service areas and landscaping and building; and d) promote through breeze, natural light, vistas and visual lines; and e) reduce the bulk of buildings. 	<p>A2.1 The maximum site cover is 40%; and</p> <p>A1.4 The gross floor area shall not exceed the following:</p> <table border="1"> <thead> <tr> <th>Planning Area</th> <th>Maximum GFA</th> </tr> </thead> <tbody> <tr> <td>Residential 2</td> <td>0.8 x site area</td> </tr> <tr> <td>Residential 3</td> <td>1.2 x site area</td> </tr> <tr> <td>Tourist & Residential</td> <td>1.2 x site area</td> </tr> <tr> <td>Other Areas</td> <td>No acceptable measure specified</td> </tr> </tbody> </table>	Planning Area	Maximum GFA	Residential 2	0.8 x site area	Residential 3	1.2 x site area	Tourist & Residential	1.2 x site area	Other Areas	No acceptable measure specified
Planning Area	Maximum GFA										
Residential 2	0.8 x site area										
Residential 3	1.2 x site area										
Tourist & Residential	1.2 x site area										
Other Areas	No acceptable measure specified										
<p>P3 The development achieves tropical character and a Cairns vernacular through:</p> <ul style="list-style-type: none"> a) the use of structural elements and building materials of varying scales and textures; and b) variations in exterior colours; and c) variations in the size and patterning of windows; and d) use of awnings and other sun protection devices. 	<p>A3.1 No acceptable measures are specified.</p> <p><i>See Figure 1 below for an example</i></p>										
<p>P4 The building is designed and sited to ensure adequate natural daylight in habitable rooms and principal open space areas, to allow residents and visitors enjoyment during the majority of the daylight hours.</p>	<p>P4.1 No acceptable measures are specified</p>										

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P5 The building bulk is reduced by a combination of:</p> <ul style="list-style-type: none"> a) balconies; and b) recesses in the vertical plane; and c) variation in building form; and d) roof features; and e) the use of curves, steps, recesses, projections or variation in plan and elevation, including articulated or separated balconies. 	<p>A5.1 Building bulk and form is reduced by:</p> <ul style="list-style-type: none"> a) the length of elevation does not exceed 15 metres, with a minimum change in plane in plan or elevation of 1.5 metres; and b) there is a minimum distance of 7 metres between adjoining residential buildings within the site; and c) the use of curves, steps, recesses, projections or variations in plan and elevation; and d) the provision of articulated or separated balconies; and e) variation in building colours, materials and textures; and <p>A5.2 Rooflines are broken up and include features that reduce the overall bulk and add scale (such as cascading roof levels, gables, skillions or variations in pitch); and</p> <p>A5.3 The length of any continuous eaves line does not exceed 16m.</p>
<p>P6 The overall scale, proportions and rhythm of the development:</p> <ul style="list-style-type: none"> a) responds to traditional subdivision patterns; and b) is sympathetic to the traditional streetscape pattern. 	<p>A6.1 No acceptable measures are specified.</p> <p><i>See Figure 2 below for an example</i></p>

Figure 1 – Illustration of Desirable Character Attributes for Multiple Dwellings

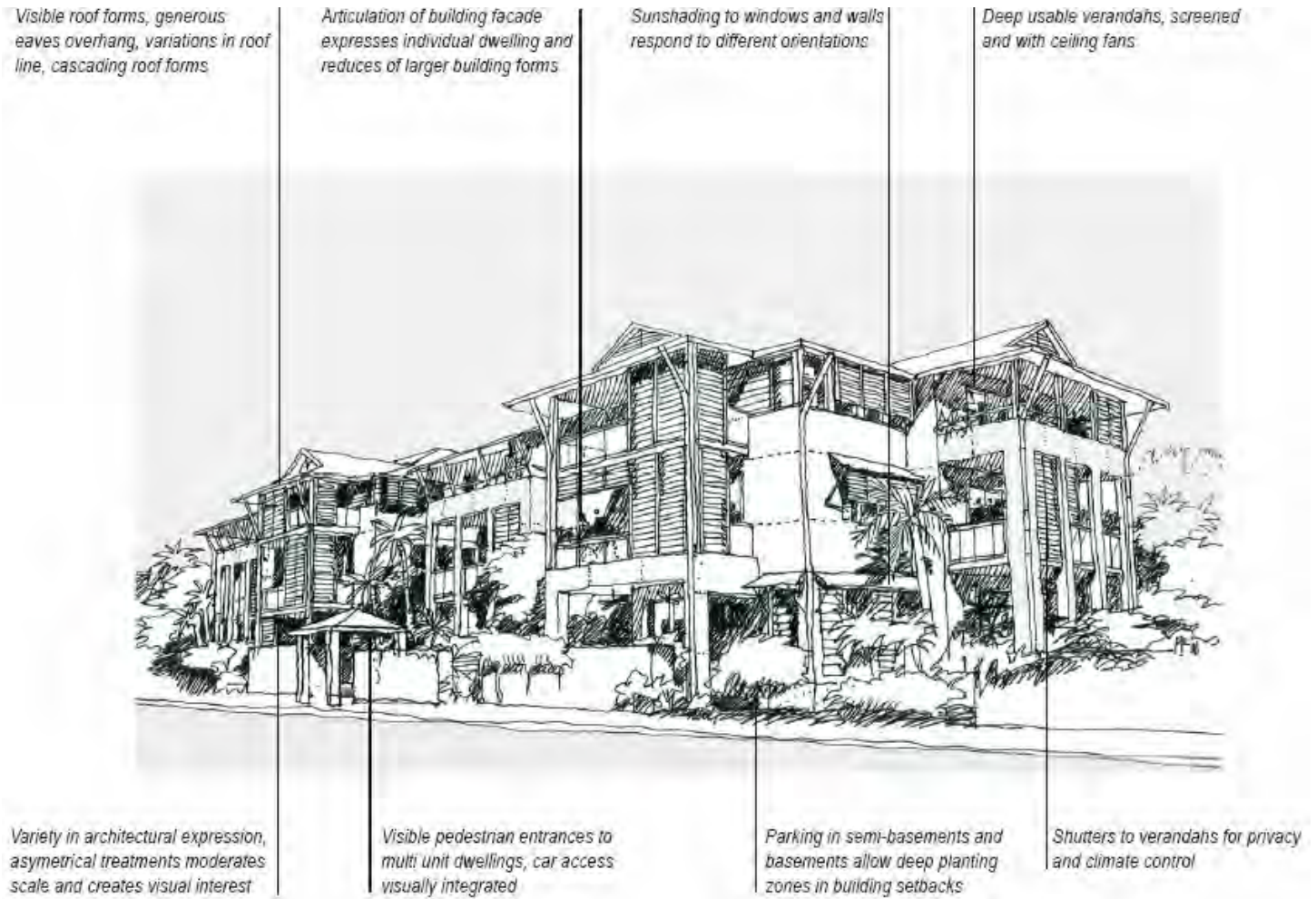
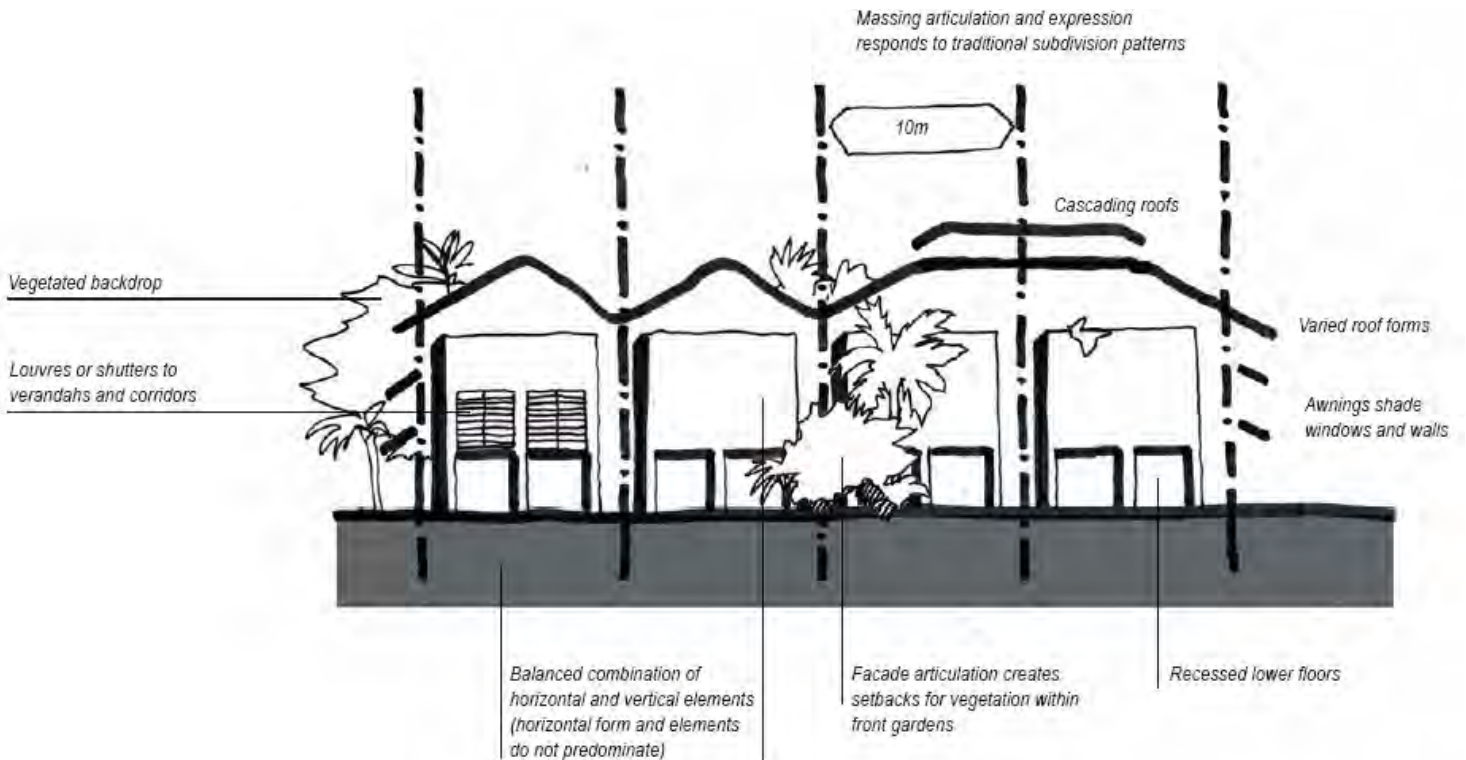
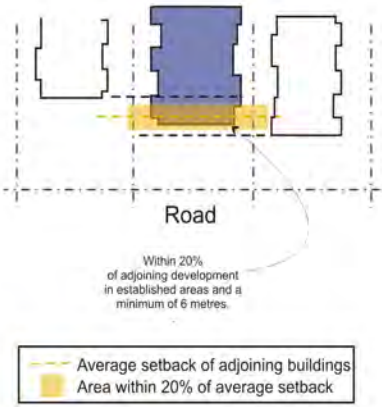
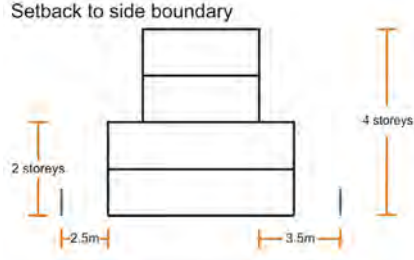


Figure 2 – Scale, Proportions and Rhythm of the Building Reflects the Dominant Streetscape

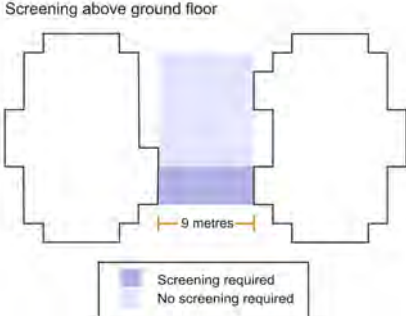


PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 Buildings shall be sited such that:</p> <ul style="list-style-type: none"> a) the setback from street frontages is consistent with the established streetscape pattern; and b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties; and c) the setback from all boundaries is sufficient to allow areas of deep planting; and d) the setback from street frontages provides for the desired streetscape pattern. 	<p>A7.1 Buildings are setback 15 metres to the Cairns Esplanade; and</p> <p>A7.2 For buildings in other locations, building setback from main road frontage is:</p> <ul style="list-style-type: none"> a) a minimum of 6 metres; and b) in established areas within 20% of the average setback of adjoining development; and <p>Figure 3 Example of front setback.</p> <p style="text-align: center;">Setback to front boundary</p>  <p>A7.3 Regardless of clauses 7.4 and 7.5 below, for the purposes of reducing overshadowing, the setback along the southern and western boundary shall be one third of the height of the building, measured to the eaves; and</p> <p>A7.4 The rear boundary setback is a minimum of 4 metres.</p> <p>A7.5 The side boundary setback is:</p> <ul style="list-style-type: none"> a) a minimum of 2.5m for the first 2 storeys; and b) a minimum of 3.5 m for the next 2 storeys, and <p>Figure 4 Example of Side Setback.</p> <p style="text-align: center;">Setback to side boundary</p>  <p>Note: All setbacks are measured in plan view.</p> <p>Note: For developments in a Character Precinct refer also to that Code for requirements relating to setbacks and streetscape. In these locations, alternative solutions will be considered in order to facilitate retention of Queenslander housing.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Services structures and mechanical plant (including air conditioners and split system air conditioners) are screened or otherwise incorporated as part of the building form.</p>	<p>A8.1 Services structures and mechanical plant are not visible from:</p> <ul style="list-style-type: none"> a) the street, and b) adjoining properties, and c) public open space; and <p>A8.2 Mechanical plant is not located:</p> <ul style="list-style-type: none"> a) on balconies or adjacent to other liveable areas; and b) near multiple reflective surfaces such as walls and eaves; and <p>A8.3 Services and mechanical plant are located in building recesses or service areas such as parking and driveway areas.</p>
<p>P9 The development does not adversely impact on the natural environment and is designed to be sympathetic to natural constraints.</p>	<p>A9.1 The siting and design of individual buildings within the development ensures:</p> <ul style="list-style-type: none"> a) the retention of existing mature vegetation on the site, with appropriate separation between vegetation canopy and root systems and buildings; or b) where selected removal of mature tree/s is required, suitable established tree/s are planted on site as a feature; and <p>A9.2 On land steeper than 25% (1 in 4) alternative construction methods to slab on ground are utilised.</p>

Amenity

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P10 Easily accessible and functional communal landscape and recreation area is provided for the benefit of residents.</p>	<p>A10.1 A minimum of 35% of the site is communal landscaped and recreation area including:</p> <ul style="list-style-type: none"> a) at least 1/2 of the required landscaped area has a minimum dimension of 5m; b) deep planting to at least 1/3 of the required landscaped area, and c) paved and sealed areas do not exceed 1/3 of the required landscaped area; and <p>A10.2 For a development having 10 or more dwelling units at least 1 communal recreational feature is provided, including but not limited to a barbeque facility, swimming pool or children's play area.</p>
<p>P11 Easily accessible and functional private outdoor living area is provided for each unit</p>	<p>A11.1 Each dwelling unit, has a private and functional outdoor living area:</p> <ul style="list-style-type: none"> a) having minimum dimensions of 3 metres; and b) directly accessed from internal living spaces (not bedrooms).

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>A12 The development is sited and designed to minimise overlooking of other dwelling units within the development, and of residential buildings on adjoining properties.</p>	<p>A12.1 Where habitable rooms look directly at habitable rooms in residential buildings within 2m at ground floor level or within 9m above ground floor level, privacy is protected by:</p> <ul style="list-style-type: none"> a) fixed obscure glazing in any part of the window below 1.5m above floor level; or b) fixed external screens; or c) sill heights of 1.5m above floor level; or d) in the case of screening for the ground floor level, fencing to a height of 1.8m above ground level. <p>Figure 5 Example of when Screening is Required</p>  <p>Screening above ground floor</p> <p>9 metres</p> <p>Screening required No screening required</p>
<p>P13 The development addresses the road frontage to facilitate casual surveillance and to enhance the amenity of the streetscape.</p>	<p>A13.1 The building has balconies, windows and verandahs that face the street; and</p> <p>A13.2 Visual privacy is provided to units that face the street through:</p> <ul style="list-style-type: none"> a) screening; and b) planting; and <p>A13.3 Fences and walls to road frontages are limited to:</p> <ul style="list-style-type: none"> a) 1.2 metres in height if solid; or b) 1.5 metres if partially transparent; or c) 1.8 metres if 50% permeable. <p>Note: Alternative solutions will be considered for developments on State Controlled Roads and future State Controlled Roads.</p>
<p>P13 A secure storage area is provided for each dwelling unit.</p>	<p>A13.1 Secure storage areas:</p> <ul style="list-style-type: none"> a) are located to enable access by motor vehicle; and b) have a minimum space of 3.5m² per dwelling unit; and c) have a minimum height of 2.1 metres; and d) are weather proof; and e) are lockable; and f) are ARI 100 immune.
<p>P14 Service structures and mechanical plant (including air conditioners and split system air conditioners) are located or insulated such that dwelling units within the development, and in residential buildings on adjoining properties are not adversely affected by the noise source.</p>	<p>A14.1 Service structures and mechanical plant are :</p> <ul style="list-style-type: none"> a) Screened and baffled; or b) Otherwise incorporated into the building form to maintain and uphold the amenity of dwelling units within the development, and of residential buildings on adjoining properties.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P15 Refuse storage areas are:</p> <ul style="list-style-type: none"> a) convenient and accessible to residents and refuse collection services; and b) located and designed to mitigate adverse impacts: <ul style="list-style-type: none"> i) within the site; and ii) on adjoining properties; and iii) to the street. 	<p>A15.1 Refuse storage areas:</p> <ul style="list-style-type: none"> a) are located on site; and b) are sited and designed to be unobtrusive and screened from view from the street frontage; and c) are imperviously sealed roofed and banded, and contain a hose down area draining to Council's sewer network; and d) are of a sufficient size to accommodate bulk (skip) bins; and e) have appropriate access and sufficient on site manoeuvrability area for refuse collection services.

Energy Efficiency

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P16 Buildings are sited and designed to:</p> <ul style="list-style-type: none"> a) maximise cross-breezes through the site; and b) minimise solar heat loads; and c) promote breeze and natural light. 	<p>A16.1 Buildings are oriented on site to:</p> <ul style="list-style-type: none"> a) allow prevailing south-east and north-east breezes to penetrate the site; and b) maximise the exposure of individual dwelling units to prevailing and cross-breezes; and c) minimise exposure to western sun; and <p>A16.2 Individual dwelling units are planned for maximum natural ventilation and light. Every dwelling unit has:</p> <ul style="list-style-type: none"> a) access to prevailing breezes including external walls with openings in at least two different orientations to allow breeze paths within the dwelling unit; or b) partitioned walls, vents in or above doorways and internal louvers as required to ensure air movement through the dwelling unit; and c) access to a covered, outside area accessible to breezes for the drying of clothes. This area shall be sited such that it is not visible from public spaces. <p>A16.3 Units are not located on both sides of a central corridor (i.e. not double banked).</p>

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P17 Vehicle access and parking for residents, visitors and service providers:</p> <ul style="list-style-type: none"> a) does not dominate the street frontage; and b) does not impact on the road network; and c) is safe and convenient; and d) is accessible. 	<p>A17.1 The road providing access has a minimum road reserve width of 20 metres; and</p> <p>A17.1 The location of visitor parking is easily identified from the street; and</p> <p>A17.2 Where access is gated:</p> <ul style="list-style-type: none"> a) there is a safe pullover area within the property boundary to use an intercom or gain access; and b) queuing space outside the gated for 2 vehicles using and awaiting the use of the intercom / access; and c) a minimum of two parking spaces are provided outside of the gated area and within the property boundary, and. <p>A19.2 Vehicle parking is:</p> <ul style="list-style-type: none"> a) illuminated at night; and b) close to the dwelling units to be served.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P18 Residents Vehicle access and parking</p>	<p>A19.3 Access to basement parking is ARI 100 immune; and A19.4 Ventilation and pump-out infrastructure for car-parking areas is ARI 100 immune.</p>
<p>P19 Pedestrian access is prominent and safe.</p>	<p>A18.1 A well-lit, sealed footpath, of minimum width 1.2m, links the development with the on street works; and A18.2 The development has at least one prominent, well-lit pedestrian entry with clear visibility for public surveillance. A18.3 Pedestrian access to the site is: a) via a well-lit and clearly delineated shared traffic area for developments of 4 dwelling units or less; and b) via a well-lit path that is separate from the vehicle access for all other developments; and A18.4 Buildings, fences and landscaping are designed and lit so that they will not conceal a person.</p>
<p>P20 The design and location of vehicle access and parking: a) minimises impacts on adjoining dwellings and compliments the streetscape; and b) reduces thermal radiation, minimises noise and lessens the visual impact of hardstand area.</p>	<p>A20.1 A minimum of 1 metre wide dense planted buffer is provided adjacent to any vehicle movement area. A20.2 Vehicle access and parking is: a) oriented or screened to minimise reflection of car headlights and area lighting reflecting into the windows of habitable rooms and patios or balconies of dwelling units and adjacent dwellings / properties; and b) separated from windows to habitable rooms either by location, enclosure or screening to minimise noise and light disturbance and fume emissions. A20.3 Vehicle parking structures are designed such that they: a) are compatible with overall building design in terms of roof form, detail, material and colours; and b) are consistent with stipulated setbacks for the buildings, and c) do not dominate the streetscape.</p>
<p>P21 Bicycle parking for visitors and residents provides; a) secure parking facilities; and b) convenient access; and c) safe access; and d) protected from the sun and rain.</p>	<p>A21.1. On-site bicycle parking shall be provided at a rate of: a) 1 space per 16 dwelling units for visitor parking; and b) 1 space per 4 dwelling units for residential parking; and A21.2 Parking shall be designed and located to: a) enable wheels and frame to be locked to the device without damaging the bicycle; and b) be located outside pedestrian movement paths; and c) be easily accessible from the road; and d) be arranged so that parking manoeuvres will not damage adjacent bicycles; and e) be protected from manoeuvring motor vehicles and opening car doors; and f) be well lit; and g) be protected from the weather.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P22 Visitor parking remains accessible and useable to visitors at all times.	<p>A22.1 Visitor car parking bays are not allocated to individual dwelling units; and</p> <p>A22.2 Visitor car parking is not gated or located behind security doors/gates; and</p> <p>A22.3 Visitor car parking is visible from the street frontage, clearly signed and delineated; and</p> <p>A22.4 Visitor car parking bays are not provided in a tandem arrangement; and</p> <p>A22.5 Visitor car parking bays are not located in front of private storage rooms allocated to individual units; and</p> <p>A22.6 Visitor car parking bays are not provided in parallel formation along a driveway.</p>

Public Art

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P23 Public art is provided that is visible and accessible to the general public and reflects the local character of Cairns through a variety of mediums.	A23.1 Public art is provided in accordance with Planning Scheme Policy – Public Art.

4.7.18 Restricted Premises Code

Purpose

The purpose of this Code is to ensure that Restricted Premises are established without adversely affecting amenity or community safety.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use for the purpose of Restricted Premises.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Location

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Restricted Premises must be located to satisfy reasonable community expectations in relation to location and accessibility.	<p>A1.1 The Restricted Premises is located a minimum of 400 metres from an Educational Establishment (being a primary school or high school), an Indoor Sport and Entertainment catering for young people or an Outdoor Sport and Entertainment catering for young people; and</p> <p>A1.2 The distance of 400 metres is measured according to the shortest route that reasonably may be used in travelling from the public entrance to the Restricted Premises to the boundary of the lot containing the particular facility or facilities listed in A1.1 above.</p>

Public Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 The public access to the Restricted Premises must be safe and have a high level of visibility.	<p>A2.1 The Restricted Premises has a single point of public access; and</p> <p>A2.2 In the case where a Restricted Premises is located as a free-standing facility on a single lot, public access to the Restricted Premises is provided via the main road frontage; and</p> <p>A2.3 A sign stating “Persons Under 18 Not Permitted” is located adjacent to the public entrance to the Restricted Premises and the sign is clearly visible to the general public.</p>

Presentation

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 The presentation of Restricted Premises must satisfy reasonable community expectations.	A3.1 The display window of the Restricted Premises is completely screened to prohibit viewing into the interior of the premises where goods are displayed.

4.7.19 Retirement Village Code

Purpose

The purpose of this Code is to:

- Ensure that Retirement Villages are compatible with, complementary to, and physically and socially integrated with surrounding development, with regard to scale, bulk, appearance, movement, and streetscape patterns;
- Ensure that Retirement Villages do not adversely impact on the natural environment of the area, and existing natural features on the site;
- Ensure that Retirement Villages are located in appropriate locations and separated from incompatible noise and hazards;
- Ensure that the design of Retirement Villages creates a pleasant living environment and is appropriate for the tropical climate of Tropical North Queensland;
- Ensure that Retirement Villages are created to add to the housing and social mix of a neighbourhood;
- Effectively manage impacts of the new development on neighbours.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for Retirement Village.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Premises have sufficient area and dimensions to accommodate:</p> <ul style="list-style-type: none"> a) the buildings; and b) other structures, and c) open space, and d) car parking; and e) vehicular access; and f) landscaping; and g) recreation facilities. 	<p>A1.1 The site has a minimum area of 1000m²; and</p> <p>A1.2 The site has a minimum Main Road frontage of 15 metres; and</p> <p>A1.3 The maximum site cover is 40%.</p>
<p>P2 The Retirement Villages is located in areas which offer convenience to residents.</p>	<p>A2.1 The Retirement Villages is located in walking distance to:</p> <ul style="list-style-type: none"> a) Sub-Regional Centre, District Centre or Local Centre; and b) an existing or likely future public transport route; and c) with access to a road other than a Local Access Street or an Arterial Road.

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P3 The development has a tropical character; and the size and bulk of building is complimentary to the streetscape pattern and appropriate to the locality.</p>	<p>A3.1 Buildings create visual interest and evoke tropical character through:</p> <ul style="list-style-type: none"> a) the use of structural elements and building materials of varying scales and textures; and b) variations in exterior colours; and c) variations in the size and patterning of windows; and d) use of awnings and other sun protection devices; and e) the use of curves, steps, recesses, projections or splays in plan and elevation, including articulated or separated balconies or verandahs; and <p>A3.2 The overall scale, proportions and rhythm of the building reflects the dominant streetscape pattern; and</p> <p>A3.3 Building bulk and form is reduced by:</p> <ul style="list-style-type: none"> a) the length of unarticulated elevation visible from the street, adjoining sites or public open space does not exceed 15 metres, with a minimum change in plane in plan or elevation of 1.5 metres; and b) no single building has a length of greater than 32m; and c) there is a minimum distance of 4 metres between adjoining buildings within the site; and <p>A3.4 Rooflines are broken up and include features that reduce the overall bulk and add scale (such as cascading roof levels, gables, skillions or variations in pitch); and the length of any continuous eaves line does not exceed 16m; and</p> <p>A3.5 The street frontages of the development are landscaped with native, tropical plants.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 Buildings shall be sited such that:</p> <ul style="list-style-type: none"> a) the setback from street frontages is consistent with the established streetscape pattern; and b) the setback from side and rear boundaries retains daylight access and privacy for adjoining properties; and c) the setback from all boundaries is sufficient to allow areas of deep planting; and d) the setback from street frontages provides for the desired streetscape pattern. 	<p>A4.1 Building set back to the Cairns Esplanade is 15 metres.</p> <p>A4.2 Building setback from main road frontage is:</p> <ul style="list-style-type: none"> a) a minimum of 6 metres; and b) in established areas within 20% of the average setback of adjoining development; and <p>A4.3 Regardless of clauses 7.4 and 7.5 below, for the purposes of reducing overshadowing, the setback along the southern and western boundary shall be one third of the height of the building, measured to the eaves; and</p> <p>A4.4 The rear boundary setback is a minimum of 4 metres.</p> <p>A4.5 The side boundary setback is:</p> <ul style="list-style-type: none"> a) a minimum of 2.5m for the first 2 storeys; and b) a minimum of 3.5 m for the next 2 storeys, and
<p>P5 Service structures and mechanical plant (including air conditioners and split system air conditioners) are screened or otherwise incorporated as part of the building form.</p>	<p>A5.1 Service structures and mechanical plant are not visible from:</p> <ul style="list-style-type: none"> a) the street, and b) adjoining properties, and c) public open space; and <p>A5.2 Mechanical plant is not located:</p> <ul style="list-style-type: none"> a) on balconies or adjacent to other liveable areas; and b) near multiple reflective surfaces such as walls and eaves; and <p>A5.3 Services and mechanical plant are located in building recesses or service areas such as parking and driveway</p>

Design Layout

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 The Retirement Village is designed to provide for the amenity and security of residents.</p>	<p>A6.1 The Retirement Village incorporates covered walkways wide enough to accommodate wheelchairs and ramps, and provide on site weather protection between all areas of the Retirement Village; and</p> <p>A6.2 All residential dwelling units incorporate a private, covered patio with a minimum area of 6m²; and</p> <p>A6.3 Provide clear signage to direct vehicles around the site; and</p> <p>A6.4 Ensure that all signs, including those on nearby streets are clearly lit; and</p> <p>A6.5 Avoid entries near bends or crests of hills; and</p> <p>A6.6 Ensure that access for ambulances, delivery vehicles and removal vans is provided to all accommodation units; and</p> <p>A6.7 Provide easy access for other service vehicles, such as garbage trucks, without letting this access dominate the site plan.</p>
<p>P7 The Retirement Village provides residents with a range of on site services and facilities.</p>	<p>A7.1 The Retirement Village incorporates a range of ancillary services and facilities, suited to the function of the facility, and the needs of residents, such as: lounge areas, library/reading room, TV games/recreation room, pharmacy, meeting space/s, hairdresser and convenience store.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Site planning of the Retirement Village aids orientation, way-finding and movement.</p>	<p>A8.1 The site plan and circulation pattern is easy to identify, remember, and explain to visitors with clear dwelling addresses within the conventional system of streets, entries; and</p> <p>A8.2 Dwelling unit design provides a clear and consistent distinction between the front and back doors of the dwelling units; and</p> <p>A8.3 Natural and built landmarks and other 'cues' such as colour and decorative planting to give identity to different parts of a large site; and</p> <p>A8.4 A clear interpretive illuminated sign and site map is provided at the main site entry, at a scale suitable to the surrounding neighbourhood.</p>
<p>P9 The retirement village is designed for the needs of the age group of the users, and designed to allow 'ageing in place' to occur.</p>	<p>A9.1 Development applies 'smart housing' principles, focusing on safety, security, universal design, water efficiency, waste efficiency, energy efficiency and cost efficiency; and</p> <p>A9.2 A range of housing designs are provided in the development to cater for different individual and household needs relating to life stage, financial situation, mobility and cultural background; and</p> <p>A9.3 Development caters for singles and couples, and for visitors; and</p> <p>A9.4 Adequate storage is provided for all residents, within individual accommodation units, and within the communal area.</p>
<p>P10 Refuse storage areas are:</p> <ul style="list-style-type: none"> a) accessible; and b) located and designed to mitigate adverse impacts within the site, on adjoining properties and to the street. 	<p>A10.1 Refuse storage areas:</p> <ul style="list-style-type: none"> a) are located on site; and b) are sited and designed to be unobtrusive and screened from view from the street frontage; and c) are imperviously sealed roofed and bunded, and contain a hose down area draining to Council's sewer network; and d) are of sufficient size to accommodate bulk (skip) bins; e) have appropriate access and sufficient manoeuvrability area for refuse collection services.
<p>P11 The development achieves a pleasant living environment for residents and does not adversely affect the privacy of adjoining development.</p>	<p>A11.1 The development is sited and designed to minimise overlooking of other dwelling units within the development, and of adjoining properties; and</p> <p>A11.2 Effective screening is provided to any windows, balconies or verandahs that overlook windows to habitable rooms and balconies or verandahs of other dwelling units within the development, or that overlook windows to habitable rooms and balconies or verandahs on adjoining properties (solid or obscure glass louvers may be used to achieve screening on windows); and</p> <p>A11.3 A minimum of 35% of the site is landscaped, including:</p> <ul style="list-style-type: none"> a) deep planting to at least 1/3 of the landscaped area, and b) paved, sealed and recreation areas not to exceed 1/3 of the total landscaped area; and <p>A11.4 Air-conditioning units are located or insulated such that adjoining properties are not adversely affected by the noise source.</p>

Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURE
<p>P12 Development facilitates safe and secure communal spaces.</p>	<p>A12.1 Avoid isolated outdoor spaces that have no connection to other spaces and activity; and</p> <p>A12.2 Ensure that shared spaces will not be mistaken for a public park; and</p> <p>A12.3 Light paths well for evening use.</p>
<p>P13 Retirement Village ensures negotiability and ease of access to residents and visitors.</p>	<p>A13.1 Shared outdoor activity spaces relate to the main pedestrian circulation route or to indoor community spaces, and provide some separation from residences; and</p> <p>A13.2 Build legible and accessible internal pathway systems that provide an efficient circulation system for residents and visitors moving between units, entrances, and indoor and outdoor communal areas; and</p> <p>A13.3 Connect internal pathway system to neighbourhood pathway system and local public transport nodes.</p>

Energy Efficiency

<p>P14 Buildings are sited and designed to:</p> <ul style="list-style-type: none"> a) maximise cross-breezes through the site; and b) minimise solar heat loads; and c) promote breeze and natural light. 	<p>A14.1 Buildings are oriented on site to:</p> <ul style="list-style-type: none"> a) allow prevailing south easterly and north easterly breezes to penetrate the site; and b) maximise the exposure of individual dwelling units to prevailing and cross- breezes; and c) minimise exposure to western sun; and <p>A14.2 Individual dwelling units are planned for maximum natural ventilation and light. Every dwelling unit has:</p> <ul style="list-style-type: none"> a) access to prevailing breezes including external walls with openings in at least two different orientations to allow breeze paths within the dwelling unit; or b) partitioned walls, vents in or above doorways and internal louvers as required to ensure air movement through the dwelling unit; and c) northerly orientation of an internal or external living area for winter solar access; and d) access to a covered, outside area accessible to breezes for the drying of clothes. This area shall be sited such that it is not visible from public spaces.
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Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P15 The development has safe and convenient vehicle access to accommodation units and the street network.</p>	<p>A15.1 The street providing access has a minimum road reserve width of 20 metres; and</p> <p>A15.2 Where access is gated: there is a safe pullover area within the property boundary to use an intercom or gain access; and</p> <ul style="list-style-type: none"> a) queuing space outside the gated for 2 vehicles using and awaiting the use of the intercom / access; and b) a minimum of two parking spaces are provided outside of the gated area and within the property boundary.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P16 Vehicle parking is safe and convenient for residents, visitors and service providers.	<p>A16.1 Vehicle parking is:</p> <ul style="list-style-type: none"> a) illuminated at night; and b) as close as possible to the accommodation units to be served. <p>A16.2 Access to basement parking is ARI 100 immune; and</p> <p>A16.3 Ventilation and pump-out infrastructure for car-parking areas is ARI 100 immune.</p>
<p>P19 The design and location of vehicle access and parking:</p> <ul style="list-style-type: none"> a) minimises impacts on adjoining dwelling units and compliments the streetscape; and b) Reduces thermal radiation, minimises noise and lessens the visual impact of hardstand area. 	<p>A17.1 The location of visitor parking is easily identified from the street; and</p> <p>A17.2 A minimum of 2 metre wide dense planted buffer is provided adjacent to any vehicle movement or parking area.</p>
P18 Pedestrian access is prominent and safe.	<p>A18.1 A well-lit, sealed footpath, of minimum width 1.2m, links the development with the on street works; and</p> <p>A18.2 The development has at least one prominent, well-lit pedestrian entry with clear visibility for public surveillance.</p> <p>A18.3 Pedestrian access to the site is:</p> <ul style="list-style-type: none"> a) via a well-lit and clearly delineated shared traffic area for developments of 4 dwelling units or less; and b) via a well-lit path that is separate from the vehicle access for all other developments; and <p>A18.4 Buildings, fences and landscaping are designed and lit so that they will not conceal a person.</p>

Public Art

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P19 Public art is provided that is visible and accessible to the general public and reflects the local character of Cairns through a variety of mediums.	A19.1 Public art is provided in accordance with Planning Scheme Policy – Public Art.

4.7.20 Service Station Code

Purpose

The purpose of this Code is to ensure that Service Stations are:

- Established in appropriate locations of sufficient size to enable safe and convenient access and internal circulation;
- Do not have adverse effects on the amenity of the surrounding area or on the operation of the adjacent road system;
- Designed, constructed and operated to accommodate the needs of users whilst minimising the risks to people and property within the surrounding planning area;
- Buildings and structures are sited and designed to complement or enhance the character and amenity of streets and neighbouring premises;

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use for the purpose of a Service Station.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Area and Dimensions

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 A Service Station site must have sufficient area and dimensions to accommodate the buildings and other structures, vehicle access and movement areas, customer facilities and landscaping.	A1.1 The site has an area of 1500 m ² ; and A1.2 The site has a frontage of: a) 40 metres where the site is not a corner site; or b) 30 metres to each road where the site is a corner site.

Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Vehicular access to Service Stations must not adversely affect the efficient functioning of the State-controlled Roads.	A2.1 No acceptable measures are specified.

Site Layout

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Service Station buildings and structures must be set back from road frontages to ensure that high standards of appearance and safety are achieved.	A3.1 Buildings and other structures, including canopies, are set back 6 metres from the road frontages of the site; and
P4 The design of a Service Station must ensure that suitable buffers are provided to residential properties and residential uses and tourist and short term accommodation uses.	A4.1 Where the site adjoins property included in a Residential 1, 2 or 3 Planning Area, all buildings and structures are set back 5 metres from the common boundary with the residential property; and
P5 The design of a Service Station must facilitate the safe and convenient movement of vehicles on the site.	A5.1 Fuel pumps are set back 7.5 metres from the road frontages of the site; and A5.2 Any liquid petroleum gas tanks are set back 7.5 metres from the road frontages of the site; and A5.3 Bulk fuel storage tanks are located on the site so that, when a fuel delivery vehicle is discharging fuel into the storage tanks, the fuel delivery vehicle is standing wholly within the site in a location which does not restrict the movement of other vehicles on the site. A5.4 Car wash bays and facilities are orientated to minimize vehicle conflicts associated with manoeuvring on site.

Landscaping

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P6 Landscaping and fencing must be provided to create an attractive facility and a buffer to surrounding uses.	A6.1 A 3 metre wide landscaped strip is provided and maintained within the site adjacent to the road frontages of the site; and A6.2 A 3 metre wide landscaped strip is provided and maintained within the site and adjacent to the side boundaries of the site for a distance of 10 metres measured from the frontage of the site; or A6.3 Where the site adjoins property included in a Residential 1, 2 of 3 Planning Area or used for residential purposes: a) a 3 metre wide landscaped strip is provided and maintained within the site adjacent to the common boundary with the residential property; and b) a solid fence 1.8 metres high is constructed along the common boundary with the residential property.

Customer Facilities

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 Customer facilities such as air and water points and car washing and cleaning facilities must be located so that the efficient operation of the service station is not adversely affected by the use of these facilities.	<p>A7.1 Customer facilities and car cleaning facilities are located within the site and are not located closer than 3 metres to any boundary of the site; and</p> <p>A7.2 Car washing facilities are not located closer than 10 metres to any road frontage; and</p> <p>A7.3 Facilities are located so that vehicles using or waiting to use the facilities are standing wholly within the site and in locations which do not restrict the movement of other vehicles on the site.</p>

Vehicle Crossovers

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P8 Safe and convenient movement to and from the Service Station site must be provided consistent with minimising disruption to the flow of traffic on the adjoining roads and ensuring pedestrian safety within and adjacent to the site.	<p>A8.1 The maximum width of any vehicle crossover across a footpath is 9 metres; and</p> <p>A8.2 Any vehicle crossover across a footpath is located at least 12 metres from a road intersection; and</p> <p>A8.3 Vehicle crossovers are separated by a distance of at least 14 metres; and</p> <p>A8.4 Separate entrances to and exits from the site are provided.</p>

Roads External to the Site

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 The roads adjacent to the Service Station site must be of an appropriate standard to meet the needs of the use.	<p>A9.1 A 6 metre wide deceleration lane is provided along the frontage/s of the site; and</p> <p>A9.2 A 9 metre by 3 chord truncation is provided at any road intersection adjacent to the site; and</p> <p>A9.3 Any land required for the deceleration lane or the corner truncation is dedicated as road at no cost to Council.</p> <p>A9.4 Roadworks are constructed to the frontage/s of the site in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning Scheme Policy, FNQROC Development Manual.</p>

4.7.21 Shopping and Business Facilities Code

Purpose

The purpose of this Code is to ensure:

- A convenient and appropriate range of shopping, and services in highly accessible locations for the Cairns community;
- The layout of streets, public spaces, buildings and uses facilitates safe and convenient access and mobility;
- The amenity and privacy of any nearby residential areas is maintained;
- Buildings and structures are sited and designed to complement or enhance the character and amenity of streets and neighbouring premises;
- Buildings and structures provide visual interest in their forms and facades, and take advantage of local climatic conditions;
- Community safety is enhanced and crime and anti-social behaviour is actively discouraged through the design of the centre; and
- Functional, robust and attractive street furniture is provided.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use for the purposes of Shopping Facilities and Business Facilities.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Shopping Facilities have a desirable streetscape and a high level of amenity.	<p>A1.1 Where buildings are constructed up to the road alignment, a cantilever awning shall be erected over the footpath, to the full frontage of the site, with a setback of 1 metre from the face of the kerb; and</p> <p>A1.2 A footpath shall be provided for the full frontage of the site. The footpath is constructed in accordance with the design guidelines set out in the Planning Scheme Policy, FNQROC Development Manual.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Premises have clearly recognisable street address.	A2.1 All premises are identified by the provision of a street or unit number, in a prominent location near the entry of the premises.
P3 Casual surveillance of streets, parking and bicycle and pedestrian facilities is provided.	A3.1 Any fencing of parking at the rear of premises, is erected so as to provide clear visibility into the site for the full height of the fence, except where adjoining a residential precinct.
P4 Clear, safe and convenient connections are provided for pedestrians and cyclists between public transport stations and key services and facilities in the centre.	A4.1 No acceptable measures specified.
P5 Visual links to views or features of significance are created or maintained through the alignment of new streets and the provision of public spaces.	A5.1 No acceptable measures specified.
P6 Buildings located in prominent positions, such as 'gateway' and corner sites on principal streets, with frontages to major public spaces, and terminating important vistas, are designed to express or emphasise the importance of their location.	A6.1 No acceptable measures specified.
P7 Buildings are located so their facades assist in defining, framing or enclosing the streets or other public or semi public spaces to which they have frontage.	A7.1 No acceptable measures specified.
P8 Buildings over three storeys or 12m in height (whichever is the lesser), incorporate distinctions between street level, mid-levels and top levels.	A8.1 No acceptable measures specified.
P9 Buildings have articulated and textured facades that incorporate a low proportion of solid to a high proportion of void by using elements such as colonnades, awnings, balconies, eaves, and recesses.	A9.1 No acceptable measures specified.
P10 Top levels of buildings and roof forms are shaped to: <ul style="list-style-type: none"> a) reduce their apparent bulk and provide visually attractive skyline silhouettes, and b) screen mechanical plant from view. 	A10.1 No acceptable measures specified.
P11 Building facades are articulated and finished in ways that respond to notable, attractive elements of surrounding buildings, having regard to such features as: <ul style="list-style-type: none"> a) colonnades; b) verandahs; c) leaves; d) parapet lines; e) roof forms f) and the like. 	A12.1 No acceptable measures specified.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P13 The ground storey of buildings with frontage to a street or public or semi public space is designed to provide visual interest, foster social and business interaction of people for extended periods and discourage crime and anti-social behaviour.</p>	<p>A13.1 Entrances to buildings address the street or public or semi public space to which the building has frontage; and</p> <p>A13.2 Where buildings are located on a corner site, the main entrance faces the principal street or the corner; and</p> <p>A13.3 At the ground storey a minimum of 65% of building frontage is presented as windows / glazed doors and a maximum of 35% as solid façade; and</p> <p>A13.4 Clear windows are provided at ground storey and where provided, grille or translucent security screens are used rather than solid shutters, screens or roller-doors.</p> <p>A13.5 Recesses in building facades, including doorways, are not of a size that will conceal a person; or</p> <p>A13.6 Where significant recesses are unavoidable, measures such as good lighting, strategically placed mirrors, transparent materials or angled approaches are employed.</p>
<p>P14 Public or semi-public spaces are effectively integrated into the centre's movement system.</p>	<p>A14.1 Public or semi-public spaces have at least one frontage of 6m width to a street; and</p> <p>A14.2 Pedestrian arcades are a minimum of 6m wide, provide a direct line of sight to a major pedestrian destination (major tenancy, foreshore, car park, creek, etc), and are not dead ends, narrow or circuitous.</p>
<p>P15 Specialist Centres fulfill their role within the Centres Hierarchy.</p>	<p>A15.1 Specialised Centres (including retail warehouse or showroom centres) exhibit the following characteristics:</p> <ul style="list-style-type: none"> a) Specialised Centres are located at or peripheral to major centres identified in the hierarchy or within or peripheral to established strip centres. b) Access is provided from the arterial road network and access to public transport, as well as to pedestrian and cycleway networks, is highly desirable. c) Specialised Centres have a high level of visibility from the arterial road network.

Public Art

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P16 Public art is provided that is visible and accessible to the general public and reflects the local character of Cairns through a variety of mediums.</p>	<p>A16.1 Public art is provided in accordance with Planning Scheme Policy – Public Art.</p>

4.7.22 Short Term Accommodation Code

Purpose

The purpose of this Code is to ensure that Short Term Accommodation is consistent with the desired character and amenity of the area and that an acceptable level of facilities is provided for guests of Short Term Accommodation.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use for the purpose of Short Term Accommodation.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 A site for Short Term Accommodation must have sufficient area and dimensions to accommodate the buildings and other structures, open space, car parking and associated vehicular access.	A1.1 The site has an area of 800 m ² ; and A1.2 The site has a frontage of 15 metres; and A1.3 The road providing frontage to the site has a reserve width of 20 metres.

Location

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P2 Short Term Accommodation must be located in areas which offer convenience to residents.	A2.1 Short Term Accommodation is located in proximity to the Central Business District or to a Sub-Regional Centre, District Centre or Local Centre; and A2.2 Short Term Accommodation is located on, or in close proximity to, an existing or likely future public transport route as shown on the Possible Public Transport Corridors Overlay Map.

Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Vehicular access to Short Term Accommodation must not adversely affect the efficient functioning of the State-controlled Roads.	A3.1 In the case where a site has frontage to a State-controlled Road and to another road or roads, access to the site is not provided to/from the State-controlled Road.

Site Layout

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 The siting and scale of buildings must be compatible with the desired character of the area and must contribute to the desired amenity of the area.</p>	<p>A4.1 Buildings and other structures comply with the following setbacks:</p> <ul style="list-style-type: none"> a) setback from main road frontage – 6 metres b) setback from secondary road frontage – 3 metres c) setback from side and rear boundaries <ul style="list-style-type: none"> i. building not exceeding 4.5 metres in height – 1.5 metres ii. building over 4.5 metres but not exceeding 7.5 metres in height – 2 metres iii. building over 7.5 metres in height – 2 metres plus 0.5 metres for every 3 metres or part thereof by which the building exceeds 7.5 metres in height; and <p>A4.2 The site coverage of the buildings is not greater than</p> <ul style="list-style-type: none"> a) for a 1 storey building - 40% b) for a building greater than 1 storey - 35%; and <p>A4.3 The site coverage of outbuildings, carports and garages is not greater than 15% of the balance area of the site which is unoccupied by the Short Term Accommodation; and</p> <p>A4.4 Car parking is located a minimum of 3 metres from any road frontage.</p>
<p>P5 The design and location of buildings must ensure that an acceptable level of privacy is provided to the guests of the Short Term Accommodation</p>	<p>A5.1 Where more than one building is erected, the design of the buildings ensures that a habitable room in one building does not face directly into a habitable room of another building unless:</p> <ul style="list-style-type: none"> the buildings are separated by at least 9 metres; or the separation distance at ground level is 3 metres and screen fencing is constructed between the buildings and windows are at least 1.6 metres above the floor; or the separation distance at ground level is 6 metres and landscaped buffers are provided between the buildings.

Landscaping and Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P6 Open space must be provided to meet the reasonable requirements of guests of the Short Term Accommodation for recreational facilities.</p>	<p>A6.1 Open space is provided at the minimum rate of 5 m² per bed.</p> <ul style="list-style-type: none"> a) At least 40% of the total landscaped open space required is contained in one area with a maximum length to breadth ratio of 2:1; and b) Balconies, verandahs, covered walkways or other parts of the building/s do not encroach on this area.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>c) Open space is</p> <ul style="list-style-type: none"> i) screened by landscaping or fencing to maintain privacy ii) exclusive of driveways, car parking, garbage collection points, clothes drying areas and other utilities designed and developed for recreational use to provide for a variety of passive and active outdoor recreation pursuits; and <p>A6.2 In the case where more than 20 beds are contained in the Short Term Accommodation, a recreational facility such as a swimming pool, unlit tennis court or unlit volley ball court is provided; and</p>
<p>P7 Landscaping must be provided to the boundaries of the site to provide a buffer to adjoining uses and privacy for guests of the Short Term Accommodation.</p>	<p>A7.1 A landscaped strip at least 3 metres wide is provided to the road frontage/s of the site; and</p> <p>A7.2 A landscaped strip at least 3 metres wide is provided to the side and rear boundaries of the site.</p>

Facilities and Services

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Service facilities must be provided in convenient locations for use by guests of the Short Term Accommodation.</p>	<p>A8.1 A clothes drying area/s is provided; and</p> <p>A8.2 The clothes drying area/s is located for convenient use by guests of the accommodation; and</p> <p>A8.3 The clothes drying area/s is screened; and</p> <p>A8.4 A refuse bin storage area is provided; and</p> <p>A8.5 The storage area is located for convenient use by guests of the accommodation and for practical access by waste management contractors; and</p> <p>A8.6 The storage area is screened from public view, roofed and provided with a hose cock and is drained to the sewer.</p>

4.7.23 Showroom Code

Purpose

The purpose of this Code is to ensure that:

- Showrooms do not detract from shopping facilities or contribute to the loss of industrial land;
- Landscaping of premises on which development is located contributes to maintaining or establishing attractive streetscape;
- The establishment of showrooms which serve the surrounding residential community is facilitated in appropriate locations that enable their efficient operation;
- The scale and use of the development contributes to a high standard of amenity of the locality.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for a Showroom.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The showroom is located in an area which offers convenient access for surrounding residential communities	<p>A1.1 The showroom is located –</p> <ul style="list-style-type: none"> a) within 5km of a residential catchment of sufficient size to support the use; and b) within 800m of a public transport route; and c) within 800m of a Trunk or District Route as identified on the Pedestrian and Cycle Movement Overlay. <p>A1.2 The distance of 800 metres is measured according to the shortest route that may be used in travelling from the public entrance of the Showroom to the public transport route.</p>

Built Form

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 The siting of buildings and structures on the premises does not adversely impact on the amenity of adjoining premises and the locality.	A1.1 Buildings and structures are set back 6 metres from the road frontage/s.
P2 The design and scale of buildings and structures is compatible with the surrounding area.	A2.1 The length of any continuous wall plane with a street frontage does not exceed 15 metres, with a minimum change in plane of 1.5 metres; and A2.2 New buildings and structures contain an entrance and window which can be viewed from the street.

Parking and Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Premises include adequate provisions for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed for the transport of goods, materials, vehicles and equipment and must not adversely affect the movement of traffic on roads adjacent to the site.	A3.1 The premises is provided with a loading/unloading facility; and A3.2 Loading facilities for service vehicles are designed to: <ul style="list-style-type: none"> a) be accommodated on-site; b) maximise safety and efficiency of loading; and c) protect the visual and acoustic amenity of the premises and adjoining premises. A3.3 The site is provided with a manoeuvring area so that a heavy rigid vehicle may enter and leave the site in forward gear.

Landscaping

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Landscaping contributes to establishing an attractive streetscape and contributes to a high standard of amenity in the locality.	A4.1 A minimum of 10% of the area of the site inclusive of any landscape strip or buffer is landscaped in accordance with the Design Guidelines set out in Section D9 of the Planning Scheme Policy, FNQROC Development Manual; and A4.2 A minimum of 2 metres buffer of dense planting is provided along the full length of the boundary where adjoining land in the Residential 1, 2 or 3 Planning Areas. A4.3 The landscaping within the landscaped strip adjacent to the road is of a nature which allows visibility of vehicles, equipment, etc. from the road; and

4.7.24 Special Residential Accommodation Code

Purpose

The purpose of this Code is to:

- Ensure that Special Residential Accommodation is compatible with, complementary to, and physically and socially integrated with surrounding development, with regard to scale, appearance, movement, and streetscape;
- Ensure that Special Residential Accommodation does not adversely impact on the natural environment and the social environment and features;
- Ensure that Special Residential Accommodation is located in appropriate locations and effectively manages the impacts of the new development on neighbours;
- Separated from incompatible noise and hazards;
- Ensure that the design of the Special Residential Accommodation creates a pleasant living environment and is appropriate for the climate of Tropical North Queensland;
- Ensure that the design of the Special Residential Accommodation meets the needs of the intended specific group of users;
- Encourage Special Residential Accommodation to add to the housing and social mix of a neighbourhood.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use of premises for Special Residential Accommodation.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Site Requirements

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P1 Premises have sufficient area and dimensions to accommodate the buildings and other structures, open space, car parking and associated vehicular access and landscaping and recreation facilities for the enjoyment of guests.	A1.2 The site has a minimum: <ul style="list-style-type: none"> a) area of 1000m²; and b) road frontage of 15 metres; and c) the street providing access has a minimum road reserve width of 20 metres.
P2 The Special Residential Accommodations is located in areas which offer convenience to residents.	A2.1 The Special Residential Accommodations is located: Within: <ul style="list-style-type: none"> a) 800 metres from a Sub-Regional Centre or District Centre; or b) 400 metres from a Local Centre; and c) On an existing or likely future public transport route; and d) With access to a road other than a Access Street or a Sub-Arterial Road; and e) Such that vehicular entrance is away from bends in the road or crests of hills.
P3 The Special Residential Accommodation: <ul style="list-style-type: none"> a) Does not adversely impact on the social environment and features; and b) Is located in appropriate locations; and c) Effectively manages the impacts of the new development on neighbours. 	A3.1 Special Residential Accommodation premises are: <ul style="list-style-type: none"> a) Limited to one per street; or b) In the case of longer streets, dispersed such that there is no more than one Special Residential Accommodation premises within 800m of another Special Residential Use in the same street; or A3.2 In certain instances it may be appropriate to cluster Special Residential Accommodation uses in to a certain area. Such circumstances may include: <ul style="list-style-type: none"> a) The premises is in a Residential 3 Planning Area; b) The nature of the existing and proposed Special Residential Accommodation uses are compatible.

Access and Parking

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P4 Where access is gated there is a safe pullover area within the property boundary to use an intercom or gain access.	A4.1 A minimum of two parking spaces are provided outside of the gated area and within the property boundary.
P5 Vehicle parking is safe and convenient for residents, visitors and service providers.	A5.1 Vehicle parking is: <ul style="list-style-type: none"> a) illuminated at night; and b) as close as possible to the accommodation to be served.
P6 Pedestrian access is: <ul style="list-style-type: none"> a) prominent and safe; and b) the development has at least one prominent pedestrian entry with clear visibility for public surveillance. 	A6.1 The frontage of the site is constructed in accordance with the design guidelines set out in the Planning Scheme Policy, FNQROC Development Manual; and A6.2 A sealed footpath with a minimum width of 1.8m links the development with the on street works; and A6.3 Vehicular access to the site is separate from the pedestrian access; and A6.4 A sealed footpath with a minimum width of 1.8m links the development with the on street works, and connects residents to a sheltered bus stop within easy walking distance.

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P7 Bicycle parking for visitors and residents provides;</p> <ul style="list-style-type: none"> a) secure parking facilities; and b) convenient access; and c) safe access; and d) protected from the sun and rain. 	<p>A7.1. On-site bicycle parking shall be provided at a rate of 1 space per 5 beds; and</p> <p>A7.2 Parking shall be designed and located to:</p> <ul style="list-style-type: none"> a) enable wheels and frame to be locked to the device without damaging the bicycle; and b) be located outside pedestrian movement paths; and c) be easily accessible from the road; and d) be arranged so that parking manoeuvres will not damage adjacent bicycles; and e) be protected from manoeuvring motor vehicles and opening car doors; and f) be well lit; and g) be protected from the weather.

Design Layout

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P8 Buildings and structures must complement the character and streetscape of the area. In particular:</p> <ul style="list-style-type: none"> a) the bulk of the building is reduced through effective design and materials; and b) rooflines contribute to the architectural distinction of the building. 	<p>A8.1 Building bulk and form is reduced by:</p> <ul style="list-style-type: none"> a) varying the plan such that the length of any continuous wall plane does not exceed 15 metres, with a minimum change in plane of 1.5 metres; and b) the introduction of curves, steps, recesses, projections or splays in plan and elevation; and c) the use of balconies or verandahs; and <p>A8.2 Buildings and structures comply with the following setbacks:</p> <ul style="list-style-type: none"> a) from main road frontage - 6 metres; and b) from secondary road frontage – 3 metres; and c) the site coverage for the building/s is not greater than 50%.
<p>P9 Elevations provide visual interest through:</p> <ul style="list-style-type: none"> a) use of building elements, exterior colours, textures and materials in the horizontal and vertical planes; or b) variations in the treatment and patterning of windows, sun protection devices or other elements of a façade; or c) use of structural framing elements of a finer scale for balconies, verandahs, terraces or sun shading devices. 	<p>A9.1 The length of any continuous building does not exceed 20m; and</p> <p>A9.1 The length of any continuous roofline and ridge line does not exceed 20m; and</p> <p>A9.3 Rooflines include pitches, gables, skillions other features</p>
<p>P10 Services structures and mechanical plant (including air conditioners and split system air conditioners) are screened or otherwise incorporated as part of the building form.</p>	<p>A10.1 No acceptable measures are specified.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P11 The Special Residential Accommodation is designed to provide for the amenity and security of residents.</p>	<p>A11.1 The Special Residential Accommodation incorporates covered walkways wide enough to accommodate wheelchairs and ramps, and provide on site weather protection between all areas of the Special Residential Accommodation; and</p> <p>A11.2 Provide clear signage to direct vehicles around the site; and</p> <p>A11.3 Ensure that all signs, including those on nearby streets are clearly lit; and</p> <p>A11.4 Provide easy access for other service vehicles, such as garbage trucks, without letting this access dominate the site plan.</p>
<p>P12 The Special Residential Accommodation provides residents with a range of on site services and facilities.</p>	<p>A12.1 The Special Residential Accommodation incorporates a range of ancillary services and facilities, suited to the function of the facility and the needs of residents, such as: lounge areas, library/reading room, TV games/recreation room and meeting space/s; and</p> <p>A12.2 The Special Residential Accommodation may incorporate:</p> <ul style="list-style-type: none"> a) client access to kitchen facilities; and b) consultation and treatment rooms for practitioners to utilise; and c) permanent on site cook to prepare all main meals; and <p>A12.3 Permanent Imperviously sealed service area out the front of the main building, easily accessible by emergency vehicles such as ambulances; and</p> <p>A12.4 Sufficient area or appropriate circulation arrangements to enable all vehicles using the service area to enter and exit the site in forward gear.</p>
<p>P13 The Special Residential Accommodation is designed for the needs of the specific group of the users.</p>	<p>A13.1 A range of bedding options are provided in the development to cater for different individual needs relating to, financial situation, mobility and cultural background; and</p> <p>A13.2 Adequate storage is provided for all residents, within individual and shared rooms, and within the communal area.</p>
<p>P14 Special Residential Accommodation achieves a pleasant living environment for residents and does not adversely affect the privacy or liveability of adjoining development.</p>	<p>A14.1 Effective screening is provided to all windows, balconies or verandahs that overlook windows, to habitable rooms and balconies or verandahs of other rooms within the development or on neighbouring properties (solid or obscure glass or opaque louvers may be used to achieve screening on windows); and</p> <p>A14.2 A minimum of 35% of the site is landscaped; and</p> <p>A14.3 Deep planting is established along property boundaries.</p>
<p>P15 Special Residential Accommodation must not adversely impact on the natural environment.</p>	<p>A15.1 The siting and design of the development ensures:</p> <ul style="list-style-type: none"> a) the retention of existing mature vegetation on the site; or b) where removal of mature vegetation is required, replacement suitable established vegetation is planted on site.
<p>P16 Threshold population densities of the Special Residential Accommodation are configured to be consistent with surrounding uses.</p>	<p>A16.1 No acceptable measures are specified.</p>

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P17 Waste disposal and collection areas are unobtrusive, and adverse impacts on neighbouring properties are mitigated.	A17.1 Garbage bin and recycle bin storage and collection areas are: <ul style="list-style-type: none"> a) located on site; and b) screened from view from the road frontage; and c) imperviously sealed roofed and bunded, and contain a hose down area draining to Council's sewer network; and d) located where it can be accessed by refuse collection services; and e) adequate for accessible to the number of residents.
P18 On - site 24 hour emergency service call facilities are available.	A18.1 Permanent live-in site manager facilities including separate bedroom is provided; and A18.2 Emergency Call buttons or equivalent are provided.
P19 The buildings and facilities minimise noise impacts, beyond the property boundaries, particularly where adjoining residential premises.	A19.1 Any air-conditioning units are located, enclosed, of a type, or otherwise installed such that they: <ul style="list-style-type: none"> a) do not cause an Environmental Nuisance to any adjoining premises; and b) do not present an unsightly view to the street or other public place. A19.1 No vehicular access point is closer than 3 m to the boundary with residential premises

Open Space

PERFORMANCE CRITERIA	ACCEPTABLE MEASURE
P20 Development facilitates safe and secure communal spaces.	A20.1 Avoid isolated outdoor spaces that are not connected to other spaces and activity; and
P21 Special Residential Accommodation ensures negotiability and ease of access to residents and visitors.	A21.1 Shared outdoor activity spaces relate to the main pedestrian circulation route or to indoor community spaces, and provide some separation from residences; and A21.2 Build legible and accessible internal pathway systems that provide an efficient circulation system for residents and visitors moving between dwelling units, entrances, and indoor and outdoor communal areas; and A21.3 Connect internal pathway system to neighbourhood pathway system and local public transport nodes.

Energy Efficiency

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P22 New buildings are planned to: <ul style="list-style-type: none"> a) maximise energy efficiency; and b) maximise natural light and ventilation; and c) minimise heat loads. 	A22.1 Buildings are planned for maximum natural ventilation and light. The Building has: <ul style="list-style-type: none"> a) external walls with openings in at least two different orientations to allow breeze paths within the building; or b) partitioned walls, vents in or above doorways and internal louvers as required to ensure air movement through the building; and c) emphasis is to be placed on the provision of solar access from the north and north-easterly aspect for openings, walls and windows of habitable rooms; and

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
	<p>A22.2 Habitable rooms naturally ventilated. Each habitable room has:</p> <ul style="list-style-type: none"> a) a minimum ceiling height of 2.7 metres; or b) two openings in opposite walls openable to the outside; or c) a direct path from an openable window in the room through the doorway to another unobstructed window or opening to the outside; and <p>A22.3 Each individual and shared room has:</p> <ul style="list-style-type: none"> a) external walls with openings in at least two different orientations to allow breeze paths within the dwelling units; or b) partitioned walls, vents in or above doorways and internal louvers as required to ensure air movement through the room; and c) emphasis placed on the provision of solar access from the north and north-easterly aspect for openings, walls and windows of habitable rooms; and d) a minimum ceiling height of 2.7metres.
<p>P23 Where Special Residential Accommodation is to be located in existing building the re-development aims to improve the energy efficiency of buildings.</p>	<p>A23.1 Buildings may be modified to include energy efficiency elements;</p> <p>A23.2 Use of landscaping for cooling of buildings;</p> <p>A23.3 Design and location of hardstand areas to minimise the radiant heat to primary living areas of premises and adjoining premises.</p>

Public Art

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P24 Public art is provided that is visible and accessible to the general public and reflects the local character of Cairns through a variety of mediums.</p>	<p>A24.1 Public art is provided in accordance with Planning Scheme Policy – Public Art.</p>

4.7.25 Telecommunications Facilities Code

Purpose

The purpose of this Code is to facilitate the provision of telecommunication services while minimising detrimental visual, environmental and community safety impacts.

Applicability

This Code applies to development that is:

- Assessable;
- A Material Change of Use for the purpose of Telecommunications Facilities.

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Siting and Design

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Telecommunications Facilities must be located so as to minimise their impact on the landscape or townscape.</p>	<p>A1.1 Telecommunications Facilities are located underground; or</p> <p>A1.2 Telecommunications Facilities are co-located with other Telecommunications Facilities; or</p> <p>A1.3 Telecommunications Facilities are located in or on an existing structure; and</p> <p>A1.4 Telecommunications Facilities are not located on the exterior of a historical building.</p>
<p>P2 Telecommunications Facilities must be sited and designed such that they are visually integrated, as much as possible, with the landscape or townscape so as not to be visually obtrusive.</p>	<p>A2.1 The height of any Telecommunications Facility does not protrude more than 1 metre above the level of the existing tree canopy or ridgelines or the building rooftops in the townscape; and</p> <p>A2.2 Telecommunications Facilities are painted a colour which blends in with the surrounding landscape/townscape; and</p> <p>A2.3 Existing vegetation on the site of any stand alone facility is retained and only removed where required to facilitate construction of the facility. After construction, the area is revegetated and landscaped to screen the facility; and</p> <p>A2.4 Telecommunications Facilities are sited to minimise the potential of overshadowing on adjoining and nearby land uses; and</p> <p>A2.5 Telecommunications Facilities are located predominantly in industrial, commercial or rural areas.</p>

Community Safety

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P3 Telecommunications Facilities must be constructed, operated and managed so as public health and safety is maintained.	A.3.1 Emission of light, vibration, smell or radiation beyond the site meet the State and National standards including AS2772.1 Radio Frequency Radiation – Maximum Exposure Levels.
P4 Any stand alone Telecommunications Facilities must be securely fenced and adequately signposted.	<p>A4.1 To discourage public access, the site of any stand alone facility is enclosed by 1.8 metre high mesh security fence painted the same or similar colour as the facility; and</p> <p>A4.2 The site of any stand alone facility is appropriately signed with warning signs.</p>

Access and Car Parking

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P5 The site of any stand alone Telecommunications Facilities must be provided with adequate access and vehicle standing area to facilitate the required level of servicing and maintenance.	<p>A5.1 Any stand alone facility is provided with a vehicular driveway, of a maximum width of 4 metres, which is constructed to provide an all weather surface and to accommodate stormwater drainage; and</p> <p>A5.2 A vehicle standing area is provided within the fenced site of any stand alone facility.</p>

4.8 General Codes

4.8.1 Development Near Major Transport Corridors and Facilities Code

Purpose

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

Applicability

This Code applies to development that is:

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

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

Elements of the Code

Part A – For Self-Assessable and Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

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

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

Environmental Impacts and Amenity

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

Visual Amenity

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

Safety and Efficiency

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

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

Environmental Values

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

Geotechnical Stability

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

4.8.2 Excavation and Filling Code

Purpose

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

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

Applicability

This Code applies to development that is:

- Assessable;
- Identified in the table below.

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

Elements of the Code

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Amenity

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 Excavation or filling must not have an adverse impact on the:</p> <p>a) amenity; or</p> <p>b) privacy of adjoining premises.</p>	<p>A1.1 Earthworks batters on premises:</p> <p>a) are no greater than 1.8 metres in height; and</p> <p>b) are stepped with a minimum width 2 metre berm; and</p> <p>c) do not exceed a maximum of two batters and two berms (i.e. not greater than 3.6m in total height) on any one lot; and</p> <p>A1.2 Retaining walls, earthworks batters or any structures used for the supporting of filled or excavated areas do not exceed 1.8 metres in height; and</p> <p>A1.3 Excavation or filling must not occur within 2 metres of any site boundary; and</p> <p>A1.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from:</p> <p>a) adjoining premises; or</p> <p>b) a road frontage,</p> <p>for a period exceeding 1 month from the commencement of the excavation or filling; and</p> <p>A1.5 All batters and berms to be landscaped in accordance with the requirements of Section 8.0 of the FNQROC Development Manual.</p>
<p>P2 Traffic generated by filling or excavation must not impact on the amenity of the surrounding area.</p>	<p>A2.1 Haul routes used for transportation of fill to or from the site only use Major Roads and avoid residential areas; and</p> <p>A2.2 Transportation of fill to or from the site does not occur:</p> <p>a) within peak traffic times; and</p> <p>b) before 7am or after 6pm Monday to Friday; 7am or after 1pm Saturdays; and</p> <p>c) on Sundays or Public Holidays.</p>
<p>P3 Air pollutants, dust and sediment particles from filling or excavation, do not cause significant environmental harm or nuisance impacts.</p>	<p>A3.1 Dust emissions do not extend beyond the boundary of the site; and</p> <p>A3.2 No other air pollutants, including odours, are detectable at the boundary of the site; and</p> <p>A3.3 A management plan for control of dust and air pollutants is prepared and implemented.</p>

Access

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P4 Access to the premises (including driveways and paths) must not have an adverse impact on:</p> <p>a) safety; and</p> <p>b) drainage; and</p> <p>c) visual amenity; and</p> <p>d) privacy of adjoining premises.</p>	<p>A4.1 Access to the premises (including all works associated with the access):</p> <p>a) must follow as close as possible to the existing contours; and</p> <p>b) must be contained within the premises and not the road reserve; and</p>
<p>P5 Access must be of sufficient width to provide suitable access to the intended use.</p>	<p>A5.1 No acceptable measures are specified.</p>

Flooding, Drainage and Water Quality

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

Site Stability

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

Environmental Considerations and Public Amenity

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

4.8.3 Infrastructure Works Code

Purpose

The purpose of this Code is to:

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

Applicability

This Code applies to development that is:

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

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

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Water Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P1 An adequate, safe and reliable supply of potable, fire fighting and general use water must be provided.</p>	<p>A1.1 The premises is already connected to the Council's reticulated water supply system; or</p> <p>A1.2 Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 30,000 litres and access to the tank/s for fire trucks. Tank/s to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive. is provided for each new House or other development.</p>

Treatment and Disposal of Effluent

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P2 Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as a result of increasing the cumulative effect of systems in the locality.</p>	<p>A2.1 The premises is already connected to Council's sewerage system; or</p> <p>A2.2 If the lot is in an unsewered area, the building envelope accommodates the on-site sewerage facility, including the land application area.</p>

Stormwater Drainage

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

Electricity Supply

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

Road Construction

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

Alterations and Repairs to Public Utility Services

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

Part B – For Assessable Development Only

Water Supply

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P7 An adequate, safe and reliable supply of potable, fire fighting and general use water must be provided.	<p>A7.1 The premises is connected to the Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning Scheme Policy, FNQROC Development Manual; or</p> <p>A7.2 Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 30,000 litres and access to the tank/s for fire trucks. Tank/s to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive. is provided for each new House or other development.</p>

Treatment and Disposal of Effluent

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P8 Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as a result of increasing the cumulative effect of systems in the locality.	<p>A8.1 a) The site is connected to Council's sewerage system; and</p> <p>b) The extension of or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in Section D7 of the Planning Scheme Policy, FNQROC Development Manual; or</p> <p>A8.2 a) Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the Environmental Protection Policy (Water) 1997; and</p> <p>b) The proposed on site effluent disposal system is located on the lot in accordance with the Queensland Plumbing and Wastewater (QPW) Code.</p>

Stormwater Drainage

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
P9 Development is designed such that disturbance to natural stream systems is minimised and stormwater discharge to surface and underground receiving waters, both during construction and in developed catchments do not degrade the quality of water in the receiving domains.	A9.1 An underground drainage system is constructed to convey stormwater from the premises to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning Scheme Policy, FNQROC Development Manual.
P10 Development is designed to optimises the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters.	A10.1 The drainage system from the development must incorporate a gross pollutant trap(s) or equivalent measure(s).

Electricity Supply

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

Road Construction

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

Alterations and Repairs to Public Utility Services

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P13 Development and works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>A13.1 Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning Scheme Policy, FNQROC Development Manual.</p>

CBD Streetscape

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

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

4.8.4 Landscaping Code

Purpose

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

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

Applicability

This Code applies to development that is:

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

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

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Visual Amenity and Character

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

Part B – For Assessable Development Only

Site and Street Landscaping

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

Landscaping around Electricity Works

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

CBD Streetscape

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

4.8.5 Parking and Access Code

Purpose

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

Applicability

This code applies to development that is:

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

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

Elements of the Code

Part A – For Self-Assessable and Assessable Development

Vehicle Parking Numbers

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

Dimensions of Parking Spaces

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

Vehicular Access to the Site

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

Access Driveways

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

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

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

Vehicle Circulation, Queuing and Set Down Areas

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

Part B – For Assessable Development only

Vehicle Parking Numbers

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

Access for Pedestrians

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

Parking for Buses and Bicycles

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

Accessibility and Amenity for Users

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

Access for Cyclists

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

SCHEDULE 1 Car Parking Requirements

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

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

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

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

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

SCHEDULE 2 Bicycle Parking Requirements

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

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

4.8.6 Reconfiguring a Lot Code

Identification of Affected Premises

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

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

Regard must also be given to the following Overlays:

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

Purpose

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

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

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

Applicability

This Code applies to development that is:

- Assessable;
- Identified in the table below.

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

Elements of the Code

Part A – For Self-Assessable Development

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
None	None

Part B – For Assessable Development Only

Provision of a Structure Plan and Site and Context Analysis

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

Area and Dimension of Lots

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

TABLE 1

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

Orientation and Energy

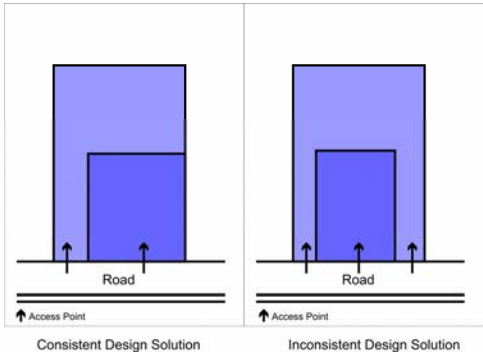
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications except boundary realignments or 1 lot into 2 lot reconfigurations	
<p>P4 Lots are orientated to facilitate siting of dwellings to:</p> <ul style="list-style-type: none"> a) have appropriate solar orientation, except where significant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

Access and Service Requirements

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

Lot and Road Layouts

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

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

Road Hierarchy and Road Network

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

Public Transport Network

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

Pedestrian and Cycle Movement Network



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

Park and Open Space

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

Specific design criteria for both Local and District Parks

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

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
	 <p data-bbox="858 571 1257 638">  Lots orientated to front and overlook park to provide casual surveillance. Consistent Design Solution </p> <p data-bbox="794 678 1327 898"> A 23.5 The park is regular in shape; and A23.6 All areas of the park are visible from lots affording casual surveillance to the park; and A23.7 At least 75% of a park's frontage is provided as road; and A23.8 Sight lines between development and the park are not impeded by structures or vegetation </p>
<p>P24 Facilities in the park are accessible to members of the community with impaired or no pedestrian capacity.</p>	<p>A24.1 A continuous path is provided between a designated passenger set down point on the park's perimeter and the park's facilities to a level of standard appropriate for the use of wheelchairs.</p>

Specific design criteria for Local Parks

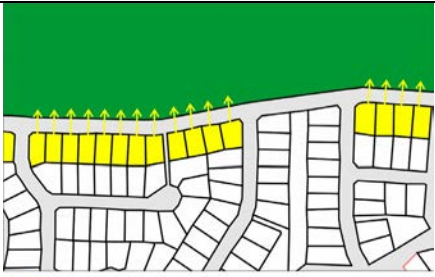
PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
<p>P25 Local Parks are located central to their catchment, in accessible locations and grouped with other services and facilities to provide the community with a local focal point.</p>	<p>A25.1 Local Parks are located within 400m walking distance of 90% of Lots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

Specific design criteria for District Parks

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

Specific design criteria for Open Space

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

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

Community Facilities

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

Stormwater Drainage

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

Water Supply

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

Treatment and Disposal of Effluent

PERFORMANCE CRITERIA	ACCEPTABLE MEASURES
All Reconfiguring a Lot applications	
P37 The disposal of effluent does not adversely impact on water quality or ecological values.	<p>A37.1 Each new lot is connected to Council's sewerage system; and</p> <p>A37.2</p> <ul style="list-style-type: none"> a) The extension of, or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in Section D7 of the Planning Scheme Policy, FNQROC Development Manual; or b) <ul style="list-style-type: none"> (i) Where the premises are not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the Environmental Protection Policy (Water) 1997; and (ii) The proposed on site effluent disposal system is located on the lot in accordance with the Queensland Plumbing and Wastewater (QPW) Code.

Electricity Supply

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

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

Protection of Extractive Industry

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

Public Art

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

Chapter 5 Definitions

5.1 Introduction

The definitions are arranged in two groups.

Section 5.3 contains the Land Use Definitions which have a specific meaning for the purpose of the Assessment Tables.

Section 5.4 contains the Administrative Definitions which are used in the Planning Scheme but do not have a specific land use meaning.

5.2 Undefined Terms of Development

The Council will determine any question as to the definition or classification of any use or proposed use.

Where any term used in this Planning Scheme is not defined herein but is defined in the *Integrated Planning Act* the term has, for the purpose of this Planning Scheme and unless the context otherwise indicates or requires, the meaning assigned to it by the Act.

Where any term defined in this Planning Scheme is also defined in any Act of Parliament, the term has the meaning set out in this Planning Scheme.

Where, in this Planning Scheme, any reference is made to any Act of Parliament, such reference is deemed to include all amendments and regulations made thereunder and all amendments made from time to time to such Acts and Regulations and all such Acts and Regulations passed or promulgated in substitution thereof.

5.3 Land Use Definitions

The land uses defined in this Planning Scheme are grouped in seven categories of similar uses. The Categories are:

- Residential uses;
- Tourist and short term accommodation uses;
- Retail uses;
- Business and commercial uses;
- Industry and associated uses;
- Community facilities; and
- Recreation.

The Land Use Definitions have a specific meaning for the purpose of the Assessment Tables.

5.3.1 Residential Uses

House

Means the use of premises comprising self-contained accommodation located on a lot for the exclusive residential use of one household. The use includes:

- Outbuildings and structures incidental to and necessarily associated with the residential use;
- The care of children in accordance with the Child Care Act 2002;
- Accommodation for a member or members of the extended family of the household occupying the house or for personal staff. The accommodation may be self contained, but may not be separately let.
- The short term letting of a house for the purpose of holiday rental accommodation.

Illuminated Tennis Court

Means the use of premises for an outdoor tennis court which is associated with a residential use and which is provided with lighting to facilitate night play. The use is not for commercial purposes.

Caretaker's Residence

Means the use of premises comprising self-contained accommodation for the use by a caretaker, including the caretaker's household, who is employed for caretaking or management purposes in connection with a commercial, industrial, recreational or other non-residential use conducted on the premises.

Dual Occupancy

Means the use of premises comprising two dwelling units and any ancillary outbuildings on a single allotment of land.

Multiple Dwelling (small scale development)

Means the use of premises comprising between three and five dwelling units of self-contained accommodation on one lot for residential purposes.

The use includes accommodation commonly described as flats, home units, apartments, townhouses or villa houses.

Multiple Dwelling

Means the use of premises comprising six or more dwelling units of self-contained accommodation on one lot for residential purposes.

The use includes accommodation commonly described as flats, home units, apartments, townhouses or villa houses.

Retirement Village

Means the use of premises as an integrated community containing a number of dwelling units for permanent residential accommodation for older or retired persons, generally 55 or more years of age.

The use includes self-contained dwelling units, serviced units, nursing home accommodation as well as facilities for the use of residents and staff such as indoor and outdoor recreational facilities, meeting rooms, medical consulting rooms, therapy rooms, chapels, meal preparation facilities and staff accommodation.

The use does not include multiple dwellings, special residential use or hospital as defined herein.

Special Residential Accommodation

Means the use of premises specifically designed (where not located in an existing building), managed and used to provide short term or for permanent residential accommodation for a group of unrelated persons associated with a religious order or for social or community purposes intended to ensure the health and well-being of the occupants.

The use includes:

- A facility for the accommodation, care and treatment of people with a disability other than in a single residential environment; or persons who are mentally ill or mentally or physically handicapped; or
- Facilities commonly described as a convent, a monastery, and a respite care home or supervised short-term crisis accommodation.

Home Activity

Means the use of a house or a dwelling unit by the permanent resident/s of the house or dwelling unit for the conduct of an occupation, vocation or profession not involving the employment of any person other than the residents of the house or dwelling unit and must not involve the repair or service of motor vehicles or the repair or sale of machinery, materials or equipment for use in the industry or building trade.

Home Based Business

Means the use of a house or an ancillary building on the lot containing the house, by the permanent resident/s of the house for the conduct of a business, commercial or professional enterprise which does not involve the manufacture or processing of any product and which may involve the employment of persons other than the residents of the house.

The use includes the provision of accommodation to tourists or travellers, commonly described as bed and breakfast accommodation (no more than 2 bedrooms) or farm-stay accommodation.

5.3.2 Tourist And Short Term Accommodation Uses

Caravan and Relocatable Home Park

Means the use of premises for the placement of caravans or relocatable homes for residential accommodation.

The use includes the use of camping areas and cabins for overnight and holiday accommodation, as well as amenity buildings, recreational and entertainment facilities, manager's office and residence, kiosk and storage facilities which cater exclusively for occupants of the caravan park.

Holiday Accommodation

Means the use of premises for the accommodation of tourists or travellers.

The use may include restaurants, bars, meeting and function facilities, dining room, facilities for the provision of meals to guests and a manager's unit and office when these facilities are an integral part of the accommodation.

The use includes facilities commonly described as holiday apartments or suites, international or resort hotel or motel.

Short Term Accommodation

Means the use of premises for the accommodation of visitors in rooms or dormitories, or a combination of both, and where communal facilities for the preparation of meals are provided.

The use includes a manager's unit and office as well as recreational and entertainment facilities which cater exclusively for guests of the accommodation.

The use includes accommodation commonly described as boarding house, guesthouse, backpackers hostel or serviced rooms.

5.3.3 Retail Uses

Shopping Facilities

Means the use of premises for the display and retail sale of goods and for personal services such as betting (in the form of a TAB agency or similar facility), hair and beauty care, laundering and dry cleaning and other customer services.

The use includes the hiring out of small domestic items such as appliances, entertainment, sporting and health equipment and the exchange of domestic items and clothing.

The use includes facilities commonly described as shop, supermarket, department store, hardware store up to 500m² GFA; stall, market or salon.

Detached Bottle Shop

Means the use of premises which may be established, pursuant to a General Licence issued under the Liquor Act 1992, away from the main premises permitted by that General Licence for the retail sale of liquor to members of the public for consumption off the premises.

Restricted Premises

Means the use of premises for displaying or selling any article or thing associated with or used in a sexual practice or activity. This does not include printed matter or an article or thing, which is primarily concerned with or used in association with a medically recognised purpose.

Display Facilities

Means the use of premises for the display and sale (by retail or by auction), or the hire of goods such as:

- Building and construction materials, hardware store over 501m² GFA;
- Garden supplies including plants, tools, garden furniture and equipment and other products for use in gardening and landscaping;
- Vehicles including cars, trucks, motor cycles, boats, caravans, trailers and relocatable homes;
- Produce, animal fodder and farming goods and equipment.

The use includes facilities commonly described as garden centre, produce market, produce store, car or truck sales yard, vehicle or equipment hire premises or auction yard.

The term includes the display of goods manufactured or assembled on-site.

Showroom

Means the use of a premises for the display and retail sale of sizeable bulky goods where the gross floor area is greater than 300m² and the activity is predominately undertaken indoors. The term includes but is not limited to the retail sale of:

- floor coverings, wall tiles, soft furnishings or bedding;
- furniture and décor;
- sizeable domestic appliances being washing machines, dishwashers, clothes dryers, refrigerators, hot-water systems and air conditioners;
- household fixtures and fittings;
- barbeques, camping goods and outdoor recreation goods;

The term includes any ancillary customer convenience facilities and those related to the primary function of the site.

The term does not include display facilities or shopping facilities as defined herein.

5.3.4 Business And Commercial Uses

Business Facilities

Means the use of premises for:

- The conduct of a business or office where the principal activity is the provision of business or professional advice, services and goods or the office based administrative functions of any organisation;
- The medical or paramedical care or treatment of persons and which does not involve the accommodation those persons on the premises.

The use includes:

- Facilities commonly described as professional office, real estate office, estate sales office, bank, building society, credit union or funeral parlour;
- Care or treatment by practitioners such as an acupuncturist, podiatrist, naturopath, chiropractor, dentist, general or specialist medical practitioner, optometrist, pathologist, physiotherapist or radiologist, together with ancillary services such as pharmacy.

Tavern

Means the use of premises for:

- The sale of liquor for consumption on or off the premises;
- Dining activities;
- Entertainment activities, including gaming machines.

The use may include accommodation of tourists or travellers. The use includes facilities commonly described as hotel or tavern.

Restaurant

Means the use of licensed or unlicensed premises for the provision of meals or light refreshments to members of the public for consumption on or off the premises.

The use includes facilities commonly described as bistro, bar and grill, cafe, milk bar, snack bar, coffee shop, tearoom, takeaway, drive through food outlet or fast food outlet.

Service Station

Means the use of premises for:

- The retail sale of motoring requirements such as fuels, lubricants, oils and greases, batteries, tyres, spare parts, auto accessories and limited convenience shopping items to the travelling public;
- The hire of a limited number of vehicles or trailers;
- The washing of motor vehicles for a fee, including facilities provided for the public to wash and clean the interior and exterior of their own vehicles.

The use includes facilities commonly described as a petrol station or car wash.

Child Care Centre

Means the use of premises for the minding or care, but not residence, of children generally under school age.

The use includes facilities commonly described as a kindergarten, crèche or pre-school centre.

The use does not include the use of a House for the minding or care of children in accordance with the Child Care (Family Day Care) Regulation 1991.

Veterinary Facilities

Means the use of premises for the veterinary care, surgery and treatment of animals which may involve the accommodation of those animals on the premises.

Car Park

Means the use of premises for the temporary parking of motor vehicles where this parking is not provided as part of the use of the premises for some other purpose.

Tourist Attraction

Means the use of premises for an activity or range of activities designed and operated primarily to attract tourists.

The use may include interpretive facilities, retail outlet for the sale of souvenirs and similar items, kiosk, restaurant, administrative office and manager's residence.

The use includes facilities commonly described as pioneer village, sanctuary and animal park, theme park, waterslide or zoo.

5.3.5 Industry And Associated Uses

Primary Industry

Means the use of premises for:

- Growing of crops, trees, fruit, vegetables, flowers, turf or the like;
- Cultivation of seedlings, plants, flowers, shrubs or trees; or
- Breeding, keeping or rearing of any animal for commercial purposes; or
- Commercial harvesting of trees specifically planted for such purposes.

The use includes storing, packing or processing of vegetable or plant produce grown on the premises and the preparation of this for consignment to market or sale elsewhere, or for wholesale from the farm property.

The use includes activities commonly described as farming, grazing, agriculture or horticulture.

Aquaculture (Minor)

Means the use of premises for freshwater or marine pond aquaculture with a total production area not exceeding 2000m² and:

- Is conducted in ponds either wholly or partially outdoors and has nil discharges of wastes to natural waters; or
- Is freshwater or marine tank aquaculture with a recirculating system undertaken within a building.

The use does not include Aquaculture (Major) as defined herein.

Aquaculture (Major)

Means the use of premises for freshwater or marine pond aquaculture that:

- Constitutes an Environmentally Relevant Activity; or
- Has a production area exceeding 2000m²

The use does not include Aquaculture (Minor) as defined herein.

Intensive Animal Husbandry

Means the use of premises for the keeping or farming of animals at a density which requires feeding prepared or manufactured feeds at levels greater than necessary for survival and in a confined area such as feed lots, sheds or cages.

The use includes facilities commonly described as cattery, kennels, lot feeding, piggery, poultry farm or stables.

Industry Class A

Means the use of premises for any industry which:

- does not detrimentally affect the amenity of neighbouring premises due to the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, grit, oil or waste products; and
- does not involve the generation of heavy vehicular traffic; and
- does not impose any greater load on any public utility than that imposed by other uses in the locality in which the industry is carried on.

The use includes the sale of goods resulting from the industrial activity and any administration associated with the use, where these are carried out on the same site and are ancillary to the industrial activity.

The term may include but not limited to the following uses:

- Motor vehicle repairs (mechanical and electrical);
- Processing or packaging of food for human consumption;
- Upholstering furniture or vehicles;
- Assembly of furniture or other products;
- Printing;
- Self Storage
- Shop fitting.

Industry Class B

Means the use of premises for any industry which:

- may intermittently have some effect upon activities conducted on adjoining sites or in the immediate vicinity and is incompatible with the definition of Industry Class A; and
- is so operated or conducted that the effect of the use is not detrimental to the working environment experienced on adjoining sites or in the immediate vicinity.

The use includes the sale of goods resulting from the industrial activity and any administration associated with the use, where these are carried out on the same site and are ancillary to the industrial activity.

The use includes activities such as brewery, boat maintenance and repair (no abrasive blasting), heavy vehicle parking; transport and equipment depot; panel beating and spray painting, cannery, concrete batching plant, concrete product manufacture, sawmill and steel fabrication.

Industry Class C

Means the use of premises for any industry which :

- Has the potential to be noxious, offensive or hazardous and is incompatible with the definition of Industry A and Industry B.

The use includes activities such as abrasive blasting, descaling or the treatment of metals, bulk fuel storage, crushing or screening stone, gravel or sand, hot dip galvanising, electroplating or processes of a like nature.

Business and Technology Park

Means the use of premises for scientific or technological research, investigation or testing where the activities include the commercialisation of, or value adding to, research and development carried out at a tertiary education facility or an accredited research institution (whether public or private sector funded and administered).

The use includes the office and administrative activities of agencies and other bodies associated with such research and development or which have responsibilities for the management of natural resources.

Extractive Industry

Means the use of premises for the extraction and removal of sand, gravel, soil, rock, stone or other similar materials.

The use includes the treatment of the extracted material and the storage and preparation for transport of the extracted material when this is carried out on the premises or on adjacent premises.

The use may include a concrete batching plant.

5.3.6 Community Facilities

Cemetery and Crematorium

Means the use of premises for the interment of, or the cremation of, the deceased. The use includes a funeral chapel or parlour, columbarium and mortuary when located on the same site.

The use includes facilities commonly described as a graveyard, burial ground, crematorium or pet cemetery.

Hospital

Means the use of premises for the medical or surgical care or treatment of persons accommodated on the premises to receive this care or treatment.

The use includes care or treatment of persons such as emergency patients or out-patients not residing on the premises.

The use includes residential use of the premises by those conducting the use and ancillary services such as a pharmacy, gift shop or coffee shop.

Educational Establishment

Means the use of premises for the provision of pre school, primary, secondary or tertiary education or courses of study or training for the purposes of general education or for preparation for an occupation.

The use includes ancillary facilities which are located on the site and are administered by the educational body responsible for the site, such as offices, libraries, bookshops, tuckshops, sport and recreational facilities and residential accommodation for persons involved in the use.

Park

Means the use of premises normally open to the public without charge for active and passive recreational enjoyment.

Facilities that may be provided in a park for the enjoyment and convenience of users include kiosks, picnic places, scenic lookouts, shelters, children's play areas, sporting infrastructure including but not limited to basketball half courts, skate ramps, car parking areas and public toilets.

Place of Assembly

Means the use of premises for the public religious activities of a religious organisation or for meetings and activities of community groups or organisations or of associations of persons with a common interest.

The use includes social or recreational activities by the organisation or group and the residential use of persons involved in conducting the use.

The use includes facilities commonly described as a church, temple, mosque, hall or meeting rooms.

Local Utility

Means the use of premises for an undertaking for the supply of water, gas or electricity (through the electricity supply network) or the provision of telecommunication cable networks, sewerage systems, water supply systems or drainage systems, provided that this does not include the erection and operation of any building or structure (other than a pole or mast supporting electricity or telecommunication lines) having a gross floor area greater than twenty (20) square metres. The term does not include Public Utility, as defined herein.

Public Utility

Means the use of premises for the provision of public facilities and services such as emergency services, water, sewerage, electricity, gas, telecommunications, transport, drainage and refuse collection and disposal.

Railway Activities

Means the use of premises for the purposes of constructing, maintaining and operating :

- Rail transport infrastructure as defined in Schedule 3 of the Transport Infrastructure Act 1994;
- Rail maintenance depots, rail workshops and rail freight centres directly connected to and operationally connected with “rail transport infrastructure”; and
- Rolling stock.

Telecommunications Facilities

Means the use of premises for the provision of telecommunication services.

The use excludes low impact telecommunications facilities as defined by the Telecommunications (Low Impact Facilities Determination) 1997 under the Telecommunications Act.

Institution

Means the use of premises for the reform or training of persons who have been committed to the facility by a Court, such as a prison, a reformatory or a penal institution.

The use includes residential accommodation for persons employed at the facility.

5.3.7 Recreation

Indoor Sport and Entertainment

Means the use of premises for sport, physical exercise, recreation or public entertainment predominantly within a building.

The use includes facilities commonly described as sports centre, gymnasium, amusement and leisure centre, cinema, dance club, music club, nightclub, reception room, theatre, convention centre or function centre.

Outdoor Sport and Entertainment

Means the use of premises for sport, physical exercise, recreation or public entertainment predominantly outdoors.

The use includes facilities commonly described as race track (for cars, motor cycles, horses, dogs, etc), showground, theme park, pony club, commercial sports ground and other facilities based on the appreciation and enjoyment of the natural features of a locality.

5.4 Administrative Definitions

This section sets out the definitions of the administrative terms used throughout the Planning Scheme.

Access

The practicable means of entry of persons and vehicles onto a lot, either existing or proposed, from a road.

Access Point

The point at which vehicles may ingress and egress between a lot, either existing or proposed, and a road.

Access Strip

That part of a lot bounded by the frontage of that lot, the side or rear boundaries of adjoining lots and which is included in that lot solely for the provision of access. This may also be known as a battle axe or hatchet or access strip.

Alter

To extend, refurbish/renovate, adapt, add to or remove from, or otherwise modify a site or its elements.

Ancillary

Necessarily associated with, but incidental and subordinate to, the principal use.

Assessable Development

Development under this Planning Scheme that is impact assessable development or code assessable development. The term does not include self-assessable development.

Bedroom

A room which is used or intended for use or which in the opinion of the Council is capable of being used as a bedroom.

Boundary Realignment

Boundary realignment means the rearranging the boundaries of a lot by registering a plan of subdivision.

Building Envelope

A diagram drawn on a lot to the requirements of the responsible authority defining the limits for the siting and wall height of any dwelling or outbuildings.

In the case of development within the Hillslopes is within the Development Envelope.

Cantilevered Awning

A structure that projects from a building over a footpath to provide shelter from both sun and rain to users of the footpath. The structure is supported by its fixture to the building and does not require the support of posts or poles.

Cattery

Means the use of premises for the keeping, boarding or breeding of five or more cats on a commercial basis.

Character Precincts

These are precincts identified by the Council and the Community which contain characteristic of Cairns at various stages of its development.

The character of an area is determined to be a combination of buildings 50 years or older in age, (dwellings, commercial or industrial), which together with their setting (roads, landscaping and environs) show a high level of aesthetic and structural cohesion.

The buildings may not necessarily be considered to have individual heritage value but do, jointly, contribute to exemplifying the characteristics of Cairns in a historical context. Character is enhanced by the intangible life styles and social interactions contributing to an enhanced sense of belonging (for residents in particular) to a specific location.

The retention and sensitive maintenance of these precincts will assist in conserving living examples of the earlier character of the City.

Council

The Council of the City of Cairns.

Deep Planting

Deep Planting is the planting of large shrubs and trees within the natural ground of the site. Planting in containers or planter boxes is not defined as deep planting.

Demolition

The destruction of a structure to the point that it is reduced to its component parts or fragments of its parts. Where sections only of the building are removed/demolished the applicant should provide Council with a plan. Council will assess whether demolition approval is needed.

Dense Planting

Dense Planting is the massed planting of shrubs and trees to provide privacy, screening and a landscaped buffer.

Development Envelope

For the purpose of development within Hillslopes, is the area containing land with slope less than 1 in 3 and may be shown as a diagram drawn on a lot. This area is to contain the dwelling and all ancillary uses including outbuildings, swimming pools and on site effluent disposal areas.

Dwelling Unit

Any building or part of a building comprising a self-contained unit capable of the exclusive residential use of one household.

Elements

Any physical part of a site or place including a building, structure or item on, in or below ground level of the site or place.

Erect

Includes:

- Erect or commence or continue to erect;
- Do, or commence or continue to do, any work in the course of or for the purpose of erecting;
- Perform any structural work or make any alteration, addition or rebuilding;
- Move from one position on a lot to another position on or partly on the same lot or another lot;
- Re-erect with or without alteration on or partly on the same or another lot; or
- Where a building or structure is located on more than one lot:
 - move to another position on the same lot or any of them or to another lot or lots; or
 - re-erect with or without alteration on another position on the same lots or any of them or on another lot or lots.

Frontage

Any boundary line, or part thereof, of a lot which coincides with the alignment of a road.

Gross Floor Area

The sum of the areas (inclusive of all walls, columns and balconies, whether roofed or not) of all storeys of a building or buildings including public mall areas and covered walkways within shopping facilities except for:

- The area of lift motor rooms or air conditioning or other mechanical or electrical plant and equipment rooms;
- Toilets and stairwells and other ancillary and service facilities;
- Basement and semi-basement parking area of any building or other structure (inclusive of all walls and columns) where located entirely beneath buildings above will be considered acceptable at any height provided the overall height prescribed for the building is not exceeded.
- Semi-basement parking area that extends beyond the building line that is less than 1250 millimetres above the ground level at any location, measured from the underside of the slab forming the roof to a semi-basement parking area to mean ground level. Should the ground level of a site be, or be proposed to be substantially changed from its natural state the Council may stipulate the level which is regarded as the natural ground level for this calculation, having regard to the general level of the surrounding land and roadways;
- Ground level parking and parking areas within the envelope of the building and associated vehicular access areas.

Where the Height and Impact of Buildings Code applies the following is also excluded from the sum of the areas:

- The area of any unenclosed private balcony, whether roofed or not, and accessible from one dwelling unit up to maximum of 20% of the gross floor area of the storey upon which the balcony is located;

Habitable Room

A room used for normal domestic activities, and;

- Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom and sunroom; but
- Excludes a bathroom, laundry, water closet, food-storage pantry, walk-in-wardrobe, corridor, hallway, lobby, photographic darkroom, clothes-drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.

Height

The distance in metres measured in a vertical axis from any point of natural ground level or, in the case where a finished ground level is specified by Council, measured from that finished ground level to the underside of the ceiling of the topmost level of a building, or in the case of a structure, to the highest point of the structure.

Household

An individual or group of individuals whether related or unrelated, who occupy or share the same dwelling unit as provided below:

- Two or more persons related by blood, marriage or adoption;
- Not more than six persons not related by blood, marriage or adoption;
- Not more than six persons under the age of eighteen years and not related by blood, marriage or adoption, and an adult/s having the care and control of these persons either with or without domestic servants.

For the purposes of this definition, a group of persons is not deemed to be maintaining a household by a common discipline unless one or more of the members of the group retains the power in and domination over the whole of the abode occupied by the group.

Kennel

Means the use of premises for the keeping, boarding, breeding or training of five or more dogs on a commercial basis.

Landscaping/ Landscaped or Landscape

The terms landscaping, landscaped or landscape means the treatment of the areas surrounding a building for the purpose of enhancing or protecting the amenity of the site containing the building, as well as the amenity of adjoining properties and the streetscape.

Includes any combination of the following:

- Planting of trees, hedges, shrubs and lawn;
- Laying out of gardens;
- Paving of pathways or courtyards;
- Water features.
- Landscaping also includes:
- The formation and construction of footpaths and verges;
- Street tree planting.

Major Transport Corridors and Facilities:

- State-controlled roads (as identified on the Road Hierarchy in the District Plans);
- Extractive industry haul routes (as identified on Map 2, Extractive Resources and Haul Routes);
- Railways;
- Cane haul railways;
- Sub-Arterial roads (as identified on the Road Hierarchy in the District Plans);
- Cairns Airport;
- Cairns Seaport;
- Cairns Transport Interchange Terminal;
- Palm Cove Wharf.

Main Road Frontage

The main road frontage is the frontage to the widest road, or where both roads are the same width, the road frontage of the least length.

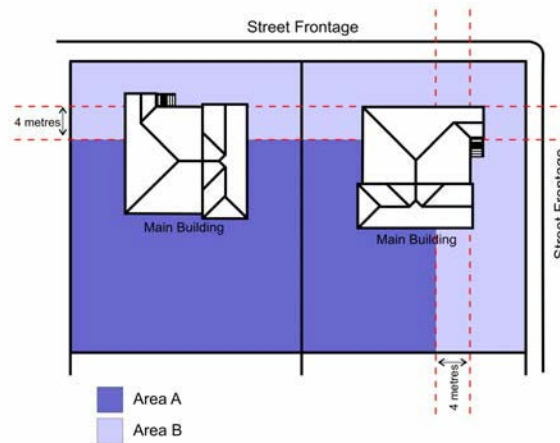
However, in the case where the site is irregular in shape, the frontage of the narrower leg of the site is deemed not to be the main road frontage unless otherwise approved by Council.

In the situation of a site with frontage to an Esplanade, the Esplanade is deemed to be the main road frontage.

Minor Building Work

In a Character Precinct Overlay:

- Internal building works.
- Roofed structures over ground level outdoor landscape and recreation areas at the rear or side of a premises in the area marked A having a maximum roofed area of 12m² eg. pergolas and patios.
- Garden sheds at the rear of the premises which are at the rear or side of a premises in the area marked A having a maximum roofed area of 12m².
- Car shade structures (open on at least three sides and having a maximum roofed area of 18m²) which are at the rear or side of a premises and a minimum of 4 metres behind the building as shown in the area marked 'A' on the diagram below:



- Roof over existing deck or balcony at the rear of the premises.
- Rainwater tanks where no greater than 3.5m in height with a footprint of 10m² or less.

In a Hillslopes Overlay or Vegetation Conservation & Waterway Significance Overlay:

- Internal Building Works.

In a Planning Area:

- An alteration, addition or extension to an existing building where the gross floor area including balconies is less than 5% of the building or 25m², whichever is the lesser.
- Internal fitouts.
- Roofed structures over ground level outdoor landscape and recreation areas i.e. pergolas and patios.
- Construction of a cantilevered awning within a road reserve.
- Carports or car shade structures which are at the rear of the premises and up to 25m² in area.
- Amenity blocks or outbuildings which are at the rear of the premises and up to 25m² in area.
- Note: Where a site is affected by an Overlay Code defined above, the definition for Minor Building Work for the relevant Overlay Code prevails over the definition for the Planning Area.

Minor Demolition Work

Demolition or relocation of a building where the work is:

- Relocation of a building sideways within its existing lot provided it does not involve the rotation of the building to face another frontage or boundary;
- Relocation of a building forwards or backwards on a lot provided :
 - The proposed setback of the building is a minimum of 6m to any road frontage, or within 20% of the average setback next door where those buildings have a setback less than 6m.
 - It does not involve rotating the building to face another frontage or boundary.
- Demolition of internal walls and features.
- Demolition of additions, extensions or free standing outbuildings which have been added within the past 50 years.
- Demolition or removal of any alterations which have added within the last 50 years to reveal original design, or reconstruction with original form and materials including:
 - Roof material
 - Wall cladding
 - Windows
 - Stumps
 - Lower floor enclosures
 - Veranda enclosures.
- Any other demolition as a consequence of carrying other exempt development.

Net Lettable Area

The sum of the areas (inclusive of columns, balconies, whether roofed or not) of all storeys of a building or buildings measured from the internal surface of a wall, excluding:

- All stairs, recessed doorways, toilets, cleaners cupboards, lift shafts and motor rooms, escalators, smoke lobbies, tea rooms and other service areas, where all are provided as standard facilities in the building;
- Lift lobbies in which lifts face other lifts, blank walls or areas excluded by the provision above;
- Areas set aside as public spaces or thoroughfares and not for the exclusive use of occupiers of the floor or building, such as access passageways in lift and service core areas;
- Areas set aside for the provision of facilities or services such as electrical or telephone ducts and air-conditioning risers to the floor where such facilities are provided as a standard facility in the building;
- Areas set aside for use by service vehicles and for delivery of goods and access ways thereto, where such areas are not for the exclusive use of occupiers of the floor or building;
- Areas set aside for carparking and access ways thereto, where such areas are not for the exclusive use of occupiers of the floor or building;
- Areas having less than 1.5 metres clear height above floor level.

Noise Sensitive Development

Noise Sensitive Development is development for a use or uses which have the potential to be adversely affected by noise and includes :

- House
- Dual Occupancy
- Multiple Dwelling
- Retirement Village
- Special Residential Use
- Caravan and Relocatable Home Park
- Holiday Accommodation
- Short Term Accommodation
- Child Care Centre
- Hospital
- Educational Establishment
- Park
- Place of Assembly

Park

Local park - passive & active

These parklands are intended to:

1. Be within a 400m walking radius of most people of the residential neighbourhood.
2. Provide for passive or active opportunities close to home primarily for the use of children and families.
3. Have a preferred minimum size of 0.5-2 hectares.

Passive local parks are usually mixed use with dominantly informal functions such as kick about, play and picnicking but may include playground structures and equipment (eg. Swings etc) to suit the demographics of the relevant neighbourhood that those parklands are intended to service.

Larger local parks may incorporate passive areas whilst still providing active areas for unstructured sports and playground structures and equipment to cater for uses such as skate ramps.

District Park - Passive & Active Park

District parks both (passive and active):

1. Are ideally sized from 2-5 ha but may be larger sometimes;
2. Are intended to serve the needs of two or more neighbourhoods up to the specific catchment level (being a 3 km radius from the perimeter of the relevant District Park), but not planned to service communities outside the specific catchment;
3. May have local sporting uses; incorporated.
4. Are capable of accommodating multiple uses both active and passive including BBQ and picnic facilities; and
5. Should be integrated with:
 - a. Other open space, community facility development and facility precincts; and
 - b. Other community, retail, service and transport nodes.

District Sport Park

District Sporting parks:

1. Will fundamentally provide for the sporting needs of the catchment;
2. Encourage and draw participation in sporting pursuits from a wider population beyond that immediate catchment area;
3. Should be 5 ha or larger;
4. Provide for several sports.
5. Are for organised and semi-organised sporting pursuits that are capable of accommodating multiple uses for a range of potential participants and users.

Metropolitan & Regional Park

Metropolitan & Regional Parks are those parks which are for sporting, informal conservation or special purpose parks of a size and scale that attracts a city- wide population and are generally extensively master-planned.

Sporting facilities may be built:

1. To comply with relevant national or international standards;
2. To hosting major sporting events;

Metropolitan & Regional Parks should be adequately and serviced by public transport; and contain extensive car parking and spectator facilities.

Plot Ratio

Plot ratio means the ratio between the gross floor area of a building and the area of the site upon which the building is located.

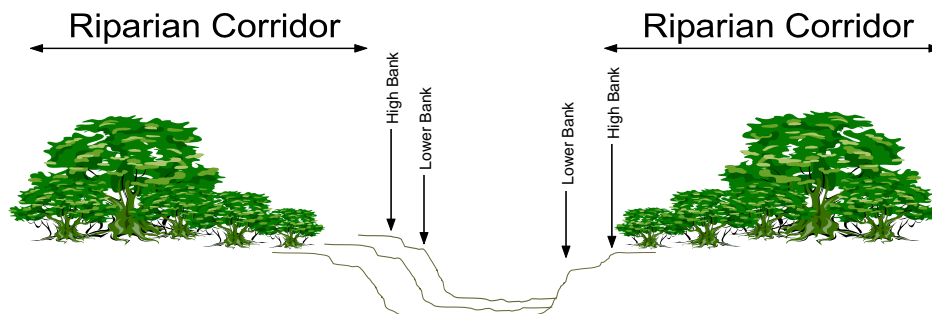
Podium

In relation to a Tall Building, is the base of the building which is complementary to the existing streetscape and is designed to fit in with the older or lower scale buildings or with the podia of newer Tall Buildings, as applicable.

Riparian Corridor

The minimum width of the riparian corridor, measured from the shoulder of the high bank to the edge of the vegetation, applicable to both sides of the watercourse is as follows:

All Districts	Where the riparian vegetation is protected under provision of the Vegetation Management Act 1999, the width of the riparian corridor is sufficient to include all vegetation that is protected under that Act.			
Where this condition does not apply the riparian widths of the Riparian Vegetation Area are determined by the adjacent watercourse category as follows:				
Watercourse Category	1	2	3	4
Rural Lands	20 metres	20 metres	20 metres	10 metres
All other Districts	50 metres	20 m above RL 40 AHD or 40 m below RL 40 AHD	20 m above RL 40 AHD or 40 m below RL 40 AHD	10 metres



Regularly Shaped Site

A site which is principally square or rectangular in configuration and which may be comprised of one or more parcels of land the subject of a development application.

Relocatable Home

A relocatable dwelling unit or accommodation unit which complies with the provision of the Building Act pertaining to Class I or Class III buildings respectively, and which is designed to be transported, after fabrication, upon its own wheels, upon removable wheels, or upon a vehicle or trailer.

Ridgeline

The top line of a slope or embankment, excluding vegetation or other features that sit above the land.

Road Hierarchy

The Road Hierarchy classifications are defined as follows :-

State-controlled Road

State-controlled Road means a road or land, or part of a road or land, declared under section 23 of *The Transport Infrastructure Act 1994* to be a State-controlled Road, and, for chapter 5, part 5, division 2, subdivision 2 of the *Transport Infrastructure Act* includes a road or land that the chief executive (of the Department of Main Roads) has notified the relevant local government in writing is intended to become a State-controlled Road.

Sub Arterial Road

A Sub Arterial Road is a road providing through routes for traffic and providing connection between local residential, commercial and industrial areas and roads serving the longer distance, intra-urban movements, generally the State-controlled Roads.

Sub Arterial Roads service residential areas containing more than 600 dwellings and accommodate traffic volumes of more than 6000 vehicles per day.

Collector Road

A Collector Road is a road providing for circulation of traffic within the local area and providing connection from the local area to Sub Arterial Roads.

Collector Roads service residential areas containing between 200 and 600 dwellings and accommodate traffic volumes in the range 2000 – 6000 vehicles per day.

Access Street

An Access Street provides access to properties and also provides links between discrete areas, in some cases for local bus services.

Access Streets service discrete residential areas containing between 30 and 200 dwellings and accommodate traffic volumes in the range 300 – 2000 vehicles per day.

Access Place

A minor cul-de-sac street providing local residential access, with shared traffic, pedestrian and recreation use.

Rural Major Road

A Rural Major Road is a road providing connection between local rural areas and roads serving the longer distance inter-urban movements, generally the State-controlled Roads. Rural Major Roads also provide for the movement of produce and freight from local rural areas to roads serving the longer distance, inter-urban movements.

Scenic Rim

Refers to the following:

- The forested or vegetated backdrop of hills and mountain ranges throughout the City.
- The vegetated or grassy foothills which fringe the City and rural communities throughout the City.

Scheme

The Planning Scheme for the City of Cairns also known as CairnsPlan.

Self-Contained

A dwelling unit capable of being occupied independently that contains at least contain the following:

- A kitchen area including food preparation, cooking (not a microwave oven solely), kitchen sink; cleaning, food storage and refrigeration facilities (not a bar fridge);
- A toilet;
- A laundry;
- A bathroom including wash basin, shower and/or bath; and
- Sleeping areas.

All of which are designed or appropriately adapted for human use.

Semi-basement Parking Area

The area below a building or structure extending above the natural ground level to a maximum height of 1250mm measured from the natural ground level to the underside of the slab forming the roof to the semi-basement parking area.

Should the ground level of a site be, or be proposed to be substantially changed from its natural state the Council may stipulate the level which is regarded as the natural ground level for this calculation, having regard to the general level of the surrounding land and roadways.

Serviceable Land

Land capable of being provided with the necessary services to facilitate the intended use. The services include but are not limited to water supply, treatment and disposal of effluent; stormwater drainage; electricity supply; telecommunications and vehicular access.

Setback

The space, distance or dimension between the boundary of a lot and the outermost projection of an existing or proposed building. Such space, distance or dimension does not apply to window hoods or eaves but does apply to stairs, balconies, semi-basement car parks and walkways that are above the ground level.

Significance

The aesthetic, historic, scientific, technical, archaeological or social value of a place for past, present or future generations. The following 8 criteria apply :

Criterion A : The place is of cultural heritage significance if it is important in demonstrating the evolution or pattern of Cairns' history.

Criterion B : The place is of cultural heritage significance if it demonstrates rare, uncommon or endangered aspects of cultural heritage.

Criterion C : The place is of cultural heritage significance if it has potential to yield information that will contribute to an understanding of Cairns' history.

Criterion D : The place is of cultural heritage significance if it is important in demonstrating the principal characteristics of a particular class of cultural places.

Criterion E : The place is aesthetically significant.

Criterion F : The place is of cultural heritage significance if it is important in demonstrating a high degree of creative or technical achievement at a particular period.

Criterion G : The place is of cultural heritage significance if it has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Criterion H : The place is of cultural heritage significance if it has special association with the life or work of a particular person, group or organisation of importance in Cairns' history.

Site

Any land over which subdivision is proposed or on which development is carried out or is proposed to be carried out whether such land comprises the whole or part of one lot or more than one lot if each of such lots is continuous with the other or another of such lots.

Site Coverage

The largest area of a site occupied by a building/s at any level projected on to a horizontal plane and expressed as a percentage of total site area.

In the calculation of site coverage, the area occupied by the building/s is calculated by measuring along the external perimeter of the building/ including all passageways, staircases, basement and semi-basement parking, unenclosed private verandahs, balconies or patios accessible only from one dwelling unit and the like.

In all Planning Areas, the site coverage includes all ancillary buildings (e.g. restaurants, foyers, reception areas) except where, such ancillary buildings are detached outbuildings that are not fully enclosed (carports, pergolas, refuse storage areas).

Site Population Density

The number of persons residing on a site calculated from the ratios set out below. The site population density is expressed in terms of persons per hectare.

House – 3 persons per house.

Dual Occupancy – 3 persons per dwelling unit.

Caretaker's Residence – 3 persons per residence.

Multiple Dwelling:

- 1 bedroom dwelling unit – 1.5 persons per dwelling unit;
- 2 bedroom dwelling unit – 2.5 persons per dwelling unit;
- 3 bedroom dwelling unit – 3.5 persons per dwelling unit;
- Dwelling unit with more than 3 bedrooms – 3.5 persons plus 0.5 persons for each additional bedroom in excess of 3 bedroom.

Retirement Village:

- Self-contained dwelling units – 1.5 persons per dwelling unit;
- Serviced units – 1 person per unit;
- Hostel or nursing home facilities – 1 person per bed.

Special Residential Use – 0.7 person per bed for each bed in a dormitory, a communal room or a bedroom.

Caravan and Relocatable Home Park – 2.5 persons per caravan, cabin, camping site or relocatable home.

Holiday Accommodation:

(Self-contained or non self-contained accommodation)

- 1 bedroom unit – 1.5 persons per accommodation unit;
- 2 bedroom unit – 2.5 persons per accommodation unit;
- 3 bedroom unit – 3.5 persons per accommodation unit;
- Accommodation unit with more than 3 bedrooms – 3.5 persons plus 0.5 persons for each additional bedroom in excess of 3 bedrooms;

Short Term Accommodation:

- 1 person per bed for each bed in a dormitory or in a communal room;
- 1.5 persons per double bed in a double bedroom.

Skyline

The outline of objects seen against the sky, this includes vegetation or other features that sit above the land.

Storey

The space within a building which is situated between one floor level and the floor level next above, or if there is no floor level above, the ceiling or roof above. A level used partly or solely for parking is included as a storey, other than basement or semi-basement parking which is excluded.

Structure

Means a wall or fence or any object fixed to or projecting from the ground, a building, a wall, a fence or other object.

The use includes, but is not limited to a flagpole, aerial, antenna, mast, monument, liquid or gas storage tank, satellite dish, chimney flue, fountain, sculpture and statue.

Tall Building

A Tall Building means any building or structure having a height in excess of 11.5 metres.

The Cairns Esplanade

The Cairns Esplanade means the road immediately fronting Trinity Bay and its adjoining parkland from the intersection with Spence Street to the intersection with Lily Street, including that length of Abbott Street from the intersection of Kerwin Street to the intersection of Upward Street. Includes all development both existing on a site and proposed by a development application.

Wetlands

Wetlands are areas of permanent periodic or intermittent inundation, whether natural or artificial, with water that is static or flowing, fresh, brackish or saline (including areas of marine water, the depth of which is not more than 6 metres at low tide).