

BUNDABERG  
REGIONAL COUNCIL

**Bundaberg Regional Council**

# PLANNING SCHEME

**2015**

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## Citation and commencement

This planning scheme may be cited as the Bundaberg Regional Council Planning Scheme 2015.

A notice was published in the Government Gazette No. 33 on 16 October 2015 for the planning scheme for the Bundaberg Regional Council.

The commencement date for the planning scheme was 19 October 2015.

Amendments to the planning scheme are included in **Appendix 2 (Table of amendments)**.

This is to certify that this is a true and correct copy of the Bundaberg Regional Council Planning Scheme (version 6.1) as adopted by Council on 24 April 2023 and having effect on and from 12 May 2023.



Stephen Johnston  
Chief Executive Officer

Dated: 9 May 2023

# Contents

<b>Part 1</b>	<b>About the planning scheme</b>	<b>1-1</b>
1.1	Introduction .....	1-1
1.2	Planning scheme components .....	1-3
1.3	Interpretation .....	1-5
	1.3.1 Definitions.....	1-5
	1.3.2 Standard drawings, maps, notes, editor's notes and footnotes .....	1-5
	1.3.3 Punctuation.....	1-5
	1.3.4 Zones for roads, closed roads, waterways and reclaimed land .....	1-5
1.4	Categories of development.....	1-6
1.5	Hierarchy of assessment benchmarks .....	1-6
1.6	Building work regulated under the planning scheme .....	1-6
1.7	Local government administrative matters .....	1-8
	1.7.1 Zones for Commonwealth land.....	1-8
	1.7.2 Temporary uses not assessable under this planning scheme .....	1-8
	1.7.3 Mining tenements .....	1-8
	1.7.4 Other documents incorporated in the planning scheme .....	1-8
<b>Part 2</b>	<b>State planning provisions</b>	<b>2-1</b>
2.1	State planning policy .....	2-1
2.2	Regional plan.....	2-1
2.3	Referral agency delegations .....	2-1
2.4	Regulated requirements .....	2-1
<b>Part 3</b>	<b>Strategic framework</b>	<b>3-1</b>
3.1	Preliminary.....	3-1
	Background and context .....	3-2
3.2	Strategic intent .....	3-4
	3.2.1 Overview .....	3-4
	3.2.2 Still Queensland's lifestyle capital.....	3-4
	3.2.3 Shaping growth.....	3-5
	3.2.4 Strengthening the regional economy, feeding a nation.....	3-5
	3.2.5 Many communities – city, coastal and country .....	3-7
	3.2.6 Green space for generations .....	3-7
	3.2.7 Creating great places .....	3-8
	3.2.8 Implementing the strategic intent 2012 - 2031 .....	3-10
3.3	Settlement pattern theme .....	3-11
	3.3.1 Strategic outcomes .....	3-11
	3.3.2 Element 1 – Defined urban areas .....	3-12
	3.3.3 Element 2 – Compact, efficient and functional urban form .....	3-13
	3.3.4 Element 3 – Rural residential development .....	3-13
	3.3.5 Element 4 – Local development areas and other major greenfield areas.....	3-14
	3.3.6 Element 5 – Identified growth areas .....	3-15
	3.3.7 Element 6 – Activity centre network.....	3-15
	3.3.8 Element 7 – Villages.....	3-16
	3.3.9 Element 8 – Regional infrastructure and facilities.....	3-17
	3.3.10 Element 9 – Affordable living and sustainable neighbourhood design .....	3-17
	3.3.11 Element 10 – Managing land use conflicts .....	3-17
	3.3.12 Relevant strategic framework maps .....	3-18
3.4	Economic development theme .....	3-21
	3.4.1 Strategic outcomes .....	3-21
	3.4.2 Element 1 – Activity centres network.....	3-23
	3.4.3 Element 2 – Industry and enterprise areas.....	3-25
	3.4.4 Element 3 – Tourism and tourism focus areas .....	3-27
	3.4.5 Element 4 – Rural enterprise and industry .....	3-28
	3.4.6 Element 5 – Home based business .....	3-28
	3.4.7 Relevant strategic framework maps .....	3-28

<b>3.5</b>	<b>Access and mobility theme.....</b>	<b>3-31</b>
3.5.1	Strategic outcomes.....	3-31
3.5.2	Element 1 – Integrated transport network.....	3-32
3.5.3	Element 2 – Sustainability and accessibility .....	3-32
3.5.4	Element 3 – Active transport.....	3-33
3.5.5	Element 4 – Public transport.....	3-33
3.5.6	Element 5 – Road transport.....	3-34
3.5.7	Element 6 – Freight movement.....	3-34
3.5.8	Element 7 – Airports and ports .....	3-35
3.5.9	Relevant strategic framework maps .....	3-35
<b>3.6</b>	<b>Infrastructure and services theme .....</b>	<b>3-39</b>
3.6.1	Strategic outcomes.....	3-39
3.6.2	Element 1 – Coordinated planning and delivery .....	3-39
3.6.3	Element 2 – Water cycle management.....	3-40
3.6.4	Element 3 – Energy infrastructure .....	3-40
3.6.5	Element 4 – Telecommunications infrastructure.....	3-41
3.6.6	Element 5 – Waste management and recycling .....	3-41
3.6.7	Element 6 – Emergency services .....	3-41
3.6.8	Relevant strategic framework maps .....	3-41
<b>3.7</b>	<b>Natural environment and landscape character theme.....</b>	<b>3-42</b>
3.7.1	Strategic outcomes.....	3-42
3.7.2	Element 1 – Habitat and biodiversity .....	3-42
3.7.3	Element 2 – Landscape and scenic amenity .....	3-43
3.7.4	Element 3 – Coastal environment.....	3-44
3.7.5	Element 4 – Surface water, groundwater, watercourses and wetlands .....	3-44
3.7.6	Relevant strategic framework maps .....	3-44
<b>3.8</b>	<b>Community identity, culture and sport and recreation theme .....</b>	<b>3-47</b>
3.8.1	Strategic outcomes.....	3-47
3.8.2	Element 1 – Cultural heritage and character .....	3-47
3.8.3	Element 2 – Healthy and strong communities .....	3-48
3.8.4	Element 3 – Social infrastructure and services.....	3-48
3.8.5	Element 4 – Open space and recreation .....	3-49
3.8.6	Relevant strategic framework maps .....	3-49
<b>3.9</b>	<b>Natural resources theme .....</b>	<b>3-50</b>
3.9.1	Strategic outcomes.....	3-50
3.9.2	Element 1 – Management of natural resources.....	3-50
3.9.3	Element 2 – Rural resources .....	3-51
3.9.4	Element 3 – Extractive resources .....	3-51
3.9.5	Element 4 – Fisheries resources .....	3-52
3.9.6	Relevant strategic framework maps .....	3-52
<b>3.10</b>	<b>Natural hazards theme .....</b>	<b>3-55</b>
3.10.1	Strategic outcomes .....	3-55
3.10.2	Element 1 – Natural hazards.....	3-55
3.10.3	Element 2 – Climate change.....	3-56
3.10.4	Relevant strategic framework maps.....	3-56
<b>Part 4</b>	<b>Local government infrastructure plan</b>	<b>4-1</b>
<b>4.1</b>	<b>Preliminary.....</b>	<b>4-1</b>
<b>4.2</b>	<b>Planning assumptions.....</b>	<b>4-2</b>
4.2.1	Population and employment growth .....	4-4
4.2.2	Development .....	4-5
4.2.3	Infrastructure demand .....	4-5
<b>4.3</b>	<b>Priority infrastructure area.....</b>	<b>4-6</b>
<b>4.4</b>	<b>Desired standards of service.....</b>	<b>4-6</b>
4.4.1	Water supply network.....	4-6
4.4.2	Wastewater network.....	4-7
4.4.3	Stormwater network.....	4-7
4.4.4	Transport network.....	4-8
4.4.5	Public parks and land for community facilities network.....	4-9
<b>4.5</b>	<b>Plans for trunk infrastructure .....</b>	<b>4-13</b>
4.5.1	Plans for trunk infrastructure maps.....	4-13
4.5.2	Schedules of works .....	4-13

<b>Part 5</b>	<b>Tables of assessment</b>	<b>5-1</b>
5.1	Preliminary.....	5-1
5.2	Reading the tables .....	5-1
5.3	Categories of development and assessment.....	5-2
5.3.1	Process for determining the category of development and the category of assessment for assessable development .....	5-2
5.3.2	Determining the category of development and categories of assessment .....	5-2
5.3.3	Determining the requirements for accepted development and assessment benchmarks and other matters for assessable development.....	5-3
5.4	Categories of development and assessment – Material change of use .....	5-5
5.5	Categories of development and assessment – Reconfiguring a lot .....	5-50
5.6	Categories of development and assessment – Building work.....	5-51
5.7	Categories of development and assessment – Operational work .....	5-52
5.8	Categories of development and assessment – Local plans.....	5-54
5.9	Categories of development and assessment – Overlays .....	5-55
<b>Part 6</b>	<b>Zones</b>	<b>6-1</b>
6.1	Preliminary.....	6-1
6.2	Zone codes .....	6-2
6.2.1	Low density residential zone code.....	6-2
6.2.2	Medium density residential zone code.....	6-6
6.2.3	High density residential zone code .....	6-10
6.2.4	Principal centre zone code .....	6-14
6.2.5	Major centre zone code.....	6-18
6.2.6	District centre zone code .....	6-21
6.2.7	Local centre zone code .....	6-28
6.2.8	Neighbourhood centre zone code.....	6-32
6.2.9	Industry zone code .....	6-34
6.2.10	High impact industry zone code.....	6-37
6.2.11	Sport and recreation zone code.....	6-39
6.2.12	Open space zone code.....	6-41
6.2.13	Environmental management and conservation zone code .....	6-43
6.2.14	Community facilities zone code .....	6-45
6.2.15	Emerging community zone code .....	6-47
6.2.16	Limited development zone code .....	6-50
6.2.17	Rural zone code .....	6-53
6.2.18	Rural residential zone code .....	6-56
6.2.19	Special purpose zone code .....	6-58
6.2.20	Specialised centre zone code.....	6-60
<b>Part 7</b>	<b>Local plans</b>	<b>7-1</b>
7.1	Preliminary.....	7-1
7.2	Local plan codes .....	7-2
7.2.1	Central coastal urban growth area local plan code.....	7-2
7.2.2	Kalkie-Ashfield local development area local plan code .....	7-17
<b>Part 8</b>	<b>Overlays</b>	<b>8-1</b>
8.1	Preliminary.....	8-1
8.2	Overlay codes .....	8-2
8.2.1	Acid sulfate soils overlay code.....	8-2
8.2.2	Agricultural land overlay code.....	8-4
8.2.3	Airport and aviation facilities overlay code.....	8-6
8.2.4	Biodiversity areas overlay code .....	8-10
8.2.5	Bushfire hazard overlay code .....	8-14
8.2.6	Coastal protection overlay code .....	8-18
8.2.7	Extractive resources overlay code.....	8-22
8.2.8	Flood hazard overlay code .....	8-24
8.2.9	Heritage and neighbourhood character overlay code .....	8-28
8.2.10	Infrastructure overlay code .....	8-32
8.2.11	Sea turtle sensitive area overlay code.....	8-36





<b>Schedule 5</b>	<b><u>Designation of premises for development of infrastructure</u></b>	<b>S5-1</b>
<b>Schedule 6</b>	<b><u>Planning scheme policies</u></b>	<b>S6.1-1</b>
<b>SC6.1</b>	<b>Planning scheme policy index .....</b>	<b>S6.1-1</b>
<b>SC6.2</b>	<b>Planning scheme policy for the Heritage and neighbourhood character overlay code .....</b>	<b>S6.1-1</b>
SC6.2.1	Purpose.....	S6.2-1
SC6.2.2	Application.....	S6.2-1
SC6.2.3	Advice about outcomes for local heritage places and development adjoining a State or local heritage place .....	S6.2-1
SC6.2.4	Guidance for preparation of a heritage impact assessment report and conservation management plan .....	S6.2-2
SC6.2.5	Advice about outcomes for neighbourhood character areas .....	S6.2-3
SC6.2.6	Guidelines for achieving Heritage and neighbourhood character overlay code outcomes.....	S6.2-3
<b>SC6.3</b>	<b>Planning scheme policy for development works .....</b>	<b>S6.3-1</b>
SC6.3.1	Purpose.....	S6.3-1
SC6.3.2	Application.....	S6.3-1
SC6.3.3	Roads, driveways, pathways, and cycleways.....	S6.3-1
SC6.3.4	Water and wastewater .....	S6.3-20
SC6.3.5	Stormwater.....	S6.3-21
SC6.3.6	Open space, public parks and land for community facilities.....	S6.3-34
SC6.3.7	Landscaping.....	S6.3-37
SC6.3.8	Electrical and Lighting.....	S6.3-43
SC6.3.9	Environmental requirements .....	S6.3-46
SC6.3.10	Earthworks .....	S6.3-47
SC6.3.11	Telecommunications .....	S6.3-48
SC6.3.12	Gas supply .....	S6.3-48
SC6.3.13	Operational works, construction, inspection, maintenance and bonding procedures .....	S6.3-49
<b>SC6.4</b>	<b>Planning scheme policy for waste management.....</b>	<b>S6.4-1</b>
SC6.4.1	Purpose.....	S6.4-1
SC6.4.2	Application.....	S6.4-1
SC6.4.3	Terminology .....	S6.4-1
SC6.4.4	General requirements .....	S6.4-1
SC6.4.5	Access and manoeuvrability.....	S6.4-2
SC6.4.6	Residential refuse bin arrangements.....	S6.4-2
SC6.4.7	Residential storage area .....	S6.4-4
SC6.4.8	Residential collection point.....	S6.4-4
SC6.4.9	Non-residential development.....	S6.4-6
<b>SC6.5</b>	<b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports .....</b>	<b>S6.5-1</b>
SC6.5.1	Purpose.....	S6.5-1
SC6.5.2	Standard well made application content.....	S6.5-1
SC6.5.3	Technical plans and reports content .....	S6.5-2
<b>SC6.6</b>	<b>Planning scheme policy for agricultural buffers .....</b>	<b>S6.6-1</b>
SC6.6.1	Purpose.....	S6.6-1
SC6.6.2	Application.....	S6.6-1
SC6.6.3	What is an agricultural buffer?.....	S6.6-1
SC6.6.4	Buffer attributes and design .....	S6.6-5
SC6.6.5	General requirements .....	S6.6-8
SC6.6.6	Buffer tenure and responsibility.....	S6.6-10
<b>Appendix 1</b>	<b><u>Index and glossary of abbreviations and acronyms</u></b>	<b>A1-1</b>
<b>Appendix 2</b>	<b><u>Table of amendments</u></b>	<b>A2-1</b>

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# Part 1 About the planning scheme

## 1.1 Introduction

- (1) The Bundaberg Regional Council Planning Scheme 2015 (the planning scheme) has been prepared in accordance with the *Sustainable Planning Act 2009* (the SP Act) as a framework for managing development in a way that advances the purpose of the SP Act.
- (2) The planning scheme was amended for alignment with the *Planning Act 2016* (the Act) by the Minister's rules under section 293 of the Act on 16 May 2017.
- (3) In seeking to achieve this purpose, the planning scheme sets out Bundaberg Regional Council's intention for the future development in the planning scheme area, over the next sixteen years to 2031.
- (4) The planning scheme seeks to advance state and regional policies through more detailed local responses, taking into account the local context.
- (5) While the planning scheme has been prepared with a sixteen year horizon, it will be reviewed periodically in accordance with the Act to ensure that it responds appropriately to the changes of the community at a local, regional and State level.
- (6) The planning scheme applies to the planning scheme area of Bundaberg Regional Council including all premises, roads, internal waterways and local government tidal areas and interrelates with the surrounding local government areas illustrated on **Map BRC1 (Local government planning scheme area and context)**.

Editor's note—the boundaries of the local government area are described by the maps referred to within the *Local Government (Operations) Regulation 2010*.

Editor's note—State legislation may state that the planning scheme does not apply to certain areas, e.g. strategic port land under the *Transport Infrastructure Act 1994* and priority development areas.

Editor's note—the planning scheme does not apply to Commonwealth Land, e.g. Department of Defence bases, training areas and ranges which are regulated under the *Defence Act 1901* (Commonwealth).



- LEGEND**
- Bundaberg Local Government Area
  - Townships
- Other Elements**
- Highway / Arterial Road
  - Railway
  - Ocean, Waterways and Waterbodies
  - Bundaberg Regional Council Boundary



## Map BRC1 Local Government Planning Scheme Area and Context

## 1.2 Planning scheme components

(1) The planning scheme comprises the following components:-

- (a) about the planning scheme;
- (b) State planning provisions;
- (c) the strategic framework;
- (d) the local government infrastructure plan;
- (e) tables of assessment;
- (f) the zones and, where applicable, zone precincts specified in **Table 1.2.1 (Zones and zone precincts)** below;

**Table 1.2.1 Zones and zone precincts**

<b>Zones and zone precincts</b>	
<b>Residential zones category</b>	
(a)	Low density residential zone
(b)	Medium density residential zone, including:-
	(i) Precinct MDRZ1 (Bundaberg West medical/health hub)
	(ii) Precinct MDRZ2 (Barolin Street office precinct)
(c)	High density residential zone
<b>Centre zones category</b>	
(d)	Principal centre zone, including:-
	(i) Precinct PCZ1 (City centre core)
	(ii) Precinct PCZ2 (City centre riverfront)
	(iii) Precinct PCZ3 (City centre frame)
(e)	Major centre zone
(f)	District centre zone
(g)	Local centre zone
(h)	Neighbourhood centre zone
<b>Industry zones category</b>	
(i)	Industry zone
(j)	High impact industry zone
<b>Recreation zones category</b>	
(k)	Sport and recreation zone
(l)	Open space zone
<b>Environmental zones category</b>	
(m)	Environmental management and conservation zone
<b>Other zones category</b>	
(n)	Community facilities zone
(o)	Emerging community zone
(p)	Limited development zone, including:-
	(i) Precinct LDZ1 (Limited residential)
(q)	Rural zone
(r)	Rural residential zone, including:-
	(i) Precinct RRZ1 (2,000m <sup>2</sup> minimum lot size area)
	(ii) Precinct RRZ2 (4,000m <sup>2</sup> minimum lot size area)
	(iii) Precinct RRZ3 (4ha minimum lot size area)
(s)	Special purpose zone
(t)	Specialised centre zone

(g) the local plans specified in **Table 1.2.2 (Local plans)** below;

**Table 1.2.2 Local plans**

<b>Local plans</b>	
(a)	Central coastal urban growth area local plan
(b)	Kalkie-Ashfield local development area local plan

(h) the overlays specified in **Table 1.2.3 (Overlays)** below;

**Table 1.2.3 Overlays**

<b>Overlays</b>	
(a)	Acid sulfate soils overlay
(b)	Agricultural land overlay
(c)	Airport and aviation facilities overlay
(d)	Biodiversity areas overlay

Overlays	
(e)	Bushfire hazard overlay
(f)	Coastal protection overlay
(g)	Extractive resources overlay
(h)	Flood hazard overlay
(i)	Heritage and neighbourhood character overlay
(j)	Infrastructure overlay
(k)	Sea turtle sensitive area overlay
(l)	Steep land (slopes >15%) overlay
(m)	Water resource catchments overlay

- (i) the development codes specified in **Table 1.2.4 (Development codes)** below;

**Table 1.2.4 Development codes**

Development codes	
Use codes	
(a)	Business uses code
(b)	Caretaker's accommodation code
(c)	Child care centre code
(d)	Community activities code
(e)	Dual occupancy code
(f)	Dwelling house code
(g)	Extractive industry code
(h)	Home based business code
(i)	Industry uses code
(j)	Market code
(k)	Multi-unit residential uses code
(l)	Nature and rural based tourism code
(m)	Relocatable home park and tourist park code
(n)	Residential care facility and retirement facility code
(o)	Rural uses code
(p)	Sales office code
(q)	Service station code
(r)	Telecommunications facility code
(s)	Utility installation code
Other development codes	
(t)	Advertising devices code
(u)	Landscaping code
(v)	Nuisance code
(w)	Reconfiguring a lot code
(x)	Transport and parking code
(y)	Vegetation management code
(z)	Works, services and infrastructure code

- (j) schedules and appendices.

- (2) The following planning scheme policies specified in **Table 1.2.5 (Planning scheme policies)** below support the planning scheme:-

**Table 1.2.5 Planning scheme policies**

Planning scheme policies	
Planning scheme policies relating to Part 8 (Overlay codes)	
(a)	Planning scheme policy for the heritage and neighbourhood character overlay code
Planning scheme policies relating to Part 9 (Other codes)	
(b)	Planning scheme policy for development works
(c)	Planning scheme policy for waste management
(d)	Planning scheme policy for agricultural buffers
Other planning scheme policies	
(e)	Planning scheme policy for information Council may request, and preparing well made applications and technical reports

## 1.3 Interpretation

### 1.3.1 Definitions

- (1) A term used in the planning scheme has the meaning assigned to that term by one of the following:-
- (a) the *Planning Act 2016* (the Act);
  - (b) the Planning Regulation 2017 (the Regulation), other than the regulated requirements;
  - (c) the definitions in **Schedule 1 (Definitions)** of the planning scheme;
  - (d) the *Acts Interpretation Act 1954*;
  - (e) the ordinary meaning where that term is not defined in the Act, the Regulation, **Schedule 1 (Definitions)** of the planning scheme or the *Acts Interpretation Act 1954*.
- (2) In the event a term has been assigned a meaning in more than one of the instruments listed in clause 1.3.1(1), the meaning contained in the instrument highest on the list will prevail.
- (3) A reference in the planning scheme to any act includes any regulation or instrument made under it, and where amended or replaced, means the amended or replaced act.
- (4) A reference in the planning scheme to a specific resource document or standard, means the latest version of the resource document or standard.
- (5) A reference to a part, section, table or schedule is a reference to a part, section, table or schedule of the planning scheme.

Editor's note—in accordance with section 16(3) of the Act, the regulated requirements apply to this planning scheme to the extent of any inconsistency with the definitions in the planning scheme.

### 1.3.2 Standard drawings, maps, notes, editor's notes and footnotes

- (1) Standard drawings contained in codes or schedules are part of the planning scheme.
- (2) Maps provide information to support the outcomes and are part of the planning scheme.
- (3) Notes are identified by the title "note" and are part of the planning scheme.
- (4) Editor's notes and footnotes are extrinsic material, as per the *Acts Interpretation Act 1954*, and are identified by the title "editor's note" and "footnote" and are provided to assist in the interpretation of the planning scheme; they do not have the force of law.

Note—this is an example of a note.

Editor's note—this is an example of an editor's note.

Footnote<sup>1</sup>—see example at bottom of page.

### 1.3.3 Punctuation

- (1) A word followed by “;” or “, and” is considered to be “and”.
- (2) A word followed by “; or” means either or both options can apply.

### 1.3.4 Zones for roads, closed roads, waterways and reclaimed land

The following applies to a road, closed road, waterway or reclaimed land in the planning scheme area:-

- (1) if adjoined on both sides by land in the same zone—the road, closed road, waterway or reclaimed land is in the same zone as the adjoining land; or
- (2) if adjoined on one side by land in a zone and adjoined on the other side by land in another zone—the road, closed road, waterway or reclaimed land is in the same zone as the adjoining land when measured from a point equidistant from the adjoining boundaries; or

<sup>1</sup> Footnote—this is an example of a footnote

- (3) if the road, closed road, waterway or reclaimed land is adjoined on one side only by land in a zone—the entire road, waterway or reclaimed land is in the same zone as the adjoining land; or
- (4) if the road, closed road, waterway or reclaimed land is covered by a zone then that zone applies.

Editor's note—The boundaries of the local government area are described by the maps referred to in the Local Government Regulation 2012.

## 1.4 Categories of development

- (1) The categories of development under the Act are:-

- (a) accepted development;

Editor's note—a development approval is not required for development that is accepted development. Under section 44(6)(a) of the Act, if a categorising instrument does not apply a category of development to a particular development, the development is accepted development. Schedule 7 of the Regulation also prescribes accepted development.

Editor's note—in this planning scheme, some development is categorised as accepted, subject to meeting certain requirements. These requirements are identified in the tables of assessment and in the relevant codes.

- (b) assessable development; and
  - (i) code assessment
  - (ii) impact assessment

Editor's note—a development approval is required for assessable development. Schedules 9, 10 and 12 of the Regulation also prescribe assessable development.

- (c) prohibited development.

Editor's note—a development application may not be made for prohibited development. Schedule 10 of the Regulation prescribes prohibited development.

- (2) The planning scheme states the category of development for certain types of development, and specifies the category of assessment for assessable development in the planning scheme area in **Part 5 (Tables of assessment)**.

Editor's note—Section 43 of the Act identifies that a categorising instrument categorises development and specifies categories of assessment and may be a regulation or local categorising instrument. A local categorising instrument includes a planning scheme, a TLPI or a variation approval.

## 1.5 Hierarchy of assessment benchmarks

Where there is inconsistency between provisions within the planning scheme, the following rules apply:-

- (1) relevant assessment benchmarks or requirements for accepted development specified in the Planning Regulation prevail over the planning scheme to the extent of any inconsistency;
- (2) the strategic framework prevails over all other components to the extent of the inconsistency for impact assessment;
- (3) overlays prevail over all other components (other than the matters mentioned in (1) and (2)) to the extent of the inconsistency;
- (4) local plan codes prevail over zone codes, use codes and other development codes to the extent of the inconsistency;
- (5) zone codes prevail over use codes and other development codes to the extent of the inconsistency.

## 1.6 Building work regulated under the planning scheme

- (1) Section 17(b) of the Regulation identifies that a local planning instrument must not be inconsistent with the effect of the building assessment provisions stated in the *Building Act 1975*.
- (2) The building assessment provisions are listed in section 30 of the *Building Act 1975*.



Editor's note—the building assessment provisions are stated in section 30 of the *Building Act 1975* and are assessment benchmarks for the carrying out of building assessment work or building work that is accepted development subject to any requirements (see also section 31 of the *Building Act 1975*).

- (3) This planning scheme, through **Part 5 (Tables of assessment)**, regulates building work in accordance with sections 32 and 33 of the *Building Act 1975*.

Editor's note—the *Building Act 1975* permits planning schemes to:-

- regulate, for the Building Code of Australia (BCA) or the Queensland Development Code (QDC), matters prescribed under a regulation under the *Building Act 1975* (section 32). These include variations to provisions contained in parts MP1.1, MP1.2 and MP1.3 of the QDC such as heights of buildings related to obstruction and overshadowing, siting and design of buildings to provide visual privacy and adequate sight lines, on-site parking and outdoor living spaces. It may also regulate other matters, such as designating land liable to flooding, designating land as bushfire prone areas and transport noise corridors;
- deal with an aspect of, or matter related or incidental to building work prescribed under a regulation under section 32 of the *Building Act 1975*;
- specify alternative boundary clearances and site cover provisions for Class 1 and 10 structures under section 33 of the *Building Act 1975*.

Refer to Schedule 9 of the Regulation to determine assessable development, the type of assessment and any referrals applying to the building work.

- (4) The building assessment provisions contained in the planning scheme and the relevant section where these provisions are located is specified in **Table 1.6.1 (Building assessment provisions)** below:-

**Table 1.6.1 Building assessment provisions**

<b>Building assessment provision</b>	<b>Relevant section of the planning scheme</b>
<b>Dwelling house</b>	
Alternative provisions—that part of the planning scheme identifying alternative provisions to those in the QDC MP1.1 and MP1.2 as permitted by the <i>Building Act 1975</i> .	<b>Section 8.2.6 (Coastal protection overlay code)</b> <b>Section 8.2.8 (Flood hazard overlay code)</b> <b>Section 9.3.6 (Dwelling house code)</b>
<b>Flood hazard</b>	
Identification of the level to which floor levels of habitable rooms in a building must be built.	<b>Section 8.2.8 (Flood hazard overlay code)</b>
<b>Bushfire hazard</b>	
Designation of part of the planning scheme area as a designated bushfire prone area for the BCA and the QDC.	Bushfire hazard areas identified in the SPP interactive mapping system (plan making) as referenced in <b>Section 8.2.5 (Bushfire hazard overlay code)</b> .
<b>Transport noise corridors</b>	
The transport chief executive has designated transport noise corridors within the Bundaberg Regional Council local government area. Land identified within the transport noise corridors and the detail about the levels of noise within the corridors can be accessed via the SPP interactive mapping system (plan making).	Nil

Note—interested persons may obtain details about the transport noise corridors and the levels of noise from Council.

Editor's note—a decision in relation to building work that is assessable development under the planning scheme should only be issued as a preliminary approval. See section 83(b) of the *Building Act 1975*.

Editor's note—generally, only one development permit is necessary for building work assessed against the building assessment provisions under the *Building Act 1975*. An application may be made to a private certifier for the development permit, and any provisions included in the planning scheme under sections 32 and 33 of the *Building Act 1975* may be assessed, either by the certifier, or under some circumstances, by the local government through a referral.

However, nothing stops a person seeking a preliminary approval for the building work from the local government. The decision on that development application can, under section 54 of the Act, be taken to be a referral agency's response in relation to the matters included in the planning scheme under section 32 or 33 of the *Building Act 1975*.

A separate development permit for the building work from the local government is only required if the building work requires assessment under the planning scheme against matters other than:

- the building assessment provisions, or
- another matter under the planning scheme that can be assessed through a referral from a private certifier.

In the same way, as for a preliminary approval, the decision about the development permit can, under section 54 of the Act, be taken to be a referral agency's response in relation to the matters included in the planning scheme under sections 32 or 33 of the *Building Act 1975*.

Editor's note—in a development application the applicant may request preliminary approval for building work. The decision on that development application is to be taken to be a referral agency's response under section 56 of the Act, for building work assessable against the *Building Act 1975*. The decision notice must state this.

## 1.7 Local government administrative matters

### 1.7.1 Zones for Commonwealth land

- (1) Where Commonwealth land in the planning scheme area is not covered by a zone, the following applies:-
  - (a) for Lot 5 on RP148360 and Lots 403 and 404 on B15819, the land is deemed to be included in the Principal centre zone and Precinct PCZ3 (City centre frame); and
  - (b) for elsewhere within the planning scheme area, the land is deemed to be included in the Community facilities zone.

### 1.7.2 Temporary uses not assessable under this planning scheme

- (1) Council may determine that a temporary use that is unlikely to create a significant detrimental impact on the amenity of nearby land is not a material change of use of premises and is therefore not development as defined under the Act. Such activities include, but are not necessarily limited to, the following:-
  - (a) school fetes;
  - (b) travelling circuses;
  - (c) temporary accommodation (within caravans, motorhomes tents or similar) where associated with an event or other temporary use; and
  - (d) promotional activities.

Editor's note—while not assessable under the planning scheme a temporary use may need to address or adhere to local laws or subordinate local laws.

### 1.7.3 Mining tenements

- (1) Mining tenements have been granted or renewed within the Bundaberg Regional Council local government area. Mining tenements are identified on the Infrastructure overlay maps in **Schedule 2 (Mapping)** for information purposes.
- (2) The Planning Act does not apply to development in mining tenements authorised under the *Mineral Resources Act 1989*, other than for administering development assessment for the Heritage Act, in relation to a Queensland heritage place.
- (3) Details of the mining tenements may be obtained from the chief executive of the department in which the *Mineral Resources Act 1989* is administered.

### 1.7.4 Other documents incorporated in the planning scheme

- (1) **Table 1.7.4.1 (Overlay mapping in the SPP interactive mapping system)** identifies overlays or overlay elements depicted in the State Planning Policy (SPP) interactive mapping system that are referenced and incorporated in the planning scheme.

**Table 1.7.4.1 Overlay mapping in the SPP interactive mapping system**

Overlay	SPP interactive mapping system reference
Agricultural land overlay	Agricultural Land Classification (ALC) Class A and Class B land (mapped under the 'Economic Growth' theme, subsection 'Agriculture').
Airport and aviation facilities overlay	The following 'Strategic airports and aviation facilities' elements (mapped under the 'Infrastructure' theme):- <ol style="list-style-type: none"> <li>(a) obstacle limitation surfaces (OLS);</li> <li>(b) Australian noise exposure forecast (ANEF) contours;</li> <li>(c) airport public safety areas;</li> <li>(d) lighting area buffer and wildlife hazard buffer zones; and</li> <li>(e) aviation facilities and associated building restricted areas.</li> </ol>

Overlay	SPP interactive mapping system reference
Biodiversity areas overlay	Matters of State Environmental Significance (MSES) (mapped under the 'Environment and heritage' theme, subsection 'Biodiversity')
Bushfire hazard overlay	Bushfire prone areas mapped as medium, high and very high potential bushfire intensity areas (mapped under the 'Safety and resilience to hazards' theme, subsection 'Natural hazards risk and resilience')
Coastal protection overlay	(a) Coastal management district (mapped under the 'Environment and heritage' theme, subsection 'Coastal environment'); and (b) Erosion prone areas (mapped under the 'Safety and resilience to hazards' theme, subsection 'Natural hazards risk and resilience').
Extractive resources overlay	The following 'Mining and extractive resources' elements (mapped under the 'Economic growth' theme):- (a) resource/ processing areas; (b) resource separation areas; and (c) transport route separation areas.
Heritage and neighbourhood character overlay	Queensland heritage places and national heritage places (mapped under the 'Environment and heritage' theme, subsection 'Cultural heritage') <sup>2</sup> .
Infrastructure overlay	(a) major electricity infrastructure and electricity substations (mapped under the 'Infrastructure' theme, subsection 'Energy and water supply – major electricity infrastructure'); (b) State controlled road and railway corridors (mapped under the 'Infrastructure' theme, subsection 'Transport infrastructure'); and (c) stock routes (mapped under the 'Economic growth' theme, subsection 'Agriculture').

- (2) **Table 1.7.4.2 (Other overlay mapping)** identifies other overlays or overlay elements that are referenced and incorporated in the planning scheme, but are not included in the Overlay maps at **Schedule 2 (Mapping)**.

**Table 1.7.4.2 Other overlay mapping**

Overlay	Mapping reference
Flood hazard overlay	Flood hazard area designated by Council under the Building Regulation 2006, section 13.

<sup>2</sup> Note—Queensland Heritage Places are identified in the Queensland Heritage Register. Places of national heritage significance are identified in the Australian Heritage Database.

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## Part 2 State planning provisions

### 2.1 State planning policy

The Minister has identified that the state planning policy (July 2014) is integrated in the planning scheme in the following ways:-

#### Aspects of the state planning policy appropriately integrated

- Liveable communities and housing
  - Liveable communities
  - Housing supply and diversity
- Economic growth
  - Agriculture
  - Development and construction
  - Mining and extractive resources
  - Tourism
- Environment and heritage
  - Biodiversity
  - Coastal environment
  - Cultural heritage
  - Water quality
- Safety and resilience to hazards
  - Emissions and hazardous activities
  - Natural hazards, risk and resilience
- Infrastructure
  - Energy and water supply
  - State transport infrastructure
  - Strategic airports and aviation facilities
  - Strategic ports

#### Aspects of the state planning policy not integrated

Nil

#### Aspects of the state planning policy not relevant to Bundaberg Regional Council

Nil

Editor's note—In accordance with section 8(4)(a) of the Act, the State Planning Policy applies to the extent of any inconsistency. Where the planning scheme does not reflect the latest version of the SPP, additional assessment benchmarks may apply and the latest version may need to be considered to the extent of the inconsistency.

### 2.2 Regional plan

The Minister has identified that the planning scheme, specifically the strategic framework, appropriately advances the Wide Bay Burnett Regional Plan 2011, as it applies in the planning scheme area.

### 2.3 Referral agency delegations

There are no referral agency delegations applicable to Bundaberg Regional Council.

### 2.4 Regulated requirements

The regulated requirements prescribed in the Planning Regulation 2017 dated 13 December 2019 are appropriately reflected in the planning scheme. In accordance with section 6(3) and (4) of the Regulation, the planning scheme includes changed purpose statements for zones as specified in **Table 2.4.1 (Changed purpose statements for zones)** below:-

**Table 2.4.1 Changed purpose statements for zones**

Zones with changed purpose statements	
Effective 3 July 2017	
(a)	High density residential zone
(b)	Principal centre zone
(c)	Major centre zone

<b>Zones with changed purpose statements</b>	
(d)	District centre zone
(e)	Local centre zone
(f)	Neighbourhood centre zone
(g)	Limited development zone
(h)	Specialised centre zone
<b>Effective 10 February 2020</b>	
(i)	Special purpose zone

Editor's note—Section 16(3) of the Act states that the contents prescribed by regulation apply instead of a local planning instrument, to the extent of any inconsistency.

## Part 3 Strategic framework

### 3.1 Preliminary

- (1) The strategic framework sets the policy direction for the planning scheme area and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme.
- (2) Mapping for the strategic framework is included in **Part 3 (Strategic framework)**.
- (3) For the purpose of describing the policy direction for the planning scheme, the strategic framework is structured in the following way:-
  - (a) the strategic intent;
  - (b) the following eight (8) themes that collectively represent the policy intent of the scheme:-
    - (i) settlement pattern;
    - (ii) economic development;
    - (iii) access and mobility;
    - (iv) infrastructure and services;
    - (v) natural environment and landscape character;
    - (vi) community identity, culture and sport and recreation;
    - (vii) natural resources; and
    - (viii) natural hazards;
  - (c) the strategic outcome(s) sought for development in the planning scheme area for each theme;
  - (d) the element(s) that refine and further describe the strategic outcome(s);
  - (e) the specific outcomes sought for each, or a number of, elements; and
  - (f) the inclusion of the following strategic framework maps:-
    - (i) Strategic framework map SFM-001 (Settlement pattern elements);
    - (ii) Strategic framework map SFM-002 (Economic development elements);
    - (iii) Strategic framework map SFM-003 (Transport and infrastructure elements);
    - (iv) Strategic framework map SFM-004 (Natural environment and landscape character elements); and
    - (v) Strategic framework map SFM-005 (Natural resource elements).
- (4) Although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme.

## Background and context

Note—this background and context is extrinsic material pursuant to section 15 of the *Statutory Instruments Act 1992*.

### Location and population

The Bundaberg Region is situated on the Queensland coast approximately 350 kilometres north of Brisbane. It covers an area of approximately 6,451 square kilometres and in June 2016 had an estimated resident population of 94,640 people<sup>1</sup>.

The Bundaberg Regional Council is currently the 13th largest local government area in Queensland (based on the 2016 estimated resident population).

### Landscape setting and environment

The Bundaberg region is characterised by its rich rural and natural landscape and its extensive coastline. Sugar cane fields and other horticultural pursuits, together with areas of remnant vegetation, provide a green setting and backdrop for a region that is located at the southern gateway to the Great Barrier Reef and the coral cays of Lady Elliot Island and Lady Musgrave Island.

The region takes in a number of significant river systems including the Burrum River, Isis River, Gregory River, Elliott River, Burnett River, Kolan River and Baffle Creek. It has more than 70 kilometres of undeveloped coastline and a similar length of sandy beach. Much of the coast is protected by nearby Fraser Island which provides a natural barrier against extreme coastal events.

The region incorporates large areas of conservation estate including the Bingera National Park, Burrum Coast National Park, Burrubra Island Conservation Park, Cordalba National Park, Good Night Scrub National Park, Littabella National Park, Mon Repos Conservation Park and Mouth of Kolan River Conservation Park.

Large parts of the region are also given over to State forest. Almost 90% of the Bundaberg Region is in a natural state, is public open space or forms part of the rural landscape under the Wide Bay-Burnett Regional Plan 2011 (the regional plan).

### Settlement pattern and population distribution

The settlement pattern of the region is focussed on the regional city of Bundaberg which is the principal service centre for the region and the location where all major retail, health, commercial, financial and government agencies are located.

The region also includes the coastal settlements of Buxton and Woodgate Beach in the south, Moore Park in the north and Elliott Heads, Innes Park, Bargara and Burnett Heads which form a central coastal urban area directly to the east of Bundaberg.

The area also includes a large rural hinterland including the major rural towns of Childers and Gin Gin. There are also a number of other small towns and villages in both coastal and rural settings as well as some discrete rural residential areas.

In 2011 there were 10 major population centres (with approximately 1,000 or more people) in the Bundaberg Region accommodating most of the urban population. These are, in order of population size:-

- (a) Bundaberg (52,371);
- (b) Bargara (6,814);
- (c) Burnett Heads (2,739);
- (d) Innes Park (2,093);
- (e) Moore Park Beach (1,910);
- (f) Childers (1,559);
- (g) Gin Gin (1,191);
- (h) Coral Cove (1,097);
- (i) Elliott Heads (998); and
- (j) Woodgate (941).

This summary highlights the concentration of population and settlement in Bundaberg and the relatively dispersed pattern of settlement and population in areas outside of Bundaberg.

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<sup>1</sup> Editor's note—Queensland Treasury and Trade, Queensland Government Statistician's Office, 2017.



## Regional economy and major infrastructure

The regional economy is largely dependent on agricultural production (sugar cane, fruit, vegetables and beef cattle in particular) and the processing of agricultural output. In this regard, the region has a large rum distillery, beverage manufacturing facility and sugar mills, which rely heavily on the production of sugar cane. There is also a substantial number of packing and processing facilities for small crops and tree crops. Tourism and other service industries are increasing in prominence, leading to a more diversified and resilient regional economic base.

Bundaberg Airport and the Port of Bundaberg are key elements of the regional transport infrastructure network. The Bruce Highway and the Isis Highway are the major roads traversing the Region. The North Coast Rail Line is a major freight and passenger transport connection linking Bundaberg to other major regional centres to the north and south.

The region's major medical facilities are the Bundaberg Base Hospital, the Mater Misericordiae Hospital Bundaberg and the Friendly Society Private Hospital, all located in Bundaberg West near the Bundaberg CBD. Smaller hospitals are also located at Gin Gin and Childers.

Tertiary and further education facilities comprise the Bundaberg campuses of Central Queensland University (CQUniversity) and the Bundaberg TAFE.

Fred Haigh Dam (Lake Monduran) and Paradise Dam are major water storages located within or partly within the region. Lake Monduran is Queensland's third largest water storage and has the largest southern-most fishing impoundment for barramundi.

## Critical planning challenges

The critical planning challenges currently facing the Bundaberg Region may be summarised as follows:-

- (a) accommodating projected population growth, recognising that the population is anticipated to grow from 94,640 people in 2016 to somewhere between 110,000 and 140,000 in 2036;
- (b) providing the conditions to support employment of existing and future residents by strengthening existing economic sectors and promoting the establishment of an even more diverse and resilient regional economy with multiple strengths;
- (c) further developing the Bundaberg CBD as a principal activity centre for the region, focussed on the Burnett River and offering a city-based culture and lifestyle;
- (d) managing growth and development in the central coastal urban area as the settlements in this area become more popular and urban expansion takes place, including ensuring that the unique identity and sense of place attributable to these discrete settlements is maintained;
- (e) addressing the mismatch that exists between housing needs and available housing types and responding to the needs of an ageing population by providing a greater diversity of housing types and housing that is capable of being adapted to meet the mobility and other needs of older occupants;
- (f) providing infrastructure that supports and is well matched to growth patterns and is delivered in a timely and efficient manner; and
- (g) designing a settlement pattern that is responsive to all of the issues above whilst simultaneously protecting the natural environment, maintaining a productive rural landscape and addressing a range of natural hazard issues such as flooding and the predicted impacts of climate change.

## 3.2 Strategic intent

### 3.2.1 Overview

Council and the community's vision is for the Bundaberg Region to be “**vibrant, progressive, connected and sustainable**”.

To achieve this vision, Council is working to strengthen the economy, support local communities, protect and sustainably manage the natural environment and provide targeted investments in infrastructure.

One of the key tools to assist Council and the community to achieve its vision is the Bundaberg Regional Council Planning Scheme. The planning scheme provides a framework for sustainable growth management with a time horizon of 2031.

The planning scheme defines the physical extent of development and seeks to create strong relationships between the pattern of settlement and the provision of employment, infrastructure and services so as to improve the quality of life and overall level of sustainability of the region.

The strategic intent provides a narrative-based description of the planning aspirations for the Bundaberg Region to 2031, and provides the overall policy direction that informs the other components of the planning scheme. By describing where the region wants to be in the future, the strategic intent provides a locally relevant planning vision which is reflected in the other parts of the planning scheme in increasing levels of detail.

The strategic intent has been derived principally from the Bundaberg Regional Council Corporate Plan 2009-2014 and from the principles and structural elements described in the Bundaberg Region 2031 Community Plan. It also has regard to and reflects the sub-regional narrative and strategies of the Wide Bay Regional Plan.

### 3.2.2 Still Queensland's lifestyle capital

In 2031, the Bundaberg Region is Queensland's lifestyle capital. Residents and visitors alike recognise that the region offers an affordable and high quality lifestyle, with access to all the big city services and conveniences without the big city costs and congestion.

This quality of life in the Bundaberg Region is defined by:-

- (a) an extensive, intact, productive and diverse rural and natural landscape;
- (b) affordable living with residents accommodated in city, coastal, hinterland and rural settings;
- (c) a strong and diverse regional economy and successful activity centres that support local employment and enterprise;
- (d) the wide range and high quality of regional infrastructure and community facilities;
- (e) ease of accessibility to jobs, services and the coast;
- (f) the individual character and identity of places like the river city of Bundaberg, the coastal settlements from Moore Park Beach to Woodgate Beach, the rural towns of Childers and Gin Gin and other towns and villages;
- (g) a generally more relaxed lifestyle;
- (h) access to a range of arts and cultural experiences;
- (i) the resources and values of each local community which contribute to rich cultural experiences and a strong community spirit.

### 3.2.3 Shaping growth

In 2031, the Bundaberg Region is well planned.

Well informed and proactive planning processes have resulted in the preservation of our built and natural heritage whilst still facilitating regional growth and development.

The region comprises an orderly and recognisable network of cities, towns and villages that provide affordable, attractive and diverse living opportunities in close proximity to integrated transport, employment, community, education, health, cultural, sport and recreation services.

The pattern of settlement supports and reinforces Bundaberg as the principal activity centre for the region, whilst simultaneously improving the delivery of infrastructure to a central coastal urban area by targeted increases in the catchment population.

Bundaberg has developed into a modern regional city. The new residential neighbourhoods of Kalkie-Ashfield accommodate a wide range of household types and families that enjoy contemporary suburban living.

Mixed use and infill development has further enhanced the CBD as a bustling and vibrant city centre accommodating a variety of living options amongst the retail shops, restaurants, tourist facilities, commercial services, public spaces, cultural venues and community facilities. Bundaberg embraces and celebrates the river front.

Bargara, Innes Park, Coral Cove and Elliott Heads have grown from small coastal villages into sophisticated coastal urban settlements supported by some additional services and employment opportunities to cater for this growth. Their proximity to Bundaberg has made them attractive to residents and visitors who enjoy the lifestyle opportunities offered by living on or near the coast whilst having high levels of access to the regional city of Bundaberg.

The rural towns of Childers and Gin Gin are important rural service centres in the southern and central parts of the region, respectively. Retaining their historical character, hospitality and country town feel, they continue to develop to meet the needs of their local communities.

The smaller towns and villages of the region have been maintained generally in their current form, preserving the distinctive character that reflects their connection with the landscape and the history of the region, while continuing to develop in ways that service their locality and contribute to their long-term sustainability.

To ensure the safety of the population, protection of property and the sustainability of urban areas, the pattern of settlement has been carefully planned to avoid or effectively mitigate the impacts of natural hazards such as flooding, storm tide, bushfire and landslide, and the predicted impacts of climate change on the frequency and intensity of these hazards has also been taken into account.

The rich and productive rural lands of the region remain intact. Large open spaces are maintained between individual communities to preserve the rural and natural landscape and create a separate identity and sense of place.

### 3.2.4 Strengthening the regional economy, feeding a nation

In 2031, the Bundaberg Region supports business, enterprise and innovation.

Agriculture, aquaculture, tourism, manufacturing and construction remain key components of a diverse regional economy that is able to sustain changes in any one area of economic activity. The diversity of the economic base provides a stable platform that supports ongoing population growth and positions the region to take advantage of opportunities in emerging industries.

The Bundaberg Region remains one of the largest and most diverse agricultural production areas in the country. Primary production and industries that add value to primary production continue to grow and prosper. Local food and beverage products have a reputation locally and globally for safety and quality, and provide the economic impetus that contributes to the re-localisation of food production and the food security of the region and the nation.

The natural economic resources of the Bundaberg Region, including agricultural land, extractive resources, forests, fisheries and water supply catchments, are protected and well managed as the foundation for agricultural production and many other economic sectors.

The natural resources sector has diversified to include a sustainable energy production industry with a network of solar, wind and co-generation facilities as well as carbon sink plantations that occur on surplus rural land that is not otherwise required or suitable for agricultural production.

These natural resources have also encouraged the exploration of other value-adding opportunities from local crops and produce, including the local development of alternative fuels like ethanol.

High quality regional infrastructure and facilities such as the Bundaberg Airport, the Port of Bundaberg, the three major public and private hospitals in Bundaberg and the campuses of Central Queensland University and the Bundaberg TAFE are hubs for new economic activity.

These education facilities lead an expansion of skills development and trade-based learning opportunities throughout the region and the development of on-campus accommodation and local industry sector-specific courses.

Complementary institutions and businesses have been attracted to these areas, creating successful aviation, health and education enterprise precincts and accommodating new education providers and industry that focus on technology and creative industries, research and development, and the food industry.

All of these developments enhance the region's reputation for providing a quality lifestyle and as an innovative health and community care, food, technology and research services hub. Enhanced health care facilities, services, programs and initiatives, including local high care places for local aged people, further reinforce the reputation of Bundaberg as a centre for health care excellence.

A number of well-located industry and enterprise areas, and the creation of a major regional freight and logistics hub (building on our location and local resources with links to national and global supply chains) have provided expanded opportunities for the establishment of manufacturing and distribution-based industries. Opportunities to service the large scale mining and resource operations of the Surat Basin have also provided an impetus for new industries in the Bundaberg Region.

Australian and international visitors have found the Bundaberg Region provides a pleasant alternative to the heavily populated south-east of the State and the hot and humid north; with safe beaches free of marine stingers, a striking Queensland landscape of cane fields and hoop pine forests and attractive towns combining traditional charm with modern amenities.

The region values its role as a gateway to the natural wonders of the Great Barrier Reef, including Lady Elliot and Lady Musgrave Islands and the sea turtle hatchery of Mon Repos, as well as the boating, fishing and diving activities that enhance enjoyment of these assets. Away from the coast, the Hinkler Hall of Aviation, the ginger and sugar cane-based beverage producers and related attractions in East Bundaberg, the fishing at Lake Monduran and the other natural and cultural attractions of the hinterland continue to support an increasingly diverse range of visitor and tourist experiences.

The river city of Bundaberg is a sophisticated regional city. It has a vibrant main street and CBD that offers the range of business services and civic facilities comparable with a small world city. The city centre has further evolved so that it incorporates and celebrates the riverfront, making the city an attractive and recognisable place from which to conduct local, national and international business operations.

Bundaberg City continues to attract investment and provide regional employment opportunities including in retail, business, health, education, community, civic and cultural activities, with enhanced government services attracted to relocate to the region.

The region has vibrant commercial centres created by major anchor corporate tenants, good parking and accessibility, and diversity of retail service and inter-modal accessibility. The principal activity centre of Bundaberg City is supported by a major activity centre (Sugarland Shopping Centre and environs) and district activity centres at Bargara, Ashfield (forming part of the Kalkie-Ashfield local development area), Childers and Gin Gin.

The planned network of activity centres allows for centres to perform different roles and functions and to be developed at different scales. Bargara predominantly caters to the expanding tourism market, with a range of accommodation, retail and recreation services that provide local employment opportunities for residents.

Childers and Gin Gin maintain their rural service focus, with their access to the Bruce Highway supporting the expansion of export opportunities for local foodstuffs and manufactured products and their capacity to attract and service tourists and business travellers.

The network of activity centres and industry and enterprise areas are serviced by high quality and modern infrastructure networks, and are well connected by road, public transport and freight services to take advantage of the region's proximity to larger regional and national markets.

The region enjoys enhanced road, rail, air and seaport linkages connecting to other regions, including South East Queensland and beyond. Enhanced intra-regional road networks, including dual carriageways and improved corridors, link our major population centres.

Regional traffic distributor routes provide seamless connectivity between our coast, hinterland and the city. Ongoing major water, sewerage and public infrastructure projects cater for projected population increases in our major population centres, particularly the Kalkie-Ashfield local development area and the settlements in the central coastal urban area.

### **3.2.5 Many communities – city, coastal and country**

In 2031, the Bundaberg Region maintains a diverse mix of city, coastal and rural communities. Each community is different, and the different needs and aspirations of individual communities are respected and celebrated.

The communities of the region are affordable places to live in, and are planned and designed to recognise that affordability does not only mean reasonably priced housing but also includes a diversity of housing choices and types, reasonable access to public transport and provision of essential services and community facilities.

Communities within the Bundaberg Region remain distinct and display their individual character, identity, culture and strong associations with the past. The region's communities are friendly places where people share the values of tolerance, respect and readiness to offer a helping hand through adversity.

The communities of the Bundaberg Region are supported by a range of open space, sport, recreation, cultural and other facilities that contribute to a healthy and active lifestyle and engaged communities. An expansion of community support facilities and services, including child care and public transport, provides flexibility for the local workforce. Flexible business, education and lifestyle arrangements are further enhanced by affordable quality telecommunication and data services to all or most of the region's residents.

The centralisation of Council administrative functions, consolidating back-office support and general local government functions is accompanied by the migration of Council service centre locations into multi-purpose community access points, providing community outreach and Council service options. These service centres are complemented by dedicated space and resources to encourage local people to record and re-tell our unique local history, and enhanced opportunities to access a wide range of library services, with increased variety, depth and quality of learning materials.

Bundaberg City has reconnected with the Burnett River through the establishment of a highly desirable public realm that links the urban fabric of the City with the River through a network of riverside parks, recreation spaces and cultural activities. Residents are proud of their City, and take advantage of the safe and convenient access to public spaces and entertainment facilities that encourage community interaction and vitality.

The character of the coastal settlements of Moore Park Beach, Burnett Heads, Bargara, Innes Park, Coral Cove, Elliott Heads and Woodgate Beach reflects their history as relaxed, coastal settlements, with public foreshore parks providing large public open space and recreation facilities, and a setting for community gatherings.

The rural towns of Childers and Gin Gin nestle into the regional landscape and underpin a strong sense of place and identity that evokes the region's rural and agricultural history. In smaller rural villages, local sporting fields and community halls retain their historical connection as the focal point of community life in the outlying parts of the region.

### **3.2.6 Green space for generations**

In 2031, the natural environment has a larger geographic extent and is in a better condition. It remains a cornerstone of the quality of life enjoyed by residents and visitors alike. The same natural experiences that were available in 2012 remain available for this new generation. However, there is a wider variety of sporting, recreational and cultural facilities, including facilities that make better use of our existing coast, river and dam waters, and the development of purpose-built community facilities as signature recreational landmarks.

The natural and landscape values of the coast and hinterland, including the impoundments and catchments of Fred Haigh Dam (Lake Monduran) and Paradise Dam, are protected and enhanced, and are valued by the community for the environmental, scenic amenity and recreational opportunities that they provide. The Mon Repos sea turtle hatchery continues to be a symbol of how the region values and protects its natural environment.

The region supports an interconnected habitat network that contains a variety of ecosystems and species with large areas of land included in National Park or conservation reserve. In the city and other urban areas, ecologically important areas are protected by incorporating them into the urban fabric and ensuring urban growth is contained to within defined areas. A system of habitat regeneration and revegetation areas is established to ensure that ecological impacts are minimised in circumstances where habitat loss cannot practically be avoided.

Containing a number of major watercourses and recognising their impact on the health of the Great Barrier Reef, the ecological values of the Burrum River, Isis River, Gregory River, Elliott River, Burnett River, Kolan River and Baffle Creek and their tributaries are maintained to a high standard. Land managers in the upper reaches of these watercourses recognise and understand their role in ensuring the off-farm transport of sediment and pesticides is minimised, and urban stormwater networks maintain natural flow paths where possible to maintain water quality through biofiltration and other natural processes.

### 3.2.7 Creating great places

In 2031, Bundaberg City and the district centres of Bargara, Childers and Gin Gin are active, vibrant urban places at the heart of their communities.

#### Bundaberg City

Centred on the CBD and the Burnett River, Bundaberg City is further reinforced as the heart of the region providing business, community and employment opportunities and accommodating purpose-built regional performing arts, civic and convention facilities. The CBD (the region's principal activity centre) is supported by a major activity centre comprising Sugarland Shopping Centre and environs and a district activity centre at Ashfield.

Bundaberg celebrates its riverside setting and has a character and atmosphere which is enriched by a mix of contemporary and historical buildings and spaces.

A CBD bypass linking North Bundaberg with East Bundaberg allows heavy traffic to be moved away from Quay Street. Opportunities to better engage with the riverfront have been optimised through the sensitive redevelopment of riverfront sites to the north of Quay Street and by establishing a continuous public pedestrian and cycle way along the river's edge. Quay Street has been beautified.

A safe and secure environment has been created for young people and they take great pride in where they live. Young people have been proactively involved in the future planning of Bundaberg and there are regular events, entertainment and facilities within the CBD specifically directed towards fostering youth involvement.

In 2031, the Bundaberg CBD has rediscovered its waterfront and is an even more successful and attractive regional city which caters to the needs of a wide range of residents and visitors to the region.

#### Bargara

Bargara has further developed as the main service centre for the central coastal urban area between Burnett Heads and Elliott Heads. It accommodates a range of business and employment options that assist in the self-containment of the central coastal urban area and meet the needs of an expanding resident and visitor population.

The character of Bargara reflects its sea-side setting with coastal themes and sub-tropical architecture and landscaping heavily influencing the form of buildings and spaces within the centre.

The Bargara local centre and central Esplanade area has been further developed as a niche shopping and dining area offering boutique shops, restaurants and eateries with views overlooking the oceanfront and foreshore parkland.

### Childers and Gin Gin

Childers is the dominant rural centre in the southern hinterland part of the region, and provides a range of business, retail and employment services set amongst the historic streetscape.

Gin Gin remains as the northern gateway to the region, and provides business, employment and community services to the surrounding rural communities.

Both towns attract tourists and visitors to experience their traditional country town character and attractions based on locally grown and produced food, home wares, art, craft and entertainment and high quality meals and accommodation.

### All places

Public precincts, green spaces and community gardens have been created in all major population centres.

Safe and attractive activity centres reflect their physical setting and provide opportunities for community interaction and participation through the activation of community spaces for arts, culture and the showcasing of our history and heritage through a broad range of unique activities and events.

Through the provision of distinctive streetscape treatments, extensive landscaping, outdoor performance and meeting spaces and public art, activity centres enhance the public domain and add economic and social vitality to these key urban places.

Taking advantage of the mild weather in the region, new urban neighbourhoods at Bundaberg City and the coastal towns are designed to increase community participation in walking and cycling thereby reducing dependency on private motor vehicle use, achieving greater levels of local self-containment and promoting healthy and active lifestyles.

Quality public transport options and multi-purpose pedestrian and cycle ways link major population centres and multi-purpose community hubs on the coast and in the hinterland. New mixed density neighbourhoods offer a range of lot sizes and housing types in subdivisions that respond to local environmental features, and incorporate legible and connected local transport systems.

Development is energy and water efficient, and is designed to sensitively respond to the sub-tropical climate, incorporating passive design measures, appropriate orientation and having an emphasis on indoor – outdoor living.

In rural areas, particularly in Childers and Gin Gin, new buildings take advantage of modern construction materials and methods but retain the traditional look and feel of the town or village with wide awning covered footpaths and wrap-around verandahs reflecting the architectural history of the region.

All new development is provided with associated infrastructure in a timely, coordinated and efficient manner. Local development areas have been developed in accordance with infrastructure instruments which ensure equitable access to social infrastructure and water supply, sewerage, roads, open space, telecommunications and electricity networks in an efficient and cost effective manner that reflects the true cost of provision and maintenance.

Through all the changes that have been made over the past 20 years, the urban areas and smaller towns and villages which make up the region have retained their local, unique identities and still foster a strong sense of ownership and community spirit.

### Port of Bundaberg and Bundaberg State Development Area

In 2031, the Port of Bundaberg and associated industry and support infrastructure has expanded to the northern side of the Burnett River to cater for additional demand from the resource sector, agriculture and other import and export commodities. The Bundaberg State Development Area is being developed and supports port activities, potentially including a multi-modal freight node, storage and logistics and industrial activities. The industrial activities support port operations by producing or manufacturing items that require quick transport or process imported goods for redistribution. Rural activity and productive agricultural uses are prominent on the landscape, supporting regional growth and prosperity. Development continues to manage and protect environmental values and is suitable to prevalent flood characteristics in this area. Uses that are incompatible with the impacts of a working port or industrial activities are not located in proximity to the Port or the Bundaberg State Development Area or the impacts have been addressed to ensure the ongoing operation of the Port and related industry and employment activities. Transport access to the Port and the Bundaberg State Development Area is improved, potentially via a rail link.

### **3.2.8 Implementing the strategic intent 2012 - 2031**

The following sections of the strategic framework support the strategic intent and set out in further detail the policy outcomes that will guide development of the Bundaberg Region as it consolidates its position as Queensland's lifestyle capital.

The strategic framework acknowledges the challenges of managing population growth, promoting economic development and securing the region's financial future while protecting lifestyle, the unique character and identity of discrete communities and the natural environment.

The strategic framework recognises the need to search for innovative solutions as the region tackles complex issues.

The strategic framework also reflects a commitment to maintain the unique character and identity of the region's river city and other settlements by respecting their history and the views of local residents.

The strategic framework defines how the Council will work in partnership with the community, other levels of government, the development industry and business to effectively manage growth, support jobs and deliver critical infrastructure.

The strategic framework sets the bar high and deliberately so to deliver the best possible outcomes for the Bundaberg Region for both existing and future generations.



### 3.3 Settlement pattern theme

Key concepts	
(a)	Urban development is contained to within identified areas to protect the Bundaberg Region's character, lifestyle, rural production capacity and environmental attributes.
(b)	New and consolidated urban areas focussed around regional and district activity centres have a compact and efficient urban form that maximises walkability and access to services and facilities.
(c)	Rural residential development does not constrain the operations of surrounding agricultural uses and does not fragment important agricultural areas and agricultural land classification (ALC) Class A and Class B land.
(d)	Identified greenfield areas in Bundaberg City, including the major urban expansion areas of Kalkie-Ashfield and Branyan and the coastal settlements between Burnett Heads and Elliott Heads are the focus for accommodating regionally significant levels of growth. Growth in these areas is to be in accordance with local area structure planning undertaken by the Council.
(e)	Childers and Gin Gin accommodate locally significant growth in a country town setting as an alternative to regional city or coastal living.
(f)	The activity centre network establishes a hierarchy of urban activity centres that are the focus for economic, employment, commercial and community activity at a range of scales that reflects their individual service catchment.
(g)	Identified rural and coastal villages provide opportunities for additional services, facilities and residential development subject to demonstrated need and appropriate address of physical and environmental constraints
(h)	Regionally significant infrastructure such as Bundaberg Airport, Port of Bundaberg and the Bundaberg West medical/health precinct is protected to ensure its continued function in supporting regional economic development.
(i)	Affordable living opportunities are embedded within new growth areas with convenient access to employment, transport networks, and social and community infrastructure and facilities.
(j)	Potentially incompatible land uses are separated or buffered to maximise, preserve, and protect the landscape, agricultural production capacity and amenity values of the region.

#### 3.3.1 Strategic outcomes

The strategic outcomes for the settlement pattern theme are the following:-

- (a) The Bundaberg Region is characterised by a diverse range of coastal, urban and rural landscapes. The settlement pattern reinforces the connection of Bundaberg City and other urban settlements with their natural and landscape features to create a region of distinctive communities whose sense of identity and place is shaped by their relationship to the mountain ranges in the west, the rich agricultural plains of the central area or the pristine coastline to the east.
- (b) The pattern of settlement for the region provides for:-
  - (i) Bundaberg City to be maintained as the primary urban area for the region that will accommodate the majority of new urban growth. This recognises and takes advantage of the opportunities for urban growth and consolidation in close proximity to existing employment nodes, community services and facilities, and urban infrastructure;
  - (ii) Bargara, Burnett Heads, Coral Cove, Innes Park and Elliott Heads to also accept moderate to significant levels of urban growth within a central coastal urban area that supports and complements the role of Bundaberg City and takes advantage of significant investment in a coastal sewerage scheme;
  - (iii) Childers and Gin Gin to remain important rural towns servicing rural communities, tourists, travellers and the rural economy of the region; and
  - (iv) other coastal and rural towns and villages to be maintained as small scale towns and villages.

- (c) Urban development is contained within identified urban areas so as to sustainably manage growth.
- (d) Urban and rural residential development is located in areas that will maximise the efficient provision of infrastructure and services, minimise the exposure of communities to coastal and other natural hazards and preserve important agricultural areas, agricultural land classification (ALC) Class A and Class B land, significant habitat and scenic values.
- (e) Buffers and other separation areas are provided between incompatible land uses so as to minimise impacts at the edges of urban and rural residential areas as well as within the urban fabric.
- (f) Sensitive uses are avoided in designated industrial areas and within the Bundaberg State Development Area to enhance their ongoing efficient function and operation, avoiding conflicting land uses, safety risks and amenity impacts.
- (g) The pattern of settlement supports the achievement of a compact, efficient and functional urban form. Activity centres provide the focus for the establishment of vibrant, compact and walkable places that support the creation of healthy, safe and affordable neighbourhoods within urban areas.
- (h) The scale and sequencing of development within urban areas:-
  - (i) maintains and reinforces the role and function of Bundaberg City as the primary urban area and principal activity centre for the region;
  - (ii) is consistent with Council's plans for infrastructure investment and, in particular, the provision of reticulated sewerage to the central coastal urban area and the eastern part of Bundaberg City;
  - (iii) avoids the fragmentation of major greenfield areas until such time as appropriate planning and infrastructure arrangements are in place; and
  - (iv) supports the cost-effective provision of infrastructure.
- (i) The pattern of settlement is integrated with the activity centre network and the transport network and consolidates urban development in those areas that are proximate to activity centres or identified public transport routes.
- (j) In identified coastal and rural villages, subject to demonstrated need and site suitability considerations, development may provide for:-
  - (i) modest residential expansion and growth of these villages over time in a logical and orderly manner; and
  - (ii) expanded and improved supporting services and facilities within these villages.
- (k) The pattern of settlement supports the further development of Bundaberg Airport and surrounds, Port of Bundaberg, CQUniversity and the medical/health precinct around the major hospitals in Bundaberg West as hubs for innovative and sustainable business enterprise and critical elements of regional economic infrastructure.

### 3.3.2 Element 1 – Defined urban areas

#### 3.3.2.1 Specific outcomes

- (a) Urban development is contained to within urban areas and the major urban expansion areas identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)**.
- (b) The physical extent of urban development is contained within defined areas so as to:-
  - (i) avoid biophysical constraints, coastal hazards and other natural hazards, including an allowance for the predicted impacts of climate change that may worsen the influence of such hazards;
  - (ii) protect important agricultural areas, agricultural land classification (ALC) Class A and Class B land and other rural land;

- (iii) maximise the area of land available for rural, landscape and environmental protection purposes into the future;
- (iv) protect the individual identity of communities, including the maintenance and preservation of inter-urban breaks; and
- (v) maximise opportunities for the efficient provision of infrastructure and services in conjunction with development.

### 3.3.3 Element 2 – Compact, efficient and functional urban form

#### 3.3.3.1 Specific outcomes

- (a) The urban form and structure of the region's towns and cities achieves the following:-
  - (i) a compact urban form;
  - (ii) appropriate levels of community safety and wellbeing;
  - (iii) an efficient and effective transport network;
  - (iv) walkable communities;
  - (v) a diversity of residential lot types and housing configurations;
  - (vi) the efficient and timely provision of infrastructure; and
  - (vii) appropriate sequencing of development and infrastructure.
- (b) Within urban areas, infill development is focussed:-
  - (i) in nominated areas predominantly within or adjoining activity centres, and in particular in inner suburban areas of Bundaberg including Bundaberg West and at Bargara around the local activity centre; and
  - (ii) in other nominated areas that have good access to public transport, employment, community facilities, public open space and active transport facilities.
- (c) Where infill development occurs it is compatible with the desired and prevailing character and amenity of the individual activity centre or infill area.
- (d) Urban growth in greenfield areas is focussed:-
  - (i) in Bundaberg, within the existing committed greenfield urban areas and, subject to local structure planning undertaken by the Council, in the major urban expansion areas of Kalkie-Ashfield and Branyan; and
  - (ii) in the central coastal urban area, within the existing committed greenfield urban areas between Burnett Heads and Elliott Heads, subject to local structure planning undertaken by the Council.
- (e) Development occurs in an efficient and orderly manner that provides for the logical extension of infrastructure to service the development in accordance with Council's Local Government Infrastructure Plan and any other applicable infrastructure charging instrument.

### 3.3.4 Element 3 – Rural residential development

#### 3.3.4.1 Specific outcomes

- (a) Rural residential development provides residents with an acreage lifestyle choice and a high level of residential amenity and are characterised by very low density housing.
- (b) In the first instance, priority is given to rural residential development occurring in those rural residential areas identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** that have been allocated in the Rural residential zone.

- (c) Rural residential development may occur in areas that have not been included in a rural residential area identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** or included in the Rural residential zone, only under the following circumstances:-
- (i) there is a demonstrated and justified demand for additional rural residential development to occur in the area, having regard to the needs of the community and the suitability and capacity of the existing vacant land supply already allocated in the Rural residential zone or approved for rural residential development in the area;
  - (ii) the rural residential area is located close to, and can readily access, an existing village or settlement which can provide services and community facilities, or the area can otherwise be efficiently, economically and sustainably serviced to meet the needs of residents. Such services and facilities include but are not limited to health, education, emergency services, shopping facilities, community, sporting and recreational facilities, public transport and school bus services, and other necessary social infrastructure;
  - (iii) the development will not fragment Agricultural Land Classification (ALC) Class A and Class B land, and will not constrain or conflict with the existing or future potential use of surrounding rural lands and economic resource areas for productive purposes;
  - (iv) the proposed development will not give rise to unacceptable levels of land degradation including erosion, scour and soil salinity;
  - (v) the physical suitability of the land to accommodate rural residential development, including appropriate address of physical and environmental constraints, natural hazards and scenic amenity/landscape character values;
  - (vi) appropriate evacuation routes and emergency access is available to maintain community safety and avoid residents being isolated by a natural hazard event;
  - (vii) the availability of necessary infrastructure to efficiently and effectively service the development and the capability of the land to accept the on-site treatment and disposal of effluent;
  - (viii) such development can be provided with adequate access without compromising the safety or efficiency of the surrounding road network;
  - (ix) the development is not located on land that is required or likely to be required for future urban expansion of an existing settlement (including beyond the life of this planning scheme).
- (d) Rural residential areas have a limited provision of infrastructure and services compared to that available within urban areas.
- (e) Only limited and small scale shopping facilities or horticultural/rural services that service the daily needs of residents are provided in rural residential areas.

### **3.3.5 Element 4 – Local development areas and other major greenfield areas**

#### **3.3.5.1 Specific outcomes**

- (a) Development in the Kalkie-Ashfield local development area, central coastal urban growth area (Burnett Heads to Elliott Heads) and other major greenfield areas creates well-planned and integrated urban communities that reflect traditional neighbourhood planning and design principles.
- (b) Development in the Kalkie-Ashfield local development area and the central coastal urban growth area occurs in accordance with local structure planning undertaken by the Council and provides for urban development to occur only on land identified as being suitable for urban development.
- (c) The form and structure of urban development in the Kalkie-Ashfield local development area, central coastal urban growth area and other major greenfield areas supports an increase in walking and cycling thereby reducing dependency on private motor vehicle use, contributing to higher levels of local self-containment and promoting a healthy and active lifestyle.

- (d) Appropriate levels and types of infrastructure are provided in conjunction with the delivery of urban development in the Kalkie-Ashfield local development area, central coastal urban growth area and other major greenfield areas to meet the needs of the community being created and provide for the logical and orderly sequencing of development.
- (e) Infrastructure is provided in the Kalkie-Ashfield local development area and central coastal urban growth area in accordance with any applicable infrastructure funding instrument or the relevant planning strategies described in the applicable local plan.

### 3.3.6 Element 5 – Identified growth areas

#### 3.3.6.1 Specific outcomes

- (a) The Branyan identified growth area (residential) as described in the regional plan and identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** as a Major urban expansion area is not developed for urban purposes until such time as further investigations into the suitability of the land for urban development, and local structure planning has been undertaken by the Council.
- (b) In the interim, the Major urban expansion area at Branyan is protected from land fragmentation and encroachment or establishment of inappropriate land use activities that may compromise its intended use for urban purposes.
- (c) The Bundaberg State Development Area identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** is protected from land fragmentation and encroachment or establishment of inappropriate land use activities that may compromise its potential longer-term use.
- (d) The consideration and delivery of development in the Bundaberg State Development Area is assessed or occurs in accordance with the relevant planning legislation, including the Bundaberg State Development Area Development Scheme.

### 3.3.7 Element 6 – Activity centre network

#### 3.3.7.1 Specific outcomes

- (a) The pattern of settlement supports and is consistent with the Bundaberg Region activity centre network identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)** and described in further detail in the economic development theme of the strategic framework.
- (b) Activity centres are the focal points for community life and accommodate a range of retail, business, education, entertainment, sport and recreation, health and education, community and civic facilities that reflects their location, scale and service catchment.
- (c) Large scale retail, commercial, entertainment, sport and recreation or health and education facilities are not provided in out-of-centre locations that would undermine or weaken the role and function of an identified activity centre.
- (d) Medium and high density residential development is located within and around the Bundaberg CBD principal activity centre to add vitality to the centre, capitalise on the high level of accessibility to shopping, entertainment, commercial and public services and facilities in the centre, and to support a renewed focus on the Burnett River for recreation, leisure, education and community events.
- (e) Medium and high density residential development where serving the tourist market, is located within and around the Bargara local centre to add vitality to the centre and capitalise on the high level of accessibility to the beachfront and related public recreation infrastructure.
- (f) Medium density development is focussed within and around other new and existing district and local centres to add vitality to the centres, promote walkable urban environments and improve accessibility to basic shopping and commercial services.

### 3.3.8 Element 7 – Villages

#### 3.3.8.1 Specific outcomes

- (a) Development supports the logical, orderly and sustainable growth of the rural and coastal villages of Winfield, Yandaran, Avondale, Sharon, South Kolan, Bullyard, Tirroan, Wallaville, Cordalba, Apple Tree Creek and Buxton as identified on **Strategic Framework Map SFM-001 (Settlement pattern elements)**.
- (b) Residential expansion and development may occur in areas contiguous to an existing urban zone within an identified village, subject to appropriate address of the following matters:-
  - (i) demonstration of adequate need for additional residential development, having regard to the needs of the community and the suitability and capacity of the existing vacant land already allocated in a residential zone or approved for residential development within the village;
  - (ii) demonstration that the area is physically suitable for development having regard to the nature and extent of any environmental or physical constraints;
  - (iii) avoidance of areas subject to unacceptable risks from natural hazards, including the predicted impacts of climate change;
  - (iv) avoidance of important agricultural areas and agricultural land classification (ALC) Class A and Class B land;
  - (v) the potential for land use conflicts with the existing or future potential use of surrounding rural lands and economic resource areas for productive purposes;
  - (vi) the protection of important landscape, scenic amenity and cultural heritage values and the maintenance of the discrete character and identity of the village;
  - (vii) the intensity and scale of development being sympathetic to the character and form of residential development within the village;
  - (viii) the ability to achieve high levels of safety and amenity for prospective residents;
  - (ix) the ability to efficiently and effectively service the development with available infrastructure and services;
  - (x) provision of adequate access and connectivity between the development and the village and avoidance of adverse traffic impacts.
- (c) Provided that there is demonstrated need, development within an identified village provides for a mix of complementary services and facilities including residential, business, entertainment, industry, community and recreation activities that appropriately support and service the needs of:-
  - (i) residents of the village;
  - (ii) residents in the immediately surrounding rural and rural residential areas; and
  - (iii) tourists, visitors and the travelling public staying in or passing through the village.
- (d) Where such activities are proposed within an identified village they:-
  - (i) are located, designed and operated to avoid land use conflicts with surrounding land use and development;
  - (ii) do not adversely impact on the amenity of sensitive land uses; and
  - (iii) are sympathetic to the character, scale and intensity of existing development in the village.

### 3.3.9 Element 8 – Regional infrastructure and facilities

#### 3.3.9.1 Specific outcomes

- (a) Development does not interfere with the continued operation and development of regional infrastructure and facilities, including Bundaberg Airport, Port of Bundaberg, the Bundaberg campus of CQUniversity and the public health infrastructure in the Bundaberg West medical/health precinct (identified as specialised activity centres), in a manner that is compatible with their primary purpose.
- (b) Development does not introduce incompatible land uses in the vicinity of regional infrastructure facilities and supports the economic opportunities they provide.
- (c) Development of and associated with regional infrastructure facilities provides a high standard of supporting infrastructure including road, pedestrian and bicycle connections, public transport stops and adequate vehicle parking, reflecting the needs and preferences of a broad range of end users.

### 3.3.10 Element 9 – Affordable living and sustainable neighbourhood design

#### 3.3.10.1 Specific outcomes

- (a) A wide choice and mix of housing types is provided in nominated existing developed urban areas and in greenfield urban areas.
- (b) A diverse range of housing choice and sizes in a variety of locations supports the community's housing needs at all price points, stage of life or lifestyle aspiration.
- (c) Housing is designed to be adaptable and responds to demographic changes in the Bundaberg Region, such as the prevalence of single person households and an ageing population.
- (d) Development reflects sub-tropical design and incorporates a sense of openness, permeability and connection with an indoor-outdoor lifestyle.
- (e) The built form of the region is responsive to local climatic and environmental conditions, is energy and water efficient and utilises sustainable building materials.
- (f) The urban form provides safe and secure living environments and promotes community health and wellbeing by incorporating crime prevention through environmental design (CPTED), health oriented design (HOD) and healthy spaces and places principles.
- (g) The settlement pattern promotes inclusive communities, appropriately locates affordable housing throughout the region's urban areas and avoids creating areas of concentrated disadvantage by, for example, concentrating low cost housing in locations that have low levels of accessibility or are in dispersed locations remote from services and facilities.

### 3.3.11 Element 10 – Managing land use conflicts

#### 3.3.11.1 Specific outcomes

- (a) The interface between land uses is effectively managed to protect sensitive land uses from intrusion by noxious or offensive odour, noise, lighting or particulate emissions.
- (b) The settlement pattern protects rural and industrial land uses, community facilities and infrastructure (including infrastructure elements identified on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)**) from encroachment by residential development or other sensitive uses that could impact on their long term viability.
- (c) Development ensures that new land uses which are incompatible or potentially incompatible with existing sensitive uses are located and managed to protect the health, wellbeing, amenity and safety of the existing use in terms of potential impacts of air, noise and odour emissions and hazardous materials.
- (d) Adequate separation and buffers are provided between urban and rural residential development and important agricultural areas and agricultural land classification (ALC) Class A and Class B land.

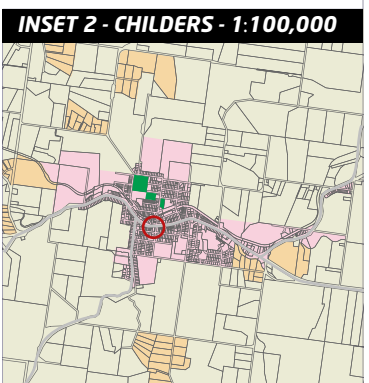
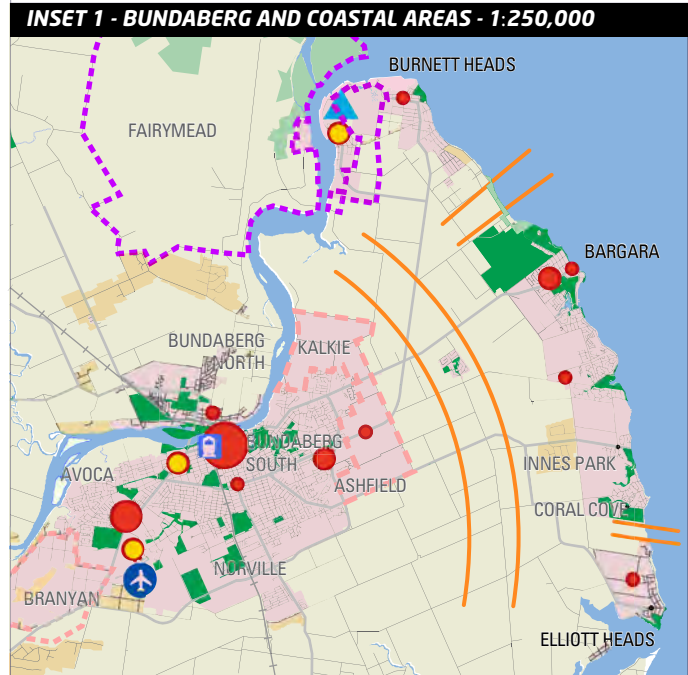
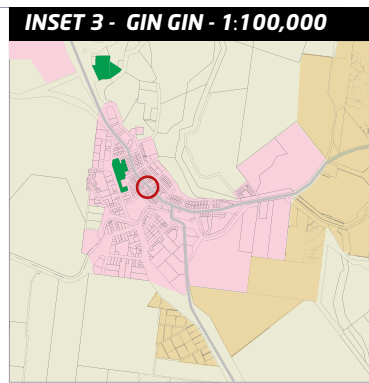
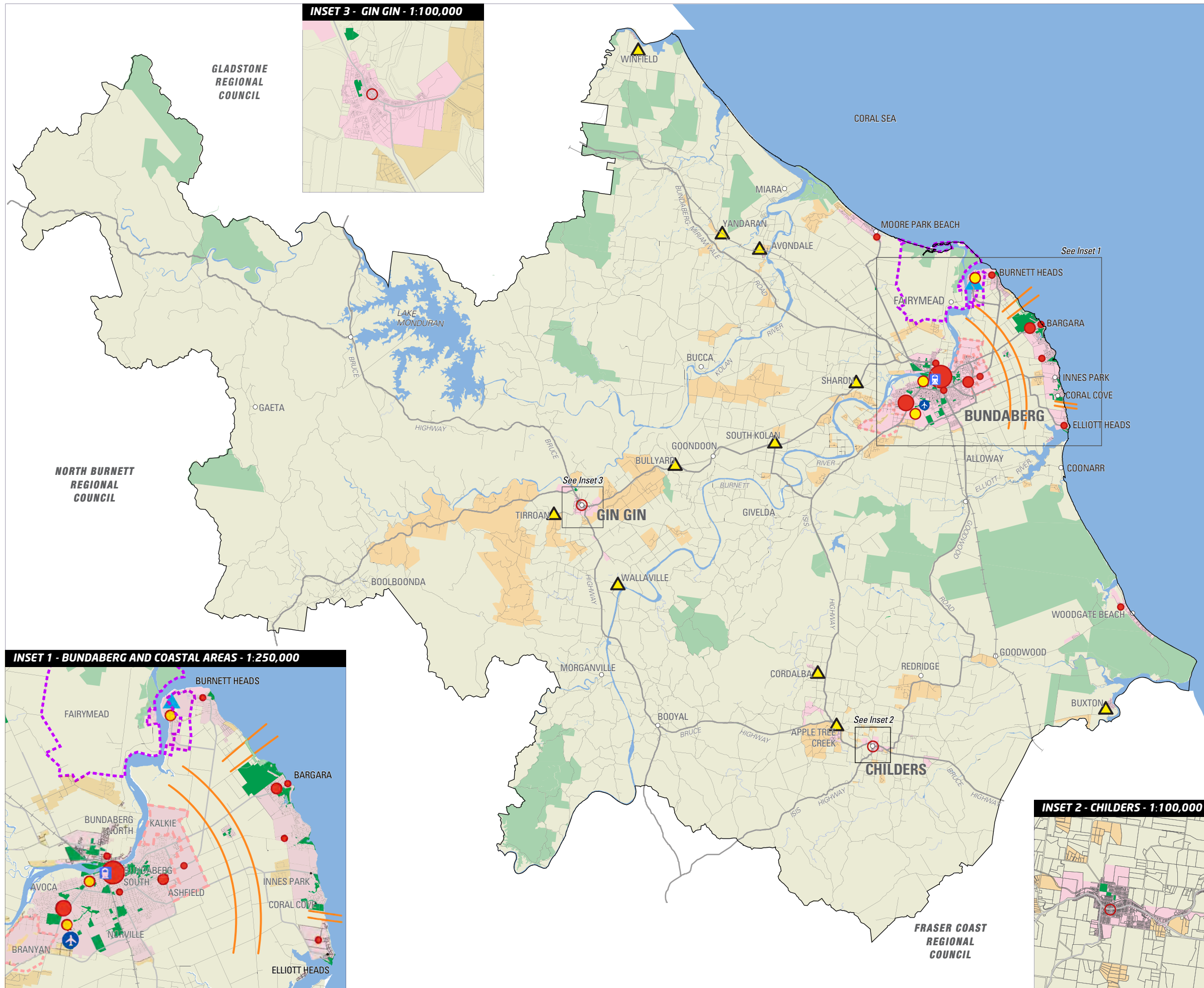
- (e) Wherever possible, good planning and design is used to integrate development with its surroundings and provide appropriate interfaces between potentially conflicting uses, before other measures such as physical barriers and separation by distance are adopted.
- (f) Sensitive land uses are protected from the impacts of former mining and extractive resource activities and related hazards.

### 3.3.12 Relevant strategic framework maps

**Strategic Framework Map SFM-001 (Settlement pattern elements)** conceptually identifies elements of the strategic framework as relevant to the settlement pattern theme and in particular identifies the following:-

- (a) land use categories being urban areas, major urban expansion area, future urban areas, rural residential areas, rural areas, major sport and recreation open space and major conservation areas;
- (b) the Bundaberg Region activity centre network;
- (c) villages;
- (d) major transport elements; and
- (e) major landscape elements (including inter-urban breaks).





**LEGEND**

**Land Use Categories**

- Urban Area <sup>(1)</sup>
- Major Urban Expansion Area <sup>(2)</sup>
- Future Urban Area (Employment) for Port Related & Industry Uses <sup>(3)</sup>
- Rural Residential Area <sup>(4)</sup>
- Rural Area
- Major Sport And Recreation Open Space
- Major Conservation Area <sup>(5)</sup>

**Activity Centre Network**

- Principal Activity Centre
- Major Activity Centre
- District Activity Centre - Urban
- District Activity Centre - Rural
- Local Activity Centre
- Specialised Activity Centre

**Major Transport Elements**

- Highway / Arterial Road
- Road Network
- Railway
- Rail Station
- Airport
- Port of Bundaberg

**Major Landscape Elements**

- Inter-urban Break

**Other Elements**

- Village
- Ocean, Waterways and Waterbodies
- Bundaberg Regional Council Boundary

**NOTES**

Note 1: Inclusion in the Urban Area does not imply that all land in this land use category can be developed for urban purposes as it may be constrained or otherwise unsuitable for development.

Note 2: The Major Urban Expansion Area identifies land in a greenfield setting where urban development is intended to occur within the planning horizon of the planning scheme having regard to local structure planning undertaken by the Council. Inclusion in the Major Urban Expansion Area does not imply that all land can be developed as it may be constrained or otherwise unsuitable for development.

Note 3: The Future Urban Area (Employment) identifies land that is potentially suitable for urban development for port related and industry uses. This designation does not confer any actual or implied land use rights and will be subject to further investigations to determine its suitability for development.

Note 4: Inclusion in the Rural Residential Area does not imply that all land in this land use category can be developed for rural residential purposes as it may be constrained or otherwise unsuitable for development.

Note 5: Major Conservation Area includes: (a) Conservation Parks, National Parks and Forest Reserves and (b) land owned or controlled by the Council and used or intended to be used for conservation purposes.



**Strategic Framework Map**  
**SFM-001**  
 (Settlement pattern elements)

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### 3.4 Economic development theme

Key concepts	
(a)	A diversified regional economy.
(b)	A network of well-designed, connected and accessible activity centres with complementary scales, roles and functions contributing to greater levels of employment and economic self-sufficiency for the Bundaberg Region.
(c)	A variety of well-designed industry and enterprise areas that:- <ul style="list-style-type: none"> <li>(i) support regionally significant economic attractors and accommodate a range of general industry, science and technology, health, education and training activities; and</li> <li>(ii) encourage the co-location and clustering of innovative and emerging industry sectors such as mining support services, aviation and food processing.</li> </ul>
(d)	Tourism which takes advantage of the region's diverse landscapes and location at the gateway to the southern Great Barrier Reef and provides opportunities for a wide range of experiences, attractions and facilities to cater to diverse holiday and recreational needs.
(e)	Intact rural lands that maintain and support ongoing rural production and value adding enterprises.
(f)	Home based businesses that support localised small scale entrepreneurship.
(g)	High quality infrastructure and transport networks that support economic development.

#### 3.4.1 Strategic outcomes

The strategic outcomes for the economic development theme are the following:-

- (a) The Bundaberg Region's economy is built upon the rich agricultural lands, the prevalence of its natural resources, the capability of its people and the pristine environment and landscapes that supports a vibrant and diverse regional economy.
- (b) While a variety of rural production activities have been the traditional mainstay of the regional economy, the region's vast array of natural attributes and access to transport networks provides opportunities for a range of tourism, logistics, manufacturing and value adding and high technology industries to emerge as key economic drivers in the region.
- (c) For the Bundaberg Region, its position as the gateway to the southern Great Barrier Reef provides opportunities for the expansion of the tourism and lifestyle industries as a key platform to maximise the sustainable utilisation of the region's natural attractions and attributes.
- (d) Adequate industrial land is provided to support the projected population growth of the region and ensure that emerging industries have the opportunity to build upon existing employment and enterprise nodes.
- (e) Rural production is maintained as a major contributor to the region's economic output, with opportunities for alternative land uses arising from the transition to a low carbon economy providing an emerging substitute for traditional agricultural activities.
- (f) The economic development of the region is maximised through the identification of a well-defined activity centre network. This network identifies the primary locations for employment and enterprise areas in the region, provides for the co-location and clustering of business and industries to generate synergies and economies of scale, and maximises the utilisation of existing and planned infrastructure and transport networks to provide opportunities for growth in industry, commercial, tourism and rural activities.
- (g) The Bundaberg Region has an activity centre network that establishes a hierarchy of complementary centres and supports the long term viability of these centres. The activity centre network supports and reinforces the role and function of the city, towns and villages in the region, with:-

- (i) Bundaberg's CBD being the principal activity centre and accommodating the largest range and mix of retail, business, education, health, recreational and cultural services within a modern and vibrant regional metropolitan setting, complemented and supported by a major activity centre (incorporating Sugarland Shopping Centre and environs) and a district activity centre at Ashfield;
  - (ii) Bargara being a district activity centre for the central coastal urban area, providing employment and services that assist in achieving the self-containment of the coastal urban area between Burnett Heads and Elliott Heads; and
  - (iii) Childers and Gin Gin remaining as traditional district level rural service centres that provide a range of commercial and community services and facilities to service the hinterland.
- (h) The Bundaberg Region has a range of industry and enterprise areas predominantly focussed around rural service industries and manufacturing services. The clustering, co-location and consolidation of industrial development in discrete areas minimises land use conflicts and maximises utilisation of development infrastructure. The industry and enterprise areas provide diverse and rewarding employment opportunities in safe, convenient and accessible locations throughout the region and contribute to regional job self-containment.
  - (i) The expansion of key industry and enterprise sectors takes advantage of the Bundaberg Region's strategic location between the Surat Basin and the industrial hub of Gladstone to provide support to the logistics and supply chains servicing mining activities and leverage localised employment growth and diversification from the expanding minerals and energy sector.
  - (j) Bundaberg Airport and associated aviation precinct expands as complementary businesses with links to avionics, airframe and air engine technology clustering together to establish a high technology research and manufacturing industry servicing the aviation sector.
  - (k) The Port of Bundaberg through land designated as Strategic Port Land, and land located within the Bundaberg State Development Area Development Scheme, facilitates industrial and port related development and provides an alternative point of entry and departure for goods and commodities associated with the minerals and energy sector in the Wide Bay Burnett, Central Queensland and the Surat Basin.
  - (l) The hospitals in the Bundaberg West medical/health precinct and the tertiary and further education facilities provided by the Bundaberg campuses of CQUniversity and the Bundaberg TAFE support the expanded development of health care, medical and other professional services, information technology and knowledge-based enterprises located in the region.
  - (m) Bundaberg City reconnects with the Burnett River through multi-faceted riverfront recreation, leisure and tourism precincts. This high quality public space provides an interface with the River and provides a platform for permanent and temporary water-based learning and leisure activities that reinforce Bundaberg's local ecology and connection with the River.
  - (n) Nature-based tourism opportunities associated with the sea turtle hatchery at Mon Repos and whale watching provide an 'up close and personal' nature experience for visitors that reinforces a respect for the local ecology and the need for protection of wildlife and their habitats.
  - (o) The hinterland is an accessible tourism region that provides safe and comfortable opportunities for camping and freshwater fishing that are sustainable and environmentally responsible. The region's rich agricultural history is celebrated through farmers markets, farm stays and the ability to sample the best of fresh food and produce from the farm gate.
  - (p) The Bundaberg Region is recognised nationally and internationally as a source of high quality and sustainable food products including sugar cane, a range of tree crops including citrus fruits, stone fruit, avocado and macadamia nuts, beef cattle and aquaculture products. The diversity of the rural landscape provides opportunities to locate renewable energy generating projects (such as wind or solar farms) in areas that protect the high scenic, landscape and primary production values of the region. Primary production activities are complemented by on site value adding activities that process and pack raw food products, generating wealth and employment through containing and localising value adding and downstream processing activities.
  - (q) The traditional rural production activities of the region continue as viable and valuable contributors to the regional economy, and provide opportunities for downstream value adding.

- (r) A range of tourism infrastructure and enterprises are located throughout the Bundaberg Region to build upon the diverse natural attributes of the area and provide a distinct and memorable visitor experience.
- (s) The range and scale of business and employment opportunities is enhanced through the establishment of a diverse range of low-scale home based businesses.
- (t) High quality infrastructure networks and transport networks encourage and support business growth and economic development.

### 3.4.2 Element 1 – Activity centres network

#### 3.4.2.1 Specific outcomes

- (a) To reflect and support the preferred pattern of settlement, development is consistent with the Bundaberg Region activity centre network identified conceptually on **Strategic Framework Map SFM-001 (Settlement pattern elements)** and **Strategic Framework Map SFM-002 (Economic development elements)** and described in further detail below:-

Activity centre	Description
Principal activity centre:- (a) Bundaberg Central Business District	The principal activity centre is the highest order centre in the network and contains the largest and most diverse concentration of urban activities. It is the key regional focus of employment, government administration, retail, commercial and specialised personal and professional services. It accommodates significant cultural, entertainment, health, education and public and active transport facilities. It meets the need for the foregoing facilities and services for a catchment comprising the Bundaberg Regional Council area and adjacent rural areas. It also has the highest population densities and the greatest concentration of mixed use development in the region. Population density and building height is generally highest within the core and riverfront precincts, however building height and design on individual sites is to retain views to the Burnett River and be sympathetic to and protect key heritage buildings and the existing heritage streetscape character within the city centre. Any future full-line department store will be located in the principal activity centre. Opportunities are taken through public infrastructure programs and private development projects to improve public access to and along the Burnett River and its banks.
Major activity centre:- (a) Sugarland Shopping Centre and environs	The major activity centre accommodates a wide mix of uses and activities including a concentration of higher order retail, commercial, and entertainment facilities that service a sub-regional population. It also includes land expansive activities that are not appropriate to locate within the principal activity centre with these activities having a catchment comprising the Bundaberg Regional Council area and adjacent rural areas. A department store may be established within the major activity centre only once such a store is established in the principal activity centre.
District activity centre (urban):- (a) Bargara central (b) Kepnock	District activity centres (urban) serve catchments of district or sub-regional significance within the Bundaberg Region, accommodating concentrations of retail, commercial, offices, administrative and health services, community, small scale entertainment and recreational facilities, and catering to day-to-day and weekly shopping and service needs. They may have a residential component including visitor accommodation.
District activity centre (rural):- (a) Childers town centre (b) Gin Gin town centre	District activity centres (rural) are the activity centres within rural towns that have strong character and links with the rural production and regional landscape values identified in the regional plan. They contain a concentration of shopping and business uses that primarily serve local residents, tourism or primary industries. They may also contain some limited government services, entertainment and community activities.
Local activity centre:- (a) North Bundaberg (b) South Bundaberg	Local activity centres provide for local shopping needs, function as local employment nodes and comprise a mix of commercial, cafes/dining, entertainment and community services for a surrounding residential neighbourhood. They may have a small residential component including visitor accommodation.

Activity centre	Description
(c) Ashfield (forming part of the Kalkie-Ashfield local development area) (d) Moore Park Beach (e) Burnett Heads (f) Bargara town centre (g) Bargara South (h) Elliott Heads (i) Woodgate Beach	
Neighbourhood activity centre	<p>Smaller than local activity centres, numerous neighbourhood activity centres are located across the Bundaberg Region in both urban and rural settings.</p> <p>Neighbourhood activity centres typically service residential neighbourhoods or small towns and villages with small-scale convenience shopping that caters for day-to-day and top-up needs, locally servicing professional offices, community services and other activities of a local servicing nature. Neighbourhood activity centres may also comprise existing standalone business or entertainment activities (such as service stations and hotels) that may otherwise typically form part of a higher order centre</p> <p>Neighbourhood activity centres located in urban settings commonly have a walking distance catchment. In a village setting, neighbourhood activity centres may have a larger catchment by also servicing immediately surrounding rural and rural residential areas. These latter centres may also cater to the needs of tourists, visitors and the travelling public staying in or passing through the village.</p>
Specialised activity centre:- (a) Bundaberg Airport (b) Port of Bundaberg (c) Bundaberg West medical/health precinct (d) Takalvan Street (e) Princess Street/ Bargara Road	<p>Specialised activity centres recognise the importance of local employment servicing activities and their economic contribution to the Bundaberg Region.</p> <p>The Bundaberg Airport specialised activity centre accommodates a range of aviation, aerospace and air transport and freight related industrial and commercial activities.</p> <p>Strategic Port Land and the material change of use of land regulated by the Bundaberg State Development Area Development Scheme, is not regulated by the planning scheme. However, the Port of Bundaberg is a major element of the Bundaberg Region's economy and land adjacent to the port may be developed for support services including marine maintenance and complementary commercial and industrial purposes.</p> <p>The Bundaberg West medical/health precinct contains the Bundaberg Base Hospital, the Mater Misericordiae Hospital Bundaberg and the Friendly Society Private Hospital. Further higher order medical facilities are located in this specialised activity centre to maximise accessibility and convenience for patients and create potential industry cluster benefits for medical and health care businesses and workers.</p> <p>The Takalvan Street and Princess Street/Bargara Road specialised activity centres have prominent locations along feeder roads into the Bundaberg CBD and accommodate businesses seeking high levels of exposure and visibility. Significant additional traditional retail is not envisaged in these areas, although some bulky goods may be supported together with other service/highway service activities. Additional floor space in these centres would be accommodated through infill and redevelopment of existing land.</p> <p>Editor's note—the concept of specialised activity centres as described above does not equate to the Specialised centre zone. In particular, these specialised activity centres are allocated in various zones in the planning scheme to reflect the differing role and function of the respective centres.</p>

- (b) Major land uses contributing to employment, education and services in the Bundaberg Region are located in an activity centre commensurate with the role and function of the activity centre as defined by the activity centre network.

- (c) Development does not undermine or compromise the activity centre network either by proposing centre activities outside of an activity centre or by proposing a higher order or larger scale of uses than intended for a particular activity centre.
- (d) New regional level State government facilities for justice, education, health, community, administration and employment activities serving the Bundaberg Region are predominantly located within Bundaberg City, either within the Bundaberg CBD as the principal activity centre or in other appropriate locations in the city where supported by other specific outcomes of this strategic framework.
- (e) Development in activity centres supports and contributes to a quality urban environment serving as a community focal point and suited to its scale and community setting.
- (f) Activity centres incorporate layouts and high quality building design that focuses on and gives priority to people, public main streets, squares, parks, community facilities and public transport, rather than cars.
- (g) Development in activity centres is designed to maximise opportunities for public transport usage, walking and cycling.
- (h) 'Corner stores' are established in appropriate locations to service the basic convenience needs of local residents provided that such facilities do not conflict with or undermine the viability of the activity centre network.
- (i) High quality infrastructure and transport networks encourage and support business growth and development within and between the identified activity centres.

### 3.4.3 Element 2 – Industry and enterprise areas

#### 3.4.3.1 Specific outcomes

- (a) An adequate supply of physically suitable, well-located and serviceable industrial land is identified and protected to support employment opportunities and economic development of the Bundaberg Region.
- (b) The industry and enterprise areas identified conceptually on **Strategic Framework Map SFM-002 (Economic development elements)** and described below are maintained and their potential for renewal, infill or expansion protected:-

Industry and enterprise area <sup>2</sup>	Description
<b>Bundaberg City</b>	
1. Norville/Svensson Heights/Kensington	Established industry land in the Bunda Industrial Estate (Enterprise Street) and extending west along Commercial Street to Production Street and Brickworks Circuit is maintained. The Bundaberg Airport accommodates a range of aviation, aerospace and air-related industry. The Kensington commercial industry area focussed on Johanna Boulevard and Commercial Street (between the airport and Production Street/ Brickworks Circuit), accommodates a range of medium impact industries, aviation, aerospace, air-related industry and associated commercial and business uses. Older established pockets of low-medium impact industry on the Isis Highway near the Bundaberg Airport, and adjacent to the North Coast Rail Line at Ritchie Street, Lester Street and Thabeban Street, are also maintained.
2. Thabeban	The Bundaberg Industrial Estate (Kay McDuff Drive/Charlie Triggs Crescent and Wyllie Street/Verdant Siding Road) expands, and is supported by industrial activity on both the northern and southern sides of the Ring Road through to the North Coast Rail Line and Goodwood Road to the east. Industry in this location benefits from high levels of accessibility from the Ring Road and the broader State and local road network, while ensuring that the operational efficiency of the Ring Road is not adversely impacted. This industry area provides opportunities for a rail freight terminal near the convergence of the Bundaberg Ring Road and the North Coast Rail Line.

<sup>2</sup> Note—the specialised activity centres of Bundaberg Airport and the Port of Bundaberg addressed at section 3.4.2.1 are also industry and enterprise areas.

<b>Industry and enterprise area<sup>2</sup></b>	<b>Description</b>
3. Bundaberg East	Industrial activity in the eastern part of Bundaberg is underpinned by the Millaquin Sugar Mill, the Bundaberg Rum Distillery and Bundaberg Brewed Drinks. Surrounding industrial areas are maintained, including marine-based industry along the Burnett River and low-medium impact industry areas in Steptoe Street and Sheridan Street and adjacent to sections of Princess Street and Bargara Road.
4. Bundaberg North	The Bundaberg Walkers/ Foundary and the Bundaberg Technology Park located on the northern bank of the Burnett River maintain and build on a history of manufacturing, research and technology industry in North Bundaberg. Industry along parts of Hanbury Street and on Bundaberg-Gin Gin Road at the northern entrance to the city, collectively contribute to an economic hub ideally positioned to service areas to the north as well as the broader region.
<b>Coastal</b>	
5. Burnett Heads	Industry at the Port of Bundaberg and Bundaberg State Development Area includes the consolidation and expansion of port-related activities, including marine maintenance, servicing, repair and associated industries and services.
6. Moore Park Beach	Low-medium impact industries within established industrial areas at Murdochs Road provide local employment and services to support Moore Park Beach and the surrounding rural hinterland.
7. Woodgate Beach	Industry land at Woodgate Road just outside of Woodgate Beach provides for low-medium impact industry to service local needs.
<b>Rural and hinterland</b>	
8. Isis Central	The Isis Central Sugar Mill and nearby industrial areas along Kevin Livingston Drive provide opportunity for land expansive and/or medium-heavy impact industry. Having high levels of road transport accessibility via the Bruce Highway and Isis Highway, the area is ideally positioned to service markets both within and external to the region.
9. Childers	Low-medium impact industries located within the established and expanding industrial precinct, in the vicinity of Blacksmith Court and Browns Road, provide local employment and service Childers and the surrounding district. The highway location also provides opportunities for industry servicing catchments outside of the region. A proposed high impact industry area to the east of Childers on the Bruce Highway (opposite the Childers aerodrome) provides opportunities for highly accessible medium-high impact industry development that is well separated from sensitive land uses.
10. Gin Gin	Low-medium impact industries located within existing and proposed industry land within the township provide local employment and service Gin Gin and the surrounding district.
11. Gin Gin (north)	Defined areas close to Gin Gin, both to the north and south of the township, provide opportunity for a range of industrial activities including transport/logistics related industry, rural industry, industry servicing the mining sector, and other land expansive and/or medium-heavy impact industry. Having high levels of road transport accessibility via the Bruce Highway and/or Gin Gin-Mount Perry Road, these areas are well-located to service markets both within and external to the region.
12. Gin Gin (south)	
13. Bingera	The Bingera Sugar Mill continues to service the surrounding agricultural district and sugar cane industry.
<b>Bundaberg State Development Area</b>	
14. State Development Area – Burnett Heads and Fairymead	The Bundaberg State Development Area at Burnett Heads and Fairymead is protected for regionally significant business and industry development, with possible port facilities associated with Strategic Port Land and Bundaberg State Development Area extending to the northern side of the Burnett River. The Bundaberg State Development Area has the potential to:– <ul style="list-style-type: none"> <li>(a) cater for additional demand from the resource sector, productive agriculture and rural uses and other import and export commodities;</li> <li>(b) support port activities including a multi-modal freight node, storage and logistics;</li> <li>(c) provide for industrial activities that support port operations, including producing or manufacturing items that require quick transport or process imported goods for redistribution;</li> <li>(d) be used for hard-to-locate industry where no other suitable site is available and where impacts can be appropriately managed; and</li> <li>(e) support the protection of environmental values and management of flood characteristics and constraints.</li> </ul>



Industry and enterprise area <sup>2</sup>	Description
<b>Industry Investigation Area</b>	
15. Bargara	Low impact and service industry is established within a highly accessible location to provide local employment and to service future growth along the central coastal area.

- (c) Land expansive industrial uses are primarily directed to industrial land at Thabeban, Port of Bundaberg and near Isis Central Mill and Gin Gin, to capitalise on the port infrastructure and connection to major land freight routes. High impact industrial uses are also directed to these areas due to the greater capacity for uses in these areas to be separated or buffered from residential and other sensitive land uses.
- (d) The potential for industry and enterprise areas to be further developed at the following locations is maintained by ensuring that they are protected from land fragmentation and encroachment or establishment of inappropriate land use activities that may compromise their intended longer-term use:-
- (i) Kensington and Thabeban, with potential for a rail freight terminal near the convergence of the Bundaberg Ring Road and the North Coast Rail Line;
  - (ii) the Bundaberg State Development Area.
- (e) Marine-related industry is established adjacent to Port of Bundaberg, so as to consolidate and expand marine maintenance, servicing, repair and associated industries and services within the Bundaberg Region.
- (f) In rural and coastal towns and villages, small scale industrial development which provides for local employment and a range of services is accommodated in suitable locations where residential amenity is not compromised.
- (g) Industry and enterprise areas are well designed and serviced and provide a range of lot sizes and adaptable building configurations that cater for a variety of industry needs, to ensure economic diversity and greater variety of employment opportunities, as well as meeting the changing economic needs of the community over time.
- (h) Opportunities for employment generation are maximised in industrial areas by ensuring that development makes the most efficient use of available industrial land.
- (i) Development in industry and enterprise areas is limited to predominantly industrial uses and other uses that are compatible with and provide a desirable support activity to industrial uses and the industrial workforce.
- (j) To avoid or minimise land use conflicts, development for residential or other sensitive land uses is appropriately buffered and separated from industry and enterprise areas.
- (k) Industry and enterprise areas have access to high quality transport infrastructure networks that link local industry with regional, national and international markets.
- (l) Industry and enterprise areas provide high quality telecommunications networks to support the development of information technology, knowledge-based and creative industries.
- (m) Industry and enterprise areas are located in close proximity to transport networks to maximise accessibility and connectivity to residential areas.

### 3.4.4 Element 3 – Tourism and tourism focus areas

#### 3.4.4.1 Specific outcomes

- (a) A range of tourism infrastructure and enterprises are located throughout the Bundaberg Region to build upon the diverse natural attributes of the area and provide a distinct and memorable visitor experience.
- (b) The region provides for a range of visitor accommodation and tourist services that are compatible with, and a complement to, existing tourism products.

- (c) Visitor accommodation and tourist attractions and facilities are located in areas that contribute to the wide range of tourism experiences on offer throughout the region including urban, coastal and hinterland locations.
- (d) Nature-based and eco-based tourist activities are sensitively located and carried out to ensure the natural values that underpin the regional tourism product are sustained.
- (e) Rural and agri-tourism experiences build upon the 'clean and green' identity of the region and do not prejudice the ongoing use of rural lands for rural production activities.

### **3.4.5 Element 4 – Rural enterprise and industry**

#### **3.4.5.1 Specific outcomes**

- (a) Traditional agricultural and farming activities that underpin the character and identity of the region continue as viable and sustainable businesses that are recognised for their stewardship of the land for future generations.
- (b) The traditional rural production activities of the region continue as viable and valuable contributors to the regional economy and are complemented by on-farm rural workers' accommodation, rural businesses, rural service industries and tourist uses including farm stays, where such uses:-
  - (i) value-add to rural produce and resources and contribute to the diversification of the rural economy of the Bundaberg Region; and
  - (ii) are compatible with landscape character, scenic amenity, biodiversity and cultural heritage values and do not alienate important agricultural areas and agricultural land classification (ALC) Class A and Class B land.
- (c) Rural enterprises are based on a sustainable use of the resource that protects and capitalises upon the region's natural advantages.
- (d) The diversity of the rural landscape provides opportunities to locate green energy generating projects (such as wind or solar farms) in areas that protect the high scenic, landscape and primary production values of the region.

### **3.4.6 Element 5 – Home based business**

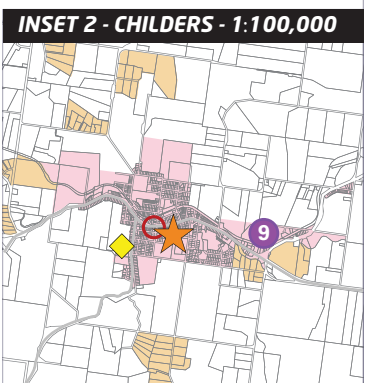
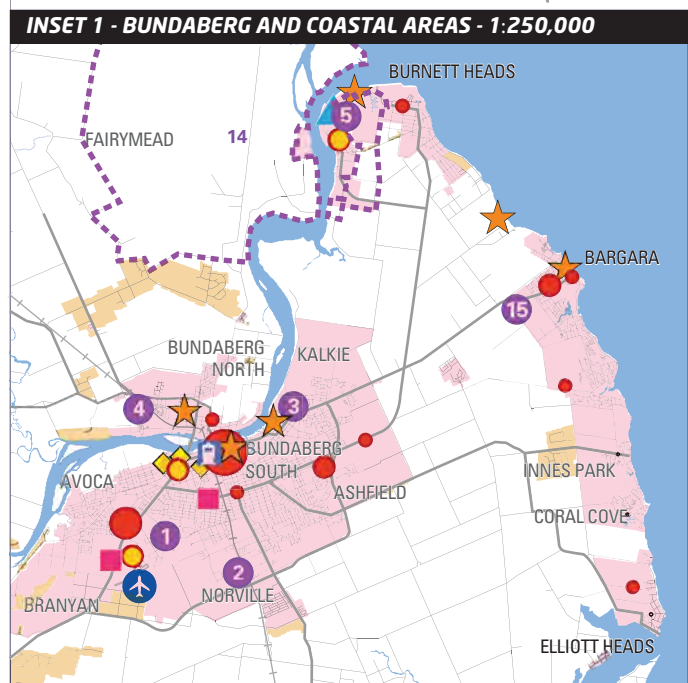
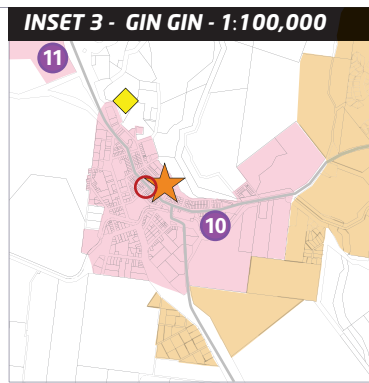
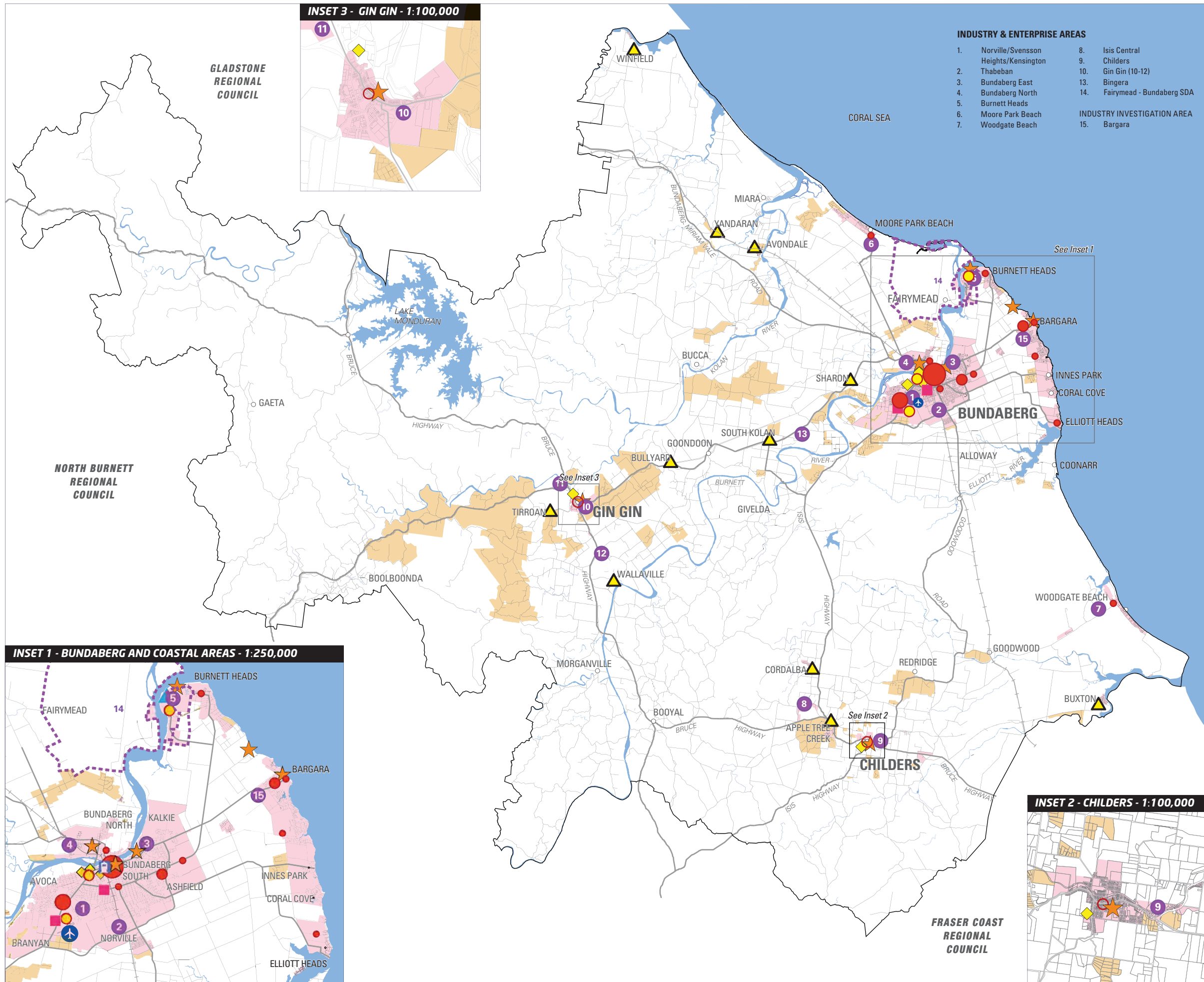
#### **3.4.6.1 Specific outcomes**

- (a) The range and scale of business opportunities in the region is enhanced through the establishment of a diverse range of home based businesses.
- (b) Home based businesses provide small businesses and single operators the opportunity to operate in residential, rural residential and rural areas and support a diversity of employment streams.
- (c) Home based businesses are of a scale and type that is appropriate for their setting and do not adversely impact upon the character or amenity of the neighbourhood or locality in which they are established.

### **3.4.7 Relevant strategic framework maps**

**Strategic Framework Map SFM-002 (Economic development elements)** conceptually identifies elements of the strategic framework as relevant to the economic development theme and in particular identifies the following:-

- (a) the Bundaberg Region activity centre network;
- (b) existing and future industry and enterprise areas;
- (c) specialised activity centres;
- (d) tourism focus areas;
- (e) major health facilities; and
- (f) major tertiary education and training facilities.



- INDUSTRY & ENTERPRISE AREAS**
- |   |                               |
|---|-------------------------------|
| 1. Norville/Svensson Heights/Kensington | 8. Isis Central Childers      |
| 2. Thabeban                             | 9. Gin Gin (10-12)            |
| 3. Bundaberg East                       | 10. Bingera                   |
| 4. Bundaberg North                      | 11. Fairymead - Bundaberg SDA |
| 5. Burnett Heads                        | 12. Barga                     |
| 6. Moore Park Beach                     | 13. Barga                     |
| 7. Woodgate Beach                       | 14. Barga                     |
|   | 15. Barga                     |

**LEGEND**

**Land Use Categories**

- Urban Area
- Rural Residential Area
- Industry and Enterprise Area <sup>(1)</sup>
- Future Urban Area (Employment) for Port Related & Industry Uses <sup>(2)</sup>

**Activity Centre Network**

- Principal Activity Centre
- Major Activity Centre
- District Activity Centre - Urban
- District Activity Centre - Rural
- Local Activity Centre
- Specialised Activity Centre

**Industry, Employment Areas**

- Tourism Focus Area
- Major Tertiary Education & Training Facility
- Major Health Facility (Hospital)

**Major Transport Elements**

- Highway / Arterial Road
- Road Network
- Railway
- Rail Station
- Airport
- Port of Bundaberg

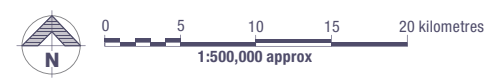
**Other Elements**

- Village
- Ocean, Waterways and Waterbodies
- Bundaberg Regional Council Boundary

**NOTES**

Note 1: A number of other (minor) industrial areas are located across the Bundaberg Region in areas zoned for industrial purposes.

Note 2: The Future Urban Area (Employment) identifies land that is potentially suitable for urban development for port related industry uses. This designation does not confer any actual or implied land use rights and will be subject to further investigations to determine its suitability for development.



**Strategic Framework Map  
SFM-002  
(Economic development elements)**

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## 3.5 Access and mobility theme

### Key concepts

- (a) An integrated transport network is established that prioritises active modes of transport within a compact urban form and integrates land use with transport to minimise dependency on private motor vehicle use and take advantage of the region's climate and topography.
- (b) A range of sustainable travel choices links communities with activity centres and supports high levels of local and regional accessibility to services, employment nodes and community facilities.
- (c) Safe and efficient major transport corridors provide the basis for the movement of goods and people through and within the region and support economic development.
- (d) Transport corridors and networks respond sensitively to the environmental and landscape values of the region.
- (e) Bundaberg Airport and the Port of Bundaberg are enhanced and protected as significant transport gateways to the region for both goods and people and support a range of aviation, maritime and related industries and services.
- (f) The sugar cane rail network is protected as essential transport infrastructure supporting the rural economy.

### 3.5.1 Strategic outcomes

The strategic outcomes for the access and mobility theme are the following:-

- (a) The Bundaberg Region is effectively linked by an integrated transport network that safely and efficiently allows residents and visitors to move through and within the region.
- (b) Urban areas in the Bundaberg Region have a compact urban form that integrates land use and transport elements to improve the viability and efficiency of infrastructure and services, contributes to regional self-containment and maximise opportunities for affordable living.
- (c) Transport corridors and networks are coordinated to align with the settlement pattern of the Bundaberg Region in a way that protects regional landscape values, maintains nearby residents' quality of life, and provides efficient and safe access to necessary services and facilities.
- (d) Major transport corridors such as the Bruce Highway, the Isis Highway and the North Coast Rail Line are protected from encroachment by sensitive land uses and are maintained as safe and efficient high speed corridors for long distance passenger and freight transport.
- (e) Within and between Bundaberg City and the central coastal urban area, residents have access to reliable, comfortable and efficient public transport services that link residential areas with employment, entertainment, educational and medical services and minimise reliance on private motor vehicle transport.
- (f) The public transport network is supplemented and supported by active transport modes such as walking and cycling. Integrated into the urban fabric, a network of pedestrian and bicycle pathways creates attractive and walkable neighbourhoods that provide residents and visitors with a range of transport options to access local shopping, employment, service and transport hubs, as well as links to the public transport network to meet broader travel needs.
- (g) Major transport facilities such as Bundaberg Airport and the Port of Bundaberg are enhanced as integrated transport hubs, with development protecting the safety and efficiency of these major facilities. The airport receives daily flights from interstate cities, provides a fast and convenient gateway to the region for travellers and is an efficient supporter of regional business services. The Port of Bundaberg and Burnett Heads marinas are home to a varied commercial and leisure maritime fleet, acting as a bulk port to export the State and the region's bulk commodities as well as a base for tourist and leisure craft to conveniently access the southern Great Barrier Reef and islands.
- (h) The sugar cane rail network is protected as essential transport infrastructure supporting the regional economy by efficiently connecting sugar cane farms to the sugar mills and separating sugar industry traffic from road users.

### 3.5.2 Element 1 – Integrated transport network

#### 3.5.2.1 Specific outcomes

- (a) New urban areas and communities are located to support and reinforce the sustainability and efficiency of the regional transport network identified in **Strategic Framework Map SFM-003 (Transport and infrastructure elements)**.
- (b) The urban form and settlement pattern of the region develops in close sequence with the roll out of the transport network, to maximise the use of existing infrastructure and align new communities with the delivery of new infrastructure and services.
- (c) Urban development in the Kalkie-Ashfield local development area, central coastal urban growth area and other major greenfield areas is linked to existing urban areas through a multi-modal transport network that provides a range of safe and convenient transport options.
- (d) Infill development is clustered around existing or future transport hubs and corridors, and increased densities in and around the Bundaberg CBD and other major centres, support increased use of active and public transport modes as viable alternatives to private motor vehicle travel.
- (e) New development integrates the transport network within the urban fabric by:-
  - (i) incorporating local street networks that are designed to allow access by public transport vehicles;
  - (ii) creating permeable and legible neighbourhoods that include safe and navigable walking and cycle networks that provide access to a variety of neighbourhood destinations;
  - (iii) minimising the direct interface of residential areas with major transport corridors to ensure neighbourhoods are attractive and safe places to live and move about in; and
  - (iv) prioritising active and public transport modes through establishment of a low speed street environment.

### 3.5.3 Element 2 – Sustainability and accessibility

#### 3.5.3.1 Specific outcomes

- (a) The public transport network is a simple, safe, convenient and reliable network of services that connects significant trip generators, employment nodes, health and welfare services, education services and shopping precincts. The network is simple to understand and use and encourages the take up of public transport options as a viable transport choice whether for commuting or leisure travel purposes.
- (b) Active transport networks incorporate a network of connected pedestrian pathways and cycle ways. These networks are safe, convenient and legible and interface with the public transport network at safe and accessible interchanges to provide a seamless transition between travel modes.
- (c) In the smaller towns and villages where public transport options are limited, community-based transport services provide access to local level services.
- (d) Community-based transport services are provided for the elderly, the disabled or other persons who cannot access private transport modes to provide equitable access to services and facilities and promote social interaction.
- (e) Workplaces, educational and community facilities and mixed use centres encourage active transport modes through the provision of end-of-trip facilities for users of active and public transport modes.

### 3.5.4 Element 3 – Active transport

#### 3.5.4.1 Specific outcomes

- (a) Development supports and contributes to the provision of a safe, convenient, connected and legible walk and cycle network, including on-road and off-road routes, in all urban areas and activity centres, and between activity centres where appropriate.
- (b) The walk and cycle network is effectively integrated with other travel modes, particularly public transport, to enhance linkages with activity centres, employment areas and community facilities.
- (c) To maximise opportunities for walking and cycling:-
  - (i) urban areas and residential neighbourhoods are designed to incorporate permeable and legible street networks with appropriate lighting and casual surveillance to facilitate safe and convenient use by pedestrians and cyclists;
  - (ii) safe, convenient and accessible pedestrian and cycle links are provided between residential areas and activity centres;
  - (iii) employment areas and areas accommodating social services and community facilities are effectively connected to walking and cycling networks;
  - (iv) development supports and contributes to pedestrian, cycling and recreation trails to link public park infrastructure internally within urban areas and externally to the wider open space network of the Bundaberg Region;
  - (v) high quality end-of-trip facilities are provided for the comfort and convenience of active transport users in those developments that are likely to attract or generate a significant volume of trips by pedestrians and cyclists; and
  - (vi) other facilities to enhance comfort and convenience to active transport users are provided, including weather protection and shelter along active frontages in activity centres.

### 3.5.5 Element 4 – Public transport

#### 3.5.5.1 Specific outcomes

- (a) Development and the pattern of settlement supports the provision of connected, legible, safe and convenient public transport networks that provide for the efficient movement of passengers.
- (b) Development provides for and protects the viability of existing and planned public transport corridors within the Bundaberg Region.
- (c) New development provides legible local road connections and supporting collector streets that are sufficiently wide for buses to connect local areas by public transport, and which accommodate safe bus stopping situations.
- (d) Development supports and contributes to a high level of integration with existing and planned public transport networks including providing for transit-oriented communities principles, particularly in broad hectare development areas and infill development areas in Bundaberg City and Bargara.
- (e) Appropriately located and designed higher density residential development is established in Bundaberg City and Bargara to promote and support the provision of a frequent and high quality public transport system within these areas.
- (f) Employment areas and community infrastructure are effectively connected to existing public transport networks or have the ability to be connected to future planned public transport networks.
- (g) Development ensures that public transport facilities and infrastructure is designed to meet the needs of the community, including accessibility for elderly and less mobile users and the incorporation of crime prevention through environmental design (CPTED) principles.
- (h) Public transport facilities and infrastructure are provided in suitable locations and integrated with larger-scale development where appropriate.

### 3.5.6 Element 5 – Road transport

#### 3.5.6.1 Specific outcomes

- (a) The provision, operational safety and efficiency of existing and future road transport corridors is protected, including but not limited to the following corridors identified conceptually on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)**:-
- (i) Bruce Highway;
  - (ii) Isis Highway;
  - (iii) Bundaberg – Gin Gin Road;
  - (iv) Bundaberg Ring Road – Burnett Heads Road – Bundaberg Port Road;
  - (v) Goodwood Road;
  - (vi) Bundaberg – Miriam Vale Road (Rosedale Road); and
  - (vii) proposed Childers bypass (future State-controlled road).
- (b) Roads are designed and constructed to also serve as active transport and priority public transport corridors.
- (c) Road corridors incorporate road safety measures to provide for safe, efficient and equitable movement.
- (d) Road corridors are designed and constructed to contribute to the built and urban environment by providing:-
- (i) attractive streetscapes;
  - (ii) entry statements to Bundaberg City and the towns and villages of the region; and
  - (iii) attractive and safe corridors between urban areas.

### 3.5.7 Element 6 – Freight movement

#### 3.5.7.1 Specific outcomes

- (a) Development provides for the efficient provision and operation of existing and future road, rail, air and marine freight movement networks so as to support the economic development of the Bundaberg Region.
- (b) Development in the vicinity of the major freight movement routes identified conceptually on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)** protects the ongoing operational safety and efficiency of these routes and reverse amenity impacts are mitigated.
- (c) The Bundaberg Port Rail Link (preliminary investigation) corridor identified conceptually on **Strategic Framework Map SFM-003 (Transport and infrastructure elements)** is subject to further investigation as part of the planning process for the Bundaberg State Development Area, recognising that there is no funding to secure or develop this corridor at this stage.
- (d) Transportation planning ensures that increased intrastate freight movement on the North Coast Rail Line and the road network does not create a barrier to east-to-west movement and accessibility across Bundaberg City and manages other potential impacts on the amenity of existing urban areas.



### 3.5.8 Element 7 – Airports and ports

#### 3.5.8.1 Specific outcomes

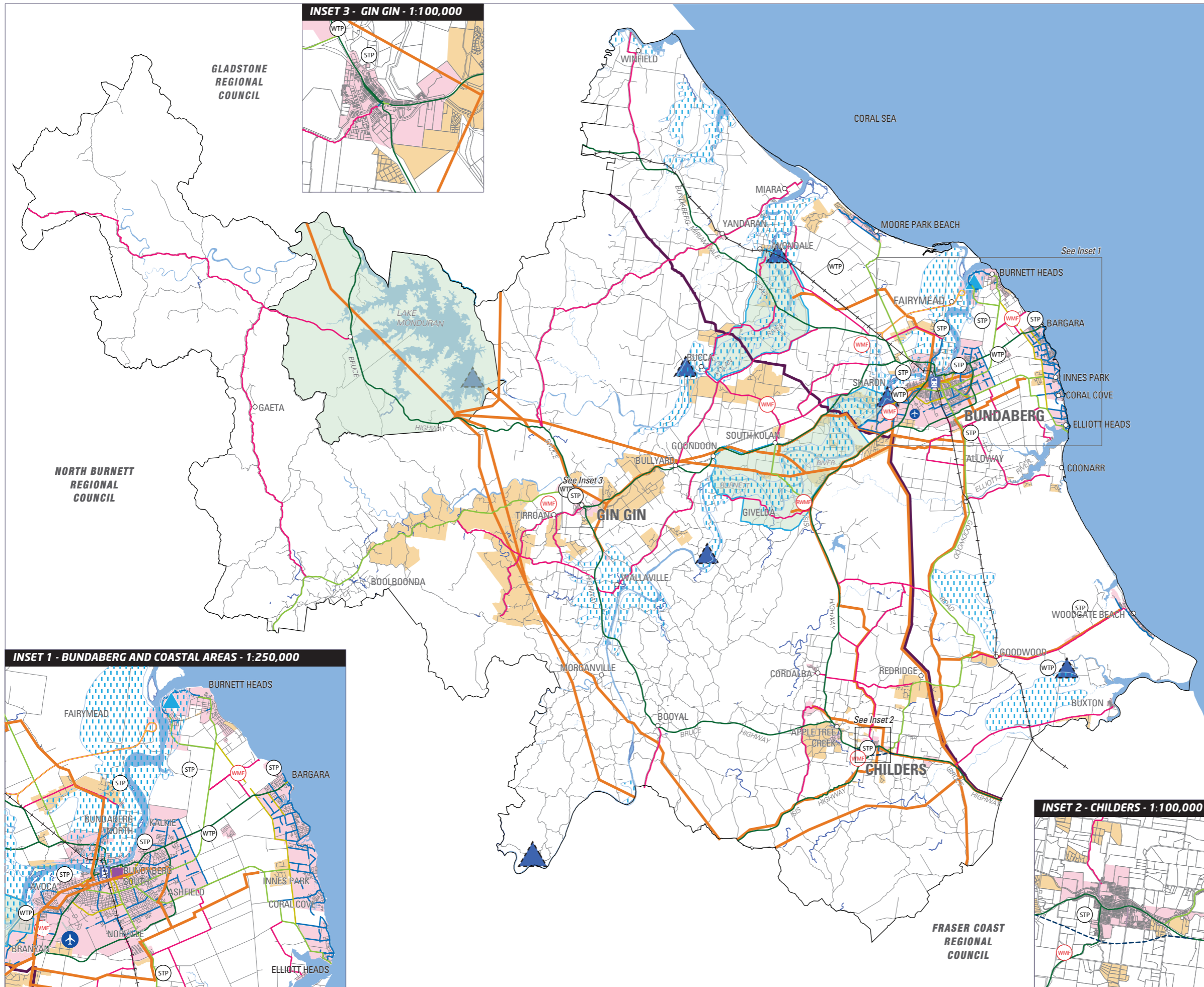
- (a) Development supports the continued operation, improvement and expansion of Bundaberg Airport as a significant passenger and freight transport gateway and base for general aviation facilities and other aviation industries in the Bundaberg Region.
- (b) Development supports the continued operation, improvement and expansion of Port of Bundaberg as a significant freight transport gateway and base for marine industry and commercial and recreational fishing and boating in the Bundaberg Region.
- (c) Development protects the safety and operational efficiency of Bundaberg Airport and the Port of Bundaberg.
- (d) To assist in the safe and efficient movement and operation of aircraft and vessels, development protects the functioning of aviation facilities and aids to marine navigation in the Bundaberg Region.

### 3.5.9 Relevant strategic framework maps

**Strategic Framework Map SFM-003 (Transport and infrastructure elements)** conceptually identifies elements of the strategic framework as relevant to the access and mobility theme and in particular identifies the following:-

- (a) the strategic road network;
- (b) railways and major public transport stations;
- (c) Bundaberg Airport;
- (d) the Port of Bundaberg; and
- (e) future rail corridors.

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**LEGEND**

**Land Use Categories**

- Urban Area
- Rural Residential Area

**Major Transport Infrastructure Elements**

- 2031 Road Hierarchy
- Highway
  - Arterial
  - Sub-Arterial
  - Principal Rural Road
  - Trunk Collector
  - Future State Controlled Road (proposed Childers bypass)
  - North Coast Rail Line
  - Rail Station
  - Bundaberg Port Rail Link (Preliminary Investigation) <sup>(1)</sup>
  - Bundaberg Airport
  - Port of Bundaberg

**Major Water Cycle Management Infrastructure Elements**

- Dam / Weir
- Declared Water Catchment Area
- Water Treatment Plant (Existing/Planned)
- Waste Water Treatment Plant (Existing/Planned)
- Declared Groundwater Area

**Waste Management Infrastructure Elements**

- Regional Waste Management Facility (RWMF)
- Other Waste Management Facility (WMF)

**Major Energy Infrastructure Elements**

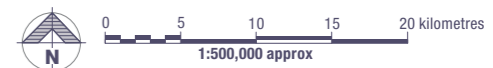
- Petroleum / Gas Pipeline
- Major Electricity Infrastructure

**Other Elements**

- Ocean, Waterways and Waterbodies
- Bundaberg Regional Council Boundary

**NOTES**

Note 1: The Bundaberg Port Rail Link (Preliminary Investigation) corridor is subject to further planning and, at this stage, there is no funding to secure or develop this corridor.



**Strategic Framework Map  
SFM-003  
(Transport and infrastructure elements)**

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## 3.6 Infrastructure and services theme

Key concepts	
(a)	Infrastructure and services that are provided in an integrated, timely, coordinated and efficient manner, in conjunction with development.
(b)	Protection of major infrastructure corridors and sites.
(c)	Co-location of infrastructure corridors and facilities wherever possible.
(d)	Management of water through an integrated water management approach.
(e)	Provision of a high quality Information technology and telecommunications infrastructure network.
(f)	Efficiency in the use of water, energy and reusable material in the waste stream as a necessary response to the finite nature and rising costs of raw materials.
(g)	Modern urban communities provided with efficient, reliable water, sewerage, power, communications, waste collection and emergency services.

### 3.6.1 Strategic outcomes

The strategic outcomes for the infrastructure and services theme are the following:-

- (a) Coordinated planning and delivery of infrastructure and services directs growth within the Bundaberg Region to reflect the pattern of settlement, best utilise public resources, efficiently meet the community's needs, preserve corridors and sites for essential infrastructure services and minimise impacts on the environment.
- (b) Water infrastructure, including water supply, sewerage and stormwater, is provided and sustainably managed on a total water cycle basis to maximise the efficient use of water resources and maintain the health and wellbeing of the community and the environment.
- (c) Energy infrastructure meets the needs of the community. The use of renewable energy sources and supplies is promoted.
- (d) The Bundaberg Region is well serviced by efficient and reliable telecommunications infrastructure to promote community wellbeing and economic development.
- (e) Waste management and recycling maximises the efficient reuse of finite materials, limits the volume of waste requiring long term disposal and minimises impacts to the environment.
- (f) Emergency services are provided to respond to accidents, natural disasters and other unanticipated events and to support the community's safety and wellbeing.

### 3.6.2 Element 1 – Coordinated planning and delivery

#### 3.6.2.1 Specific outcomes

- (a) As far as possible, infrastructure provision in greenfield development areas and in infill development areas is provided ahead of, or in parallel with, new development.
- (b) Development occurs in an orderly manner and logical sequence so as to:-
  - (i) maximise the use and capacity of existing infrastructure;
  - (ii) maximise the efficiency of new infrastructure provision; and
  - (iii) promote the long term social, economic, financial and environmental sustainability of the Bundaberg Region as a whole.
- (c) Strategic sites and corridors for existing and proposed infrastructure services, including those elements identified conceptually on **Strategic Framework Map SFM-003 (Transport and**

**infrastructure elements**), are secured and protected to support the long-term essential infrastructure needs of the Bundaberg Region community.

- (d) Development contributes to a fair and equitable share of the cost of providing infrastructure in accordance with the Local Government Infrastructure Plan or any other applicable infrastructure funding instrument.
- (e) Infrastructure networks, corridors, services and facilities are:-
  - (i) planned and used as efficiently as possible and co-located wherever practicable;
  - (ii) designed to accommodate changes in use and densities over time in greenfield development areas and infill development areas;
  - (iii) designed to incorporate significant landscaping where appropriate;
  - (iv) protected from urban encroachment and other incompatible land uses to ensure their continued operation and viability;
  - (v) designed so as to protect the landscape and scenic amenity of the Bundaberg Region and make a positive contribution to the landscape character, identity and sense of place for the locality; and
  - (vi) sensitively located and designed to promote high quality urban design outcomes, integrate with the landscape, protect environmental values and ecological processes and provide continuity for wildlife movement.

### **3.6.3 Element 2 – Water cycle management**

#### **3.6.3.1 Specific outcomes**

- (a) The water resources of the Bundaberg Region are utilised in an efficient and sustainable manner and are protected for future use without compromising the ecological health and functioning of watercourses.
- (b) Development in the major urban areas (Bundaberg City, Bargara, Burnett Heads, Innes Park, Coral Cove, Elliott Heads, Moore Park Beach, Woodgate Beach, Childers and Gin Gin) is connected to reticulated water supply and sewerage, consistent with the desired standard of service identified in Council's Local Government Infrastructure Plan or any other applicable infrastructure funding instrument.
- (c) Development in rural residential and rural areas has sustainable on-site potable water supply (where connection to the reticulated water supply system is not available) and on-site effluent treatment and disposal systems that protect human health, amenity and the natural environment.
- (d) Development maximises opportunities to reuse and recycle stormwater and treated wastewater.
- (e) Water sensitive urban design (WSUD) principles are effectively integrated into the layout and design of development to provide for the sustainable collection, treatment and conveyance of stormwater.
- (f) Stormwater is treated and managed in a manner that maintains the quality of terrestrial and coastal waters.

### **3.6.4 Element 3 – Energy infrastructure**

#### **3.6.4.1 Specific outcomes**

- (a) The Bundaberg Region is serviced by energy infrastructure that meets the needs of the community and minimises adverse environmental and amenity impacts.
- (b) Demand for centralised energy generation and infrastructure is minimised through development incorporating best practice energy efficiency design principles and maximising the use of renewable and sustainable energy supplies and sources.
- (c) Development in greenfield areas provides land for energy infrastructure, including land for sub-stations and major electricity infrastructure, required to service or traverse the area.

- (d) Development for renewable energy projects is facilitated and encouraged where appropriately located and sensitively designed to respect agricultural land and regional landscape values and avoid adverse amenity impacts.

### **3.6.5 Element 4 – Telecommunications infrastructure**

#### **3.6.5.1 Specific outcomes**

- (a) Development ensures that telecommunications infrastructures utilises the latest standards in technology, meets the needs of the community and minimises adverse environmental impacts.
- (b) The provision of high speed internet and telecommunications is facilitated.
- (c) Telecommunications and information infrastructure is:-
  - (i) located and designed to ensure its safe deployment and operation;
  - (ii) integrated in a sustainable and attractive manner which does not unduly impact on the amenity or landscape qualities of the area; and
  - (iii) co-located wherever possible.

### **3.6.6 Element 5 – Waste management and recycling**

#### **3.6.6.1 Specific outcomes**

- (a) Development incorporates best practice measures to reduce waste generation and to maximise reuse and recycling of materials during the construction and operational stages of development.
- (b) Development ensures that waste management and recycling infrastructure and practices are sustainable, meet the needs of the community and minimise environmental impacts.
- (c) To protect the function and long term expansion opportunities of landfill and waste transfer station facilities, appropriate separation distances and buffers are provided and maintained to avoid encroachment from incompatible land uses and activities.

### **3.6.7 Element 6 – Emergency services**

#### **3.6.7.1 Specific outcomes**

- (a) Emergency response facilities and services are provided to meet the needs of the community.
- (b) Development assists to provide emergency response facilities and services in appropriate locations.
- (c) The location and design of new development minimises the potential demand for emergency services while also providing for the timely and efficient operation of emergency services if and when required.

### **3.6.8 Relevant strategic framework maps**

**Strategic Framework Map SFM-003 (Transport and infrastructure elements)** conceptually identifies elements of the strategic framework as relevant to the infrastructure and services theme and in particular identifies the following:-

- (a) major water supply infrastructure;
- (b) major sewerage infrastructure;
- (c) water supply catchment areas and declared catchment areas;
- (d) major gas and electricity transmission sites and corridors; and
- (e) major waste management infrastructure sites and facilities.

## 3.7 Natural environment and landscape character theme

### Key concepts

- |   |
|---|
| <ul style="list-style-type: none"> <li>(a) Protection of the natural environment is a major consideration in determining where and under what conditions and circumstances development occurs.</li> <li>(b) The natural environment not only has value in its own right, but provides an attractive and pleasant visual setting that contributes to the quality of life for residents and the richness of the experience for visitors.</li> <li>(c) The coastal environment and marine and fresh water bodies are key elements of the overall natural environment of the Bundaberg Region.</li> </ul> |
|---|

### 3.7.1 Strategic outcomes

The strategic outcomes for the natural environment and landscape character theme are the following:-

- (a) The form of development and pattern of settlement in the Bundaberg Region preserves biodiversity values and minimises impacts on ecosystems, habitats, vegetation and corridor connectivity.
- (b) The image, landscape character and scenic amenity values of the Bundaberg Region are preserved and enhanced, including elements and features which contribute to views to and from areas of high scenic amenity.
- (c) Natural coastal foreshores, land forms, processes and systems are protected.
- (d) The physical condition, ecological health, environmental and scenic values and water quality of the region's groundwater, wetlands and watercourses is conserved, enhanced or restored.

### 3.7.2 Element 1 – Habitat and biodiversity

#### 3.7.2.1 Specific outcomes

- (a) Development minimises adverse impacts on areas of ecological significance identified conceptually on **Strategic Framework Map SFM-004 (Natural environment and landscape character elements)**, which include matters of State environmental significance (MSES), vegetation of local significance and regional and local ecological corridors.
- (b) Habitat for endangered, vulnerable, rare and other regionally and locally significant flora and fauna species are maintained, protected and enhanced.
- (c) Development is not located in an ecologically important area, unless:-
  - (i) there is an overriding need for the development in the public interest;
  - (ii) there is no feasible alternative; and
  - (iii) any adverse impacts incurred are minimised and, where appropriate to the circumstances, compensated by ecological improvements elsewhere that result in a net gain and enhancement to the overall habitat values of the Bundaberg Region.
- (d) A network of ecological corridors throughout the Bundaberg Region is established and maintained to provide connection and wildlife movement internally within urban areas and externally to the wider open space network of the Wide Bay Burnett region.
- (e) Within strategically important areas of connectivity between ecologically important areas, identified conceptually as local and regional corridors on **Strategic Framework Map SFM-004 (Natural environment and landscape character elements)**, development restores degraded areas to positively contribute to the habitat and biodiversity values of the Bundaberg Region.
- (f) To avoid edge effects, development incorporates buffers in accordance with current science and minimum best practice distances, or other suitable protective measures, without compromising the integrity of ecologically important areas associated with remnant vegetation, watercourses, wetlands and corridors.



- (g) Rivers, watercourses and wetlands are predominantly maintained in their natural state with development primarily providing for rehabilitation and enhancement to improve their ecological functioning and water quality.
- (h) As far as is practicable, infrastructure, particularly transport corridors, is sensitively located and designed to provide continuity of wildlife movement and ecological processes.
- (i) The hydrological and ecological functions of the Bundaberg Region's flood plains and their associated nature conservation, landscape character and outdoor recreation values are maintained and preserved.

### **3.7.3 Element 2 – Landscape and scenic amenity**

#### **3.7.3.1 Specific outcomes**

- (a) In recognition of their visual amenity, economic and biodiversity values, the scenic amenity and landscape character of the following areas and features is preserved and maintained in a predominately natural form:-
  - (i) undeveloped coastal foreshore areas and coastal streams;
  - (ii) rural peaks and ridgelines particularly those visible from the main transport routes and strategic view points; and
  - (iii) the Burnett River and tributaries including riparian areas.
- (b) Development maintains, protects and enhances:-
  - (i) areas of high scenic amenity;
  - (ii) significant views and viewpoints, including the protection of scenic corridors and the experience they provide to residents and visitors travelling through the Bundaberg Region;
  - (iii) features, attributes and values of landscape character and scenic amenity and their contribution to image;
  - (iv) visually significant vegetation;
  - (v) edges, nodes, landmarks and pathways to reinforce their role and contribution to legibility and distinctiveness within each locality; and
  - (vi) the scenic value of agricultural land and other rural lands.
- (c) Substantial inter-urban breaks between Bundaberg City and the coastal towns to the east, between Burnett Heads and Bargara and between Coral Cove and Elliott Heads are maintained and preserved so as to provide a clearly defined edge between urban areas and green space, rural living and rural areas.
- (d) Development in inter-urban breaks is of a type and appearance which is consistent with maintaining the open, non-urbanised visual character of the inter-urban break, does not generate high levels of vehicle traffic, does not require substantial modification of or building over the surface of the land and does not alienate important agricultural areas and agricultural land classification (ALC) Class A and Class B land.
- (e) Intra-urban breaks within urban areas are established, maintained and where possible enhanced to create distinct neighbourhoods and to integrate these with ecologically important areas and the urban open space network, including public and private open space at the mouths of Moneys Creek, Rifle Range Creek and Palmers Creek between Bargara and Coral Cove.
- (f) Development which relies upon the Bundaberg Region's lifestyle and economic development opportunities preserves the significant outdoor recreation values and the diverse landscape, scenic amenity and natural resources available in rural areas of the region.
- (g) Development maintains and where possible enhances public access to landscape character areas, scenic amenity areas and significant viewpoints.

### **3.7.4 Element 3 – Coastal environment**

#### **3.7.4.1 Specific outcomes**

- (a) Development is planned, located, designed, constructed and operated to avoid where possible or mitigate any adverse impacts on coastal resources, processes and values, including the Great Sandy Marine Park, sea turtle sensitive areas and declared fish habitat areas.
- (b) Development maintains the ability of coastal areas to naturally fluctuate without management.

### **3.7.5 Element 4 – Surface water, groundwater, watercourses and wetlands**

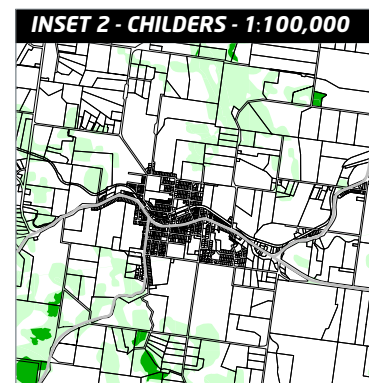
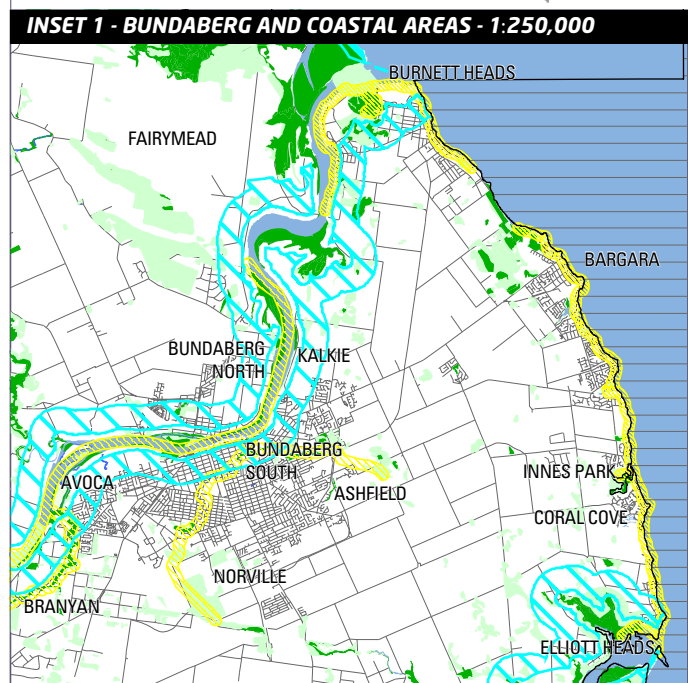
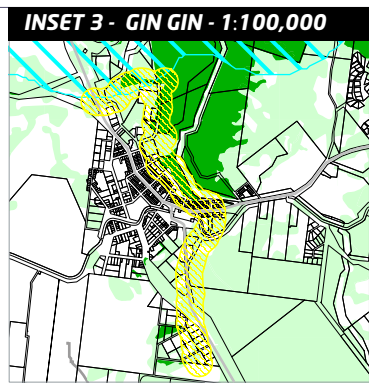
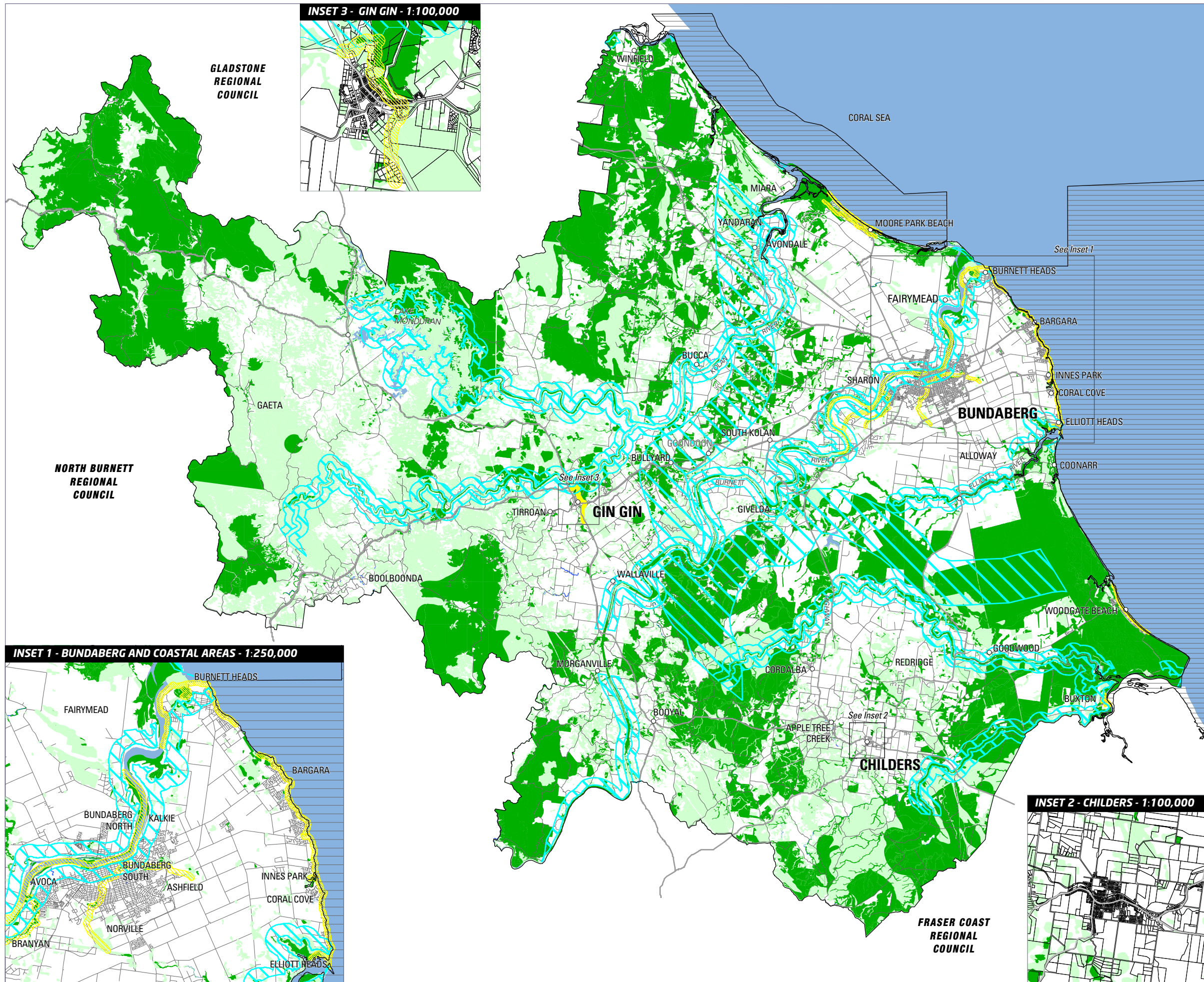
#### **3.7.5.1 Specific outcomes**

- (a) Development:-
  - (i) maintains ground and surface water quality and characteristics;
  - (ii) incorporates appropriate buffers to watercourses and wetland areas;
  - (iii) incorporates sustainable integrated catchment and land management practices and safeguards to mitigate the potentially adverse impacts from increased sediment or nutrient runoff and changed run off and flow characteristics; and
  - (iv) does not diminish groundwater recharge.
- (b) The Region's groundwater, watercourses and wetlands are protected and enhanced in a manner that ensures their long-term environmental values and sustainability.
- (c) The health of watercourses and wetlands in the Bundaberg Region is maintained or enhanced by applying best practice standards to the quality and quantity of groundwater, stormwater and wastewater discharge.

### **3.7.6 Relevant strategic framework maps**

**Strategic Framework Map SFM-004 (Natural environment and landscape character elements)** conceptually identifies elements of the strategic framework as relevant to the natural environment and landscape character theme and in particular identifies the following:-

- (a) matters of State environmental significance (MSES);
- (b) vegetation of local significance;
- (c) regional and local ecological corridors; and
- (d) protected areas, including the Mon Repos Conservation Park and the Great Sandy Marine Park.



- LEGEND**
- Matters of State Environmental Significance <sup>(1)</sup>
  - Vegetation of Local Significance
  - Regional Ecological Corridor
  - Local Ecological Corridor
  - Great Sandy Marine Park

- Other Elements**
- Ocean, Waterways and Waterbodies
  - Bundaberg Regional Council Boundary
  - Highway / Arterial Road
  - Road Network

**NOTES**

**Note 1:** For legibility reasons, not all MSES mapping layers have been shown on this map. Please refer to the State Government's State Planning Policy interactive mapping system to view all MSES mapping layers applicable to the Bundaberg Regional Council local government area.



**Strategic Framework Map  
SFM-004**  
(Natural environment and landscape character elements)

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## 3.8 Community identity, culture and sport and recreation theme

### Key concepts

- (a) The contribution to the history and cultural richness of the Bundaberg Region of Indigenous people and people with a South Sea Islands background is appropriately recognised.
- (b) Indigenous landscapes, places and stories are protected and where appropriate celebrated.
- (c) Certain buildings and other places that provide an ongoing connection to past times, events and activities help the community to understand itself and are worth holding on to.
- (d) Connections between individuals and groups and a sense of belonging to the wider community is improved when people can readily access and participate in the life of the community, and this in turn happens more readily in well-designed and serviced places with good transport facilities.
- (e) The Bundaberg Region is of a sufficient size and has sufficient resources to offer the full range of services and facilities to meet the needs of a modern community and to contain a wide range of interesting, challenging and enjoyable things to do.
- (f) The ability to spend time outdoors in safe and attractive parks and other open spaces, whether for energetic or for relaxing forms of recreation, is an important element of peoples' quality of life.

### 3.8.1 Strategic outcomes

The strategic outcomes for the community identity, culture and sport and recreation theme are the following:-

- (a) Buildings, places and areas of Indigenous and non-Indigenous cultural heritage and character significance are identified and protected from the adverse impacts of development.
- (b) The quality of life, wellbeing and identity of residents of the Bundaberg Region is enhanced through provision of healthy and safe environments that promote active living, healthy lifestyles and accessibility to community services and facilities.
- (c) The Bundaberg Region is a more self-sufficient community with a range of community and cultural facilities provided, particularly in urban areas, to make the region a more interesting, safe and inclusive place in which to live and work.
- (d) Communities have access to open space and the opportunity to recreate in a diverse range of settings, which can be safely and conveniently accessed from homes and places of employment.

### 3.8.2 Element 1 – Cultural heritage and character

#### 3.8.2.1 Specific outcomes

- (a) The Bundaberg Region's Indigenous and non-indigenous cultural heritage is recognised, maintained and protected.
- (b) Development is sensitive in its design response and the manner in which it relates to and addresses places of cultural heritage significance.
- (c) Where a distinctive historical character is formed by clusters of buildings and streetscapes, that character is maintained and, where possible, enhanced.
- (d) The adaptive re-use of heritage places is encouraged where sympathetic to cultural heritage values.

### **3.8.3 Element 2 – Healthy and strong communities**

#### **3.8.3.1 Specific outcomes**

- (a) Development in the Bundaberg Region supports healthy lifestyles and strong communities by maximising accessibility to:-
  - (i) pedestrian, cycle and recreational trail networks;
  - (ii) sport and recreation, community and social facilities and services; and
  - (iii) education and employment opportunities.
- (b) Development supports and contributes to the provision of pedestrian, cycle and recreational trail networks to service and link residential development, employment areas, centres, public transport nodes, community facilities and sport and recreational facilities internally within urban areas and externally to the wider open space network of the Bundaberg Region.
- (c) Development in activity centres and employment areas contributes to infrastructure and facilities that support pedestrian and cycle options and usage.
- (d) Residential development and housing, community facilities and development in activity centres and employment areas is designed to promote social interaction and enhance a sense of community safety by incorporating best practice crime prevention through environmental design (CPTED) principles.
- (e) The safe, comfortable and convenient use of outdoor spaces and places is maximised through the use of awnings, shade trees and other sun-shading and weather protection measures.

### **3.8.4 Element 3 – Social infrastructure and services**

#### **3.8.4.1 Specific outcomes**

- (a) Development provides and/or contributes to the provision of community facilities and/or land for community facilities that meets the needs of the community and is consistent with the planned community facilities infrastructure network in Council's Local Government Infrastructure Plan and any applicable infrastructure funding instrument.
- (b) A diverse and appropriate range of community services and facilities supporting the physical, safety, cultural, educational, health and social needs of the Bundaberg Region community are provided.
- (c) Major social infrastructure and services and community and cultural facilities and services within the Bundaberg Region are directed to Bundaberg City so as to reinforce the role of the city, provide a focus for facilities and services, reduce transport demands and provide better local access to facilities and services.
- (d) Lower order infrastructure, services and facilities are generally provided in Bargara, Childers and Gin Gin to support their role as secondary service centres for local communities and immediately surrounding rural and rural residential areas.
- (e) Community and cultural facilities:-
  - (i) are appropriately located to create community hubs which provide a focal point for community activity and interaction;
  - (ii) provide for the co-location of complementary services where appropriate;
  - (iii) maximise access and connectivity to public transport and active transport networks;
  - (iv) are successfully integrated with other community facilities, recreational uses, residential areas and centres in the urban fabric; and
  - (v) are designed to be attractive, address and enhance the public realm, be safe and user friendly and appropriate to the site and locality.

### 3.8.5 Element 4 – Open space and recreation

#### 3.8.5.1 Specific outcomes

- (a) Development provides and/or contributes to the provision of land and/or embellishments for public open space that meets the sport, recreation and lifestyle needs of the community and is consistent with the planned public open space infrastructure network in Council's Local Government Infrastructure Plan and any applicable infrastructure funding instrument.
- (b) Parks, open space and sport and recreation facilities are appropriately located and designed to:-
  - (i) provide for a diverse range of open space values, functions, experiences and settings;
  - (ii) maximise integration with the broader open space network, community facilities, centres and residential areas to provide high levels of accessibility, proximity and connectivity for all users;
  - (iii) meet the needs of the community; and
  - (iv) maximise opportunities for co-location of complementary activities and facilities.
- (c) All communities have the opportunity to access green areas and green corridors throughout the urban environment including through ensuring that new development contributes to the availability of usable on-site open space, public space and communal areas to promote activity and community interaction.
- (d) Development in greenfield areas and infill areas contributes to establishing, maintaining and protecting green corridors of open space within urban areas to provide connectivity with the natural environment and landscape of the broader open space network of the Bundaberg Region.
- (e) Public park infrastructure and associated recreational and sporting facilities are designed and managed in accordance with best practice sustainability principles so as to:-
  - (i) maintain, protect and enhance the values and attributes of open space and ecologically important areas;
  - (ii) be compatible with the long term management of the values and other uses of the park;
  - (iii) maintain and protect the amenity of surrounding areas and land uses;
  - (iv) be safe for public use and maximise outdoor comfort for users; and
  - (v) minimise opportunities for crime and vandalism.
- (f) The open space, sport and recreation resources of the Bundaberg Region are protected from encroachment by incompatible land uses and other adverse impacts of development.

#### 3.8.6 Relevant strategic framework maps

**Strategic Framework Map SFM-001 (Settlement pattern elements)** identifies major sport and recreation open space areas. Other elements of the community identity, culture and sport and recreation theme are not identified on the strategic framework maps but are reflected through measures in other parts of the planning scheme.

## 3.9 Natural resources theme

Key concepts	
(a)	The natural resources of the region are fundamental to providing an attractive and healthy living environment for people as well as economic prosperity through business opportunities and job creation.
(b)	Primary production and associated rural industries will remain a major component of the region's economy and productive agricultural land needs to be retained as the foundation on which primary production continues.
(c)	Reserves of rock, gravel and sand in accessible locations and economically winnable volumes are necessary to support the building and infrastructure construction industry and the ongoing physical and economic development of the Bundaberg Region.
(d)	Commercial and recreational fishing depends on the survival of the breeding, feeding and life cycle of preferred fish and other aquatic species which in turn requires fish habitats to be maintained and protected from pollution and damage.

### 3.9.1 Strategic outcomes

The strategic outcomes for the natural resources theme are the following:-

- (a) The Bundaberg Region's natural resources (biological, energy, soil, land, atmospheric (air and noise) and water) are protected and enhanced in a manner that ensures their long term sustainability as a valuable life-supporting and economic resource for future generations.
- (b) The region's rural areas are conserved and potential land use conflicts managed to enhance their contribution to the local economy, rural industries, regional environmental quality and the regional landscape.
- (c) Extractive resources of State, regional or local significance are identified and protected from incompatible development that may prevent or otherwise severely constrain current or future extraction when the need for the resource arises.
- (d) Fish habitats and fisheries resources are protected from the adverse impacts of development to help maintain biodiversity values and industry sectors that rely upon these resources.

### 3.9.2 Element 1 – Management of natural resources

#### 3.9.2.1 Specific outcomes

- (a) Development:-
  - (i) incorporates sustainable natural resources (biological, energy, soil, land, atmospheric (air and noise) and water) management practices;
  - (ii) ensures that the generation or release of acid and metal contaminants from acid sulfate soils does not have an adverse impact on the natural and built environment, infrastructure and community health;
  - (iii) avoids the disturbance of acid sulfate or, where the disturbance of acid sulfate soils is unavoidable, effective treatment, management and remediation measures are implemented;
  - (iv) prevents an increase in soil salinity and, where located within a salinity affected area, is located, designed and constructed in a manner to mitigate the impacts of salinity upon the development;
  - (v) prevents the introduction of weeds and pest species and treats and manages these species where they already occur on a development site;
  - (vi) ensures that the Bundaberg Region's air quality and noise environment is protected from adverse impacts; and



- (vii) ensures that declared water catchments and declared groundwater areas are protected from adverse impacts.
- (b) Development ensures sensitive receiving environments are protected from adverse air quality and noise impacts, and incorporates appropriate buffers and separation distances to existing noise and odour generating uses or activities.
- (c) Wherever practicable, development incorporates renewable energy infrastructure and best practice energy conservation measures, so as to meaningfully reduce long-term reliance on non-renewable energy supplies and generation of greenhouse gases

### 3.9.3 Element 2 – Rural resources

#### 3.9.3.1 Specific outcomes

- (a) Rural areas are retained predominantly for rural production, natural habitat and landscape protection purposes.
- (b) Development ensures that important agricultural areas identified conceptually on Strategic **Framework Map SFM-005 (Natural resource elements)** and agricultural land classification (ALC) Class A and Class B land is protected and remains available for productive and sustainable agricultural and rural pursuits, unless:-
  - (i) there is an overriding need in terms of public benefit; and
  - (ii) there is no alternative site suitable for the particular purpose; and
  - (iii) the impact on productive agricultural land has been avoided and minimised.
- (c) In such instances, adverse impacts on important agricultural areas and agricultural land classification (ALC) Class A and Class B land are minimised and measures established to mitigate any loss of agricultural productive value.
- (d) Further subdivision of rural lands is minimised and fragmentation is prevented, to maintain viable farm sizes and to support the ability of landowners to continue rural pursuits.
- (e) To help maintain the productive capacity of existing and potential future rural activities and avoid or minimise land use conflicts, effective separation distances and buffers are established and maintained between incompatible or sensitive land uses and important agricultural areas and agricultural land classification (ALC) Class A and Class B land or areas of intensive rural activity.
- (f) Infrastructure supporting the rural sector, including the sugar cane railway network identified on Strategic **Framework Map SFM-005 (Natural resource elements)**, is not adversely impacted by development.
- (g) Forestry resources, including native and plantation forests, are utilised in an efficient and sustainable manner and are protected from incompatible development which may compromise the future use of these resources and their contribution to the Bundaberg Region's economy.

### 3.9.4 Element 3 – Extractive resources

#### 3.9.4.1 Specific outcomes

- (a) Development ensures that extractive resource areas identified conceptually on **Strategic Framework Map SFM-005 (Natural resource elements)** remain available for their effective and sustainable long-term use.
- (b) Extractive resource/processing areas, adjoining separation areas and associated transport routes (including a transport route's separation area) are protected from incompatible development that may compromise existing or potential future extractive industry operations.

### 3.9.5 Element 4 – Fisheries resources

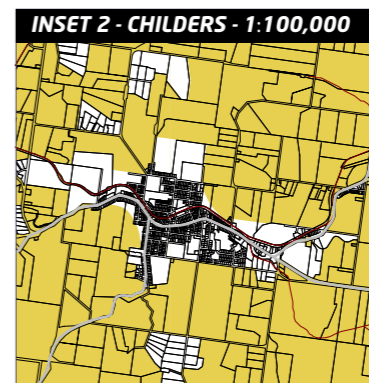
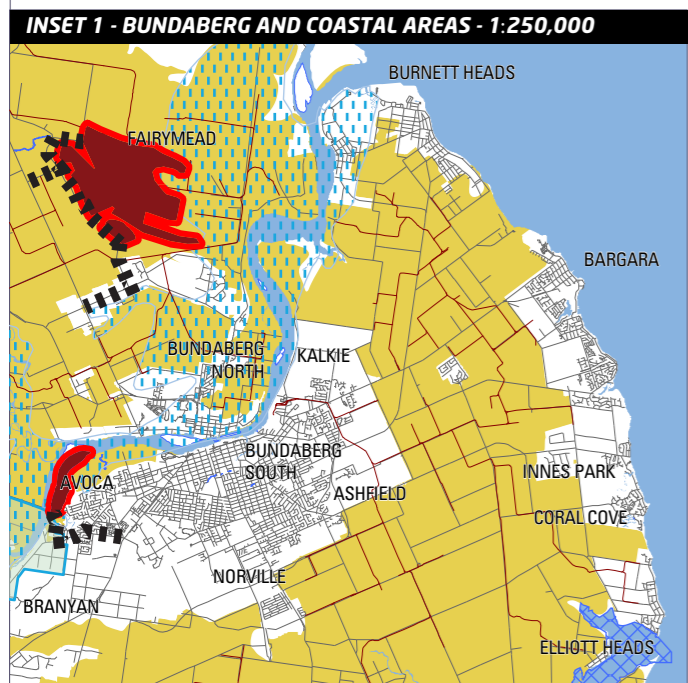
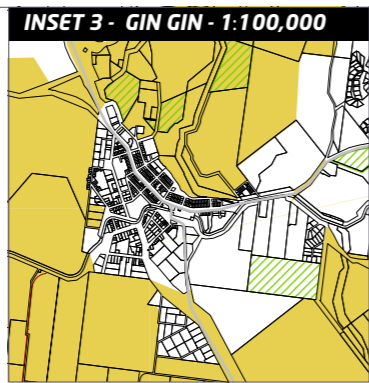
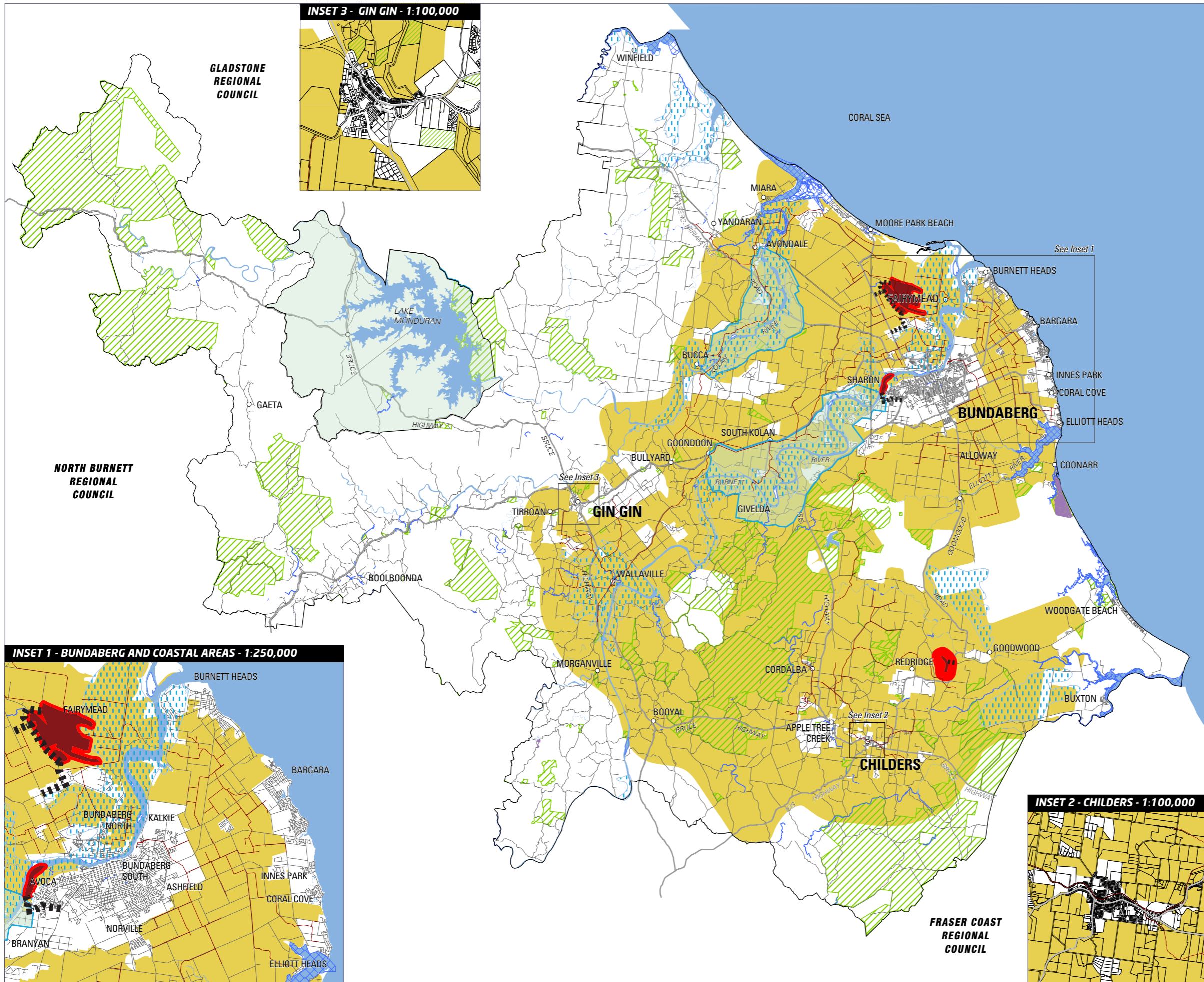
#### 3.9.5.1 Specific outcomes

- (a) Marine, estuarine and freshwater habitats are protected, managed and enhanced to sustain fish stock levels and maximise fisheries production from wild sources.
- (b) Development protects the declared fish habitat areas identified conceptually on **Strategic Framework Map SFM-005 (Natural resource elements)**, and maintains natural fish passages along waterways/watercourses.

### 3.9.6 Relevant strategic framework maps

**Strategic Framework Map SFM-005 (Natural resource elements)** conceptually identifies elements of the strategic framework as relevant to the natural resources theme and in particular identifies the following:-

- (a) important agricultural areas;
- (b) the sugar cane railway network;
- (c) extractive resource areas;
- (d) declared fish habitat areas;
- (e) declared water catchment areas and declared groundwater areas; and
- (f) native and plantation forests on State land.



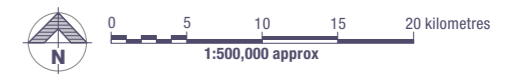
**LEGEND**

**Natural Resource Elements**

- Important Agricultural Areas
- Key Extractive Resource Area
- Key Extractive Resource Separation Area
- Key Extractive Resource Transport Route
- Other Extractive Resource Area
- Mining Lease
- Native and Plantation Forests on State Land
- Declared Fish Habitat Area
- Declared Water Catchment Area
- Declared Groundwater Area
- Sugar Cane Rail Network

**Other Elements**

- Ocean, Waterways and Waterbodies
- Bundaberg Regional Council Boundary
- Highway / Arterial Road
- Road Network



**Strategic Framework Map  
SFM-005  
(Natural resource elements)**

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## 3.10 Natural hazards theme

### Key concepts

- |  |
|--|
| <ul style="list-style-type: none"> <li>(a) Locations exposed to natural forces, such as hillsides, coastal edges and riverfronts, can provide attractive places to live or visit, but these opportunities must be balanced against the greater risks to occupants and property owners and greater costs to the community and other individuals to provide emergency services and recovery assistance in response to extreme events.</li> <li>(b) Climate change is predicted to be accompanied by higher temperature ranges, more extreme weather events and sea level rise, which may increase the frequency and severity of bushfires, floods, storms and cyclones. The location and design of new development should take account of the best available information about these factors.</li> </ul> |
|--|

### 3.10.1 Strategic outcomes

The strategic outcomes for the natural hazards theme are the following:-

- (a) Development avoids or minimises the adverse impacts of natural hazards (including acid sulfate soils, flood and storm tide inundation, bushfire and landslide) in a sustainable and effective manner so as to protect people, property, economic activity and the environment.
- (b) Risks to people, property and the environment from the potential adverse impacts of climate change are avoided or minimised.

### 3.10.2 Element 1 – Natural hazards

#### 3.10.2.1 Specific outcomes

##### Flood and storm tide inundation

- (a) The risk of harm to people and property due to flooding, including flooding associated with storm tides, mean sea level rise, a greater frequency of extreme weather events and increased rainfall intensities is minimised.
- (b) Urban and rural residential development and other development involving the erection of a significant building or structure, or significant earthworks:-
  - (i) avoids, as far as practicable, areas subject to flooding in the defined flood event or defined storm tide event; or
  - (ii) where avoidance is not practicable because of an existing development commitment or the development is infill development:-
    - (A) existing residential development is not intensified in high hazard areas;
    - (B) development is located, designed and constructed to be resilient to the adverse impacts of flood and storm tides;
    - (C) floor levels for habitable rooms are above the defined flood event or defined storm tide event; and
    - (D) there are safe evacuation routes for the residents or occupiers of the development.
- (c) Development ensures that:-
  - (i) the flood storage and conveyance capacity of flood plains and watercourses is maintained or enhanced;
  - (ii) there is a non-worsening of existing flood conditions; and
  - (iii) no areas of community isolation are created.

- (d) Essential services and community infrastructure is designed to be useable during and immediately after the defined flood event and defined storm tide event.
- (e) Development in the coastal zone is planned, located, designed, constructed and operated to mitigate the social, financial and environmental costs arising from the impacts of coastal hazards.
- (f) In assessing the potential adverse impacts of natural and coastal hazards, the predicted effects of climate change are appropriately taken into account.

Bushfire

- (g) The risk of harm to people and property due to bushfire hazard is minimised.
- (h) The use of areas and the design of development on land subject to bushfire hazard are compatible with the nature of the hazard and sensitively respond to the constraints imposed by the hazard, including the provision of safe evacuation routes for residents or occupiers of the development.
- (i) Essential services and community infrastructure is designed to be useable during and immediately after bushfire events.

Landslide hazard

- (j) The risk of harm to people and property due to landslide hazard is minimised.
- (k) The use of areas and the design of development on land subject to landslide hazard are compatible with the nature of the hazard and sensitively respond to the constraints imposed by the hazard.
- (l) The potential for erosion and land slippage associated with land use and development is minimised.
- (m) Essential services and community infrastructure is designed to be useable during and immediately after landslide hazard events.

### **3.10.3 Element 2 – Climate change**

#### **3.10.3.1 Specific outcomes**

- (a) Wherever practicable, development incorporates renewable energy infrastructure and best practice energy conservation measures, so as to meaningfully reduce long-term reliance on non-renewable energy supplies and generation of greenhouse gases.
- (b) Development is suitably located, designed and constructed to take appropriate account of the predicted impacts of climate change.
- (c) Infrastructure networks, corridors and services are designed, located and operated to minimise the potential adverse impacts of climate change on the infrastructure itself and on communities.

#### **3.10.4 Relevant strategic framework maps**

Elements of the natural hazards theme are not identified on the strategic framework maps but are reflected through measures in other parts of the planning scheme (including overlays) and hazard mapping adopted by Council.

## Part 4 Local government infrastructure plan

### 4.1 Preliminary

- (1) This local government infrastructure plan has been prepared in accordance with the requirements of the Act.
- (2) The purpose of the local government infrastructure plan is to:-
  - (a) integrate infrastructure planning with the land use planning identified in the planning scheme;
  - (b) provide transparency regarding a local government's intentions for the provision of trunk infrastructure;
  - (c) enable a local government to estimate the cost of infrastructure provision to assist its long term financial planning;
  - (d) ensure that trunk infrastructure is planned and provided in an efficient and orderly manner; and
  - (e) provide a basis for the imposition of conditions about infrastructure on development approvals.
- (3) The local government infrastructure plan:-
  - (a) states in **Section 4.2 (planning assumptions)** the assumptions about future growth and urban development including the assumptions of demand for each trunk infrastructure network;
  - (b) identifies in **Section 4.3 (priority infrastructure area)** the prioritised area to accommodate urban growth up to 2031;
  - (c) states in **Section 4.4 (desired standards of service)** for each trunk infrastructure network the desired standard of performance; and
  - (d) identifies in **Section 4.5 (plans for trunk infrastructure)** the existing and future trunk infrastructure for the following networks:
    - (i) water supply,
    - (ii) sewerage,
    - (iii) stormwater,
    - (iv) transport, and
    - (v) parks and land for community facilities.
  - (e) provides a list of supporting documents that assist in the interpretation of the local government infrastructure plan in the Editor's note – Extrinsic material at the end of Section 4.

## 4.2 Planning assumptions

- (1) The planning assumptions state the assumptions about:-
  - (a) population and employment growth; and
  - (b) the type, scale, location and timing of development including the demand for each trunk infrastructure network.
- (2) The planning assumptions together with the desired standards of service form a basis for the planning of the trunk infrastructure networks and the determination of the priority infrastructure area.
- (3) The planning assumptions have been prepared for:-
  - (a) the base date 2021 and the following projection years to accord with future Australian Bureau of Statistics census years:-
    - (i) 2026;
    - (ii) 2031;
    - (iii) 2036; and
    - (iv) Ultimate Development;
  - (b) the LGIP development types in column 2 that include the uses in column 3 of **Table 4.2.1**; and
  - (c) the projection areas identified on **Local Government Infrastructure Plan Projection Area maps (LGIP-PA-1 to LGIP-PA-33)** in **Schedule 3—Local government infrastructure plan mapping and tables**.

**Table 4.2.1—Relationship between LGIP development categories, LGIP development types and uses**

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
Residential development	Attached dwelling	Dual occupancy Dwelling unit Multiple dwelling Retirement facility Short-term accommodation
	Detached dwelling	Dwelling house Caretaker's accommodation
	Other dwelling	Community residence Home based business Relocatable home park Residential care facility Rooming accommodation Rural workers accommodation Tourist Park Outstation Workforce accommodation



Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
Non-residential development	Commercial	Bar Club Function facility Hotel Indoor sport and recreation Nature-based tourism Nightclub entertainment facility Office Resort complex Theatre Tourist attraction Veterinary services
	Community purpose	Cemetery Child care centre Community care centre Crematorium Community use Detention facility Educational establishment Emergency services Funeral parlour Health care services Hospital Major sport, recreation and entertainment facility Motor sport facility Outdoor sport and recreation Park Place of Worship
	Industry	Extractive Industry High impact industry Low impact industry Marine industry Medium impact industry Research and technology industry Service industry Special industry Transport depot Warehouse
	Other	Air services Animal Husbandry Animal keeping Aquaculture Cropping Environment facility Intensive animal industry Intensive horticulture Landing Major electricity infrastructure Permanent plantation Port services Renewable energy facility Roadside stall

Column 1 LGIP development category	Column 2 LGIP development type	Column 3 Uses
		Rural industry Substation Telecommunications facility Utility installation Winery
	Retail	Adult store Agricultural supplies store Brothel Bulk landscape supplies Car wash Food and drink outlet Garden centre Hardware and trade supplies Market Outdoor sales Parking station Sales office Service station Shop Shopping Centre Showroom Wholesale nursery

- (4) Details of the methodology used to prepare the planning assumptions are stated in the extrinsic material.

#### 4.2.1 Population and employment growth

- (1) A summary of the assumptions about population and employment growth for the planning scheme area is stated in **Table 4.2.1.1—Population and employment assumptions summary**.

**Table 4.2.1.1—Population and employment assumptions summary**

Column 1 Description	Column 2 Assumptions				Ultimate development
	Base date 2021	2026	2031	2036	
Population	104,619	109,798	114,833	119,759	182,126
Employment	36,406	38,226	39,614	41,218	59,279

- (2) Detailed assumptions about growth for each projection area and LGIP development type category are identified in the following tables in **Schedule 3—Local government infrastructure plan mapping and tables**:-
- for population, **Table SC3.1.1**; and
  - for employment, **Table SC3.1.2**.

## 4.2.2 Development

- (1) The developable area is identified on **Local Government Infrastructure Plan Priority Infrastructure Areas maps (LGIP-PIA-3 to LGIP-PIA-32)** in **Schedule 3—Local government infrastructure plan mapping and tables**.
- (2) The planned density for future development is stated in **Table SC3.1.3** in **Schedule 3—Local government infrastructure plan mapping and tables**.
- (3) A summary of the assumptions about future residential and non-residential development for the planning scheme area is stated in **Table 4.2.2.1—Residential dwellings and non-residential floor space assumptions summary**.

**Table 4.2.2.1—Residential dwellings and non-residential floor space assumptions summary**

Column 1 Description	Column 2 Assumptions				
	Base date 2021	2026	2031	2036	Ultimate development
Residential dwellings	44,345	46,934	49,397	51,721	78,656
Non-residential floor space (m <sup>2</sup> GFA)	2,150,774	2,258,330	2,340,329	2,435,067	3,502,055

- (4) Detailed assumptions about future development for each projection area and LGIP development type are identified in the following tables in **Schedule 3—Local government infrastructure plan mapping and tables**:-
  - (a) for residential development, **Table SC3.1.4**; and
  - (b) for non-residential development, **Table SC3.1.5**.

## 4.2.3 Infrastructure demand

- (1) The demand generation rate for a trunk infrastructure network is stated in Column 4 of **Table SC3.1.3** in **Schedule 3—Local government infrastructure plan mapping and tables**.
- (2) A summary of the projected infrastructure demand for each service catchment is stated in:-
  - (a) for the water supply network, **Table SC3.1.6**;
  - (b) for the sewerage network, **Table SC3.1.7**;
  - (c) for the stormwater network, **Table SC3.1.8**;
  - (d) for the transport network, **Table SC3.1.9**; and
  - (e) for the parks and land for community facilities network, **Table SC3.1.10**.

### 4.3 Priority infrastructure area

- (1) The priority infrastructure area identifies the area prioritised for the provision of trunk infrastructure to service the existing and assumed future urban development up to 2031.
- (2) The priority infrastructure area is identified on **Local Government Infrastructure Plan Priority Infrastructure Areas maps (LGIP-PIA-3 to LGIP-PIA-32)**.

### 4.4 Desired standards of service

- (1) This section states the key standards of performance for a trunk infrastructure network.
- (2) Details of the standard of service for a trunk infrastructure networks are supported by the more detailed network standards included in planning scheme policies, legislation, statutory guidelines and other relevant controlled documents and design standards identified below.

#### 4.4.1 Water supply network

**Table 4.4.1.1 Water supply network desired standards of service**

Measure	Planning criteria	Design criteria
Reliability/continuity of supply	All development receives a reliable supply of potable water with minimal interruptions to their service.	<ul style="list-style-type: none"> <li>• BRC's standards in planning scheme and Planning Scheme Policy for Development Works</li> <li>• BRC's Customer Service Standards for Water Supply and Sewerage Services</li> <li>• Compliance with the Water Supply (Safety and Reliability) Act 2008</li> </ul>
Adequacy of supply	All development is provided with a water supply that is adequate for the intended use.	<ul style="list-style-type: none"> <li>• Water Service Association of Australia codes</li> <li>• IPWEA standards</li> <li>• BRC's standards in planning scheme and Planning Scheme Policy for Development Works</li> <li>• BRC's Customer Service Standards for Water Supply and Sewerage Services</li> </ul>
Quality of supply	Provide a uniform water quality in accordance with recognised standards that safeguards community health and is free from objectionable taste and odour.	<ul style="list-style-type: none"> <li>• The Australian Drinking Water Guidelines developed by the National Health and Medical Research Council</li> </ul>
Environmental impacts	The environmental impacts of the water supply network are minimised in accordance with community expectations.	<ul style="list-style-type: none"> <li>• Compliance with the requirements of the Environmental Protection Act 1994 and associated Environmental Protection Policies and the Water Act 2000</li> </ul>
Pressure and leakage management	The water supply network is monitored and managed to maintain the reliability and adequacy of supply and to minimise environmental impacts.	<ul style="list-style-type: none"> <li>• System Leakage Management Plan (Chapter 2, Part 4, Division 2, Water Supply (Safety and Reliability) Act 2008)</li> </ul>
Infrastructure design /planning standards	Design of the water supply network will comply with established codes and standards.	<ul style="list-style-type: none"> <li>• Water Supply Code of Australia, WSA 032011, Water Services Association of Australia</li> <li>• The Australian Drinking Water Guidelines developed by the National Health and Medical Research Council</li> <li>• Planning Guidelines for Water Supply and Sewerage, Department of Environment and Resource Management, 2010</li> <li>• BRC's standards in planning scheme and Planning Scheme Policy for Development Works</li> </ul>

#### 4.4.2 Wastewater network

**Table 4.4.2.1 Wastewater network desired standards of service**

Measure	Planning criteria	Design criteria
Reliability	All development has access to a reliable sewerage collection, conveyance, treatment and disposal system.	<ul style="list-style-type: none"> <li>BRC's standards in planning scheme and Planning Scheme Policy for Development Works</li> <li>BRC's Customer Service Standards for Water Supply and Sewerage Services</li> </ul>
Quality of treatment	Ensures the health of the community and the safe and appropriate level of treatment and disposal of treated effluent.	<ul style="list-style-type: none"> <li>Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy</li> <li>Queensland Water Quality Guidelines 2006— Environmental Protection Agency (where local guidelines do not exist)</li> <li>National Water Quality Guidelines—National Water Quality Management Strategy (where local or regional guidelines do not exist)</li> </ul>
Environmental impacts	The environmental impacts of the sewerage network are minimised in accordance with community expectations.	<ul style="list-style-type: none"> <li>Compliance with the requirements of the Environmental Protection Act 1994 and associated Environmental Protection Policies</li> </ul>
Effluent re-use	Reuse effluent wherever possible.	<ul style="list-style-type: none"> <li>Guidelines for Sewerage Systems: Reclaimed Water —November 2000</li> <li>Recycled water – Queensland Health - <a href="https://www.health.qld.gov.au/public-health/industry-environment/environment-land-water/water/quality/recycled-water">https://www.health.qld.gov.au/public-health/industry-environment/environment-land-water/water/quality/recycled-water</a></li> </ul>
Infrastructure design /planning standards	Design of the sewerage network will comply with established codes and standards.	<ul style="list-style-type: none"> <li>WBBROC Water Service Design and Construction Code (including relevant WSAA codes and Australian Standards) - August 2018 and associated drawings sets;</li> <li>Fire Hydrant and Vehicle Access Guidelines for Residential, Commercial and Industrial Lots (Queensland Fire and Emergency Services, Queensland Government 2015)</li> <li>BRC's standards in planning scheme and Planning Scheme Policy for Development Works</li> </ul>

#### 4.4.3 Stormwater network

**Table 4.4.3.1 Stormwater network desired standards of service**

Measure	Planning criteria	Design criteria
Quantity	Collect and convey stormwater in natural and engineered channels, a piped, drainage network and system of overland flow paths to a lawful point of discharge, in a safe manner that minimises the inundation of habitable rooms and protects life.	<ul style="list-style-type: none"> <li>Queensland Urban Drainage Manual</li> <li>Australian Rainfall and Runoff - ARR</li> <li>Local government standards in planning scheme and planning scheme policies</li> <li>Department of Transport and Main Roads - Road Drainage Design Manual</li> </ul>
Quality	The water quality of urban catchments and waterways is managed to protect and enhance environmental values and pose no health risk to the community.	<ul style="list-style-type: none"> <li>Local water quality guidelines prepared in accordance with the National Water Quality Management Strategy</li> <li>Queensland Water Quality Guidelines 2006— Environmental Protection Agency (EPA) (where local guidelines do not exist)</li> <li>National Water Quality Guidelines—National Water Quality Management Strategy (where local or regional guidelines do not exist)</li> </ul>

Measure	Planning criteria	Design criteria
Environmental impacts	Adopt water-sensitive urban design principles and on-site water quality management to achieve EPA water quality objectives.	<ul style="list-style-type: none"> <li>Environmental Protection (Water and Wetland Biodiversity) Policy 2019</li> <li>Local Government standards in planning scheme and planning scheme policies</li> </ul>
Infrastructure design /planning standards	Design of the stormwater network will comply with established codes and standards.	<ul style="list-style-type: none"> <li>Queensland Urban Drainage Manual</li> <li>Australian Rainfall and Runoff - ARR</li> <li>BRC's standards in planning scheme and Planning Scheme Policy for Development Works</li> <li>Natural Channel Design Guidelines</li> <li>Department of Transport and Main Roads - Road Drainage Design Manual</li> </ul>

#### 4.4.4 Transport network

**Table 4.4.4.1 Transport network desired standards of service**

Measure	Planning criteria	Design criteria
Efficiency	Design an integrated transport network that will improve the efficiency of all modes of transport (i.e., active, public, private and freight modes).	<ul style="list-style-type: none"> <li>BRC's road design and development manual/standards/codes in planning scheme and Planning Scheme Policy for Development Works</li> <li>AUSTROADS guides</li> <li>IPWEAQ Street Design Manual – Walkable Neighbourhood 2020</li> </ul>
Safety	Design an integrated transport network that will improve the safety of all modes of transport (i.e., active, public, private and freight modes).	<ul style="list-style-type: none"> <li>BRC's road design and development manual/standards/codes in planning scheme and Planning Scheme Policy for Development Works</li> <li>AUSTROADS guides</li> <li>IPWEAQ Street Design Manual – Walkable Neighbourhood 2020</li> </ul>
Road network design /planning standards	The road network provides a functional urban and rural hierarchy that supports settlement patterns, commercial and economic activities, and freight movement. Design of the road system will comply with established codes and standards.	<ul style="list-style-type: none"> <li>BRC's road design and development manual/standards/codes in planning scheme and Planning Scheme Policy for Development Works</li> <li>Interim Guide to Road Planning and Design Practice developed by the Department of Transport and Main Roads</li> <li>Australian Standards</li> <li>AUSTROADS guides</li> </ul>
Public transport design /planning standards	New urban development is designed to achieve safe and convenient walking distance to existing or potential bus stops, or existing or proposed demand responsive public transport routes.	<ul style="list-style-type: none"> <li>BRC's road design and development manual/standards/codes in planning scheme and Planning Scheme Policy for Development Works</li> <li>Design accords with the performance criteria set by Department of Transport and Main Roads</li> <li>AUSTROADS guides for road-based public transport and high-occupancy vehicles</li> </ul>
Cycleway and pathway design/planning standards	Cycleways and pathways provide a safe and convenient network that encourages walking and cycling as acceptable alternatives. Design of the network will comply with established codes and standards.	<ul style="list-style-type: none"> <li>BRC's road design and development manual/standards/codes in planning scheme and Planning Scheme Policy for Development Works</li> <li>Australian Standards</li> <li>AUSTROADS Guide to Road Design – Part 6A: Pedestrian and Cycle Paths'</li> <li>IPWEAQ Street Design Manual – Walkable Neighbourhood 2020</li> </ul>

#### 4.4.5 Public parks and land for community facilities network

**Table 4.4.5.1 Public parks and land for community facilities network desired standards of service**

Measure	Planning criteria	Design criteria
Functional network	A network of parks and land for community facilities is established to provide for the full range of recreational and sporting activities and provide for development of community facilities.	<ul style="list-style-type: none"> <li>Parks and land for community facilities are provided at a local, neighbourhood and regional level</li> <li>Parks and land for community facilities addresses the needs of both recreation and provides for development of community facilities.</li> </ul>
Land quantity	Public parks and land for community facilities will be provided at a rate that matches population growth and development activity in the region.	<ul style="list-style-type: none"> <li>The rate of land provision for public park and land for community facilities is identified in Table 4.4.5.2.</li> </ul>
Accessibility	Public parks and land for community facilities will be located to ensure adequate pedestrian, cycle and vehicle access.	<ul style="list-style-type: none"> <li>Accessibility standards are identified in Table 4.4.5.3.</li> </ul>
Land characteristics	Public parks and land for community facilities will be provided to a standard that supports a diverse range of recreational, sporting, health and services–promoting activities to meet community expectations. This includes ensuring land is of an appropriate size, configuration and slope, and has an acceptable level of flood immunity.	<ul style="list-style-type: none"> <li>Land characteristics for each type of park are identified in Table 4.4.5.4.</li> </ul>
Facilities/embellishments	Public parks contain a range of embellishments to complement the type and purpose of the park.	<ul style="list-style-type: none"> <li>Standard embellishments for each type of park are identified in Table 4.4.5.5.</li> </ul>
Infrastructure design/performance standards	Design of landscaping and embellishments will comply with current policies and standards.	<ul style="list-style-type: none"> <li>BRC's standards in planning scheme and Planning Scheme Policy for Development Works</li> <li>Crime Prevention Through Environmental Design (CPTED) principles</li> <li>Australian Standards</li> </ul>

**Table 4.4.5.2 Rate of land provision for parks and land for community facilities**

Area	Infrastructure type	Rate of provision (ha/1000 people)		
		Local	Neighbourhood	Regional
Urban	Recreation park	0.5	0.5	0.6
	Sports park	-	0.6	1
	Land for community facilities	-	0.5	-
Rural residential	Recreation park	-	0.5	0.6
	Sports park	-	-	-
	Land for community facilities	-	0.5	-
Balance of LGA	Recreation park	-	-	0.6
	Sports park	-	-	-
	Land for community facilities	-	0.5	-

**Table 4.4.5.3 Accessibility standard for parks**

Infrastructure type	Accessibility standard (km)		
	Local	Neighbourhood	Regional
Recreation park	0.5	2	Whole Local Government Area
Sport park	-	4	Whole Local Government Area

**Table 4.4.5.4 Land characteristics of parks and land for community facilities**

Type	Characteristics	Local	Neighbourhood	Regional
Recreation park	Minimum size	0.5 ha	2 ha	6 ha
	Shape of land	The preferred shape for a park is square to rectangular with the sides no greater than 2:1		
	Minimum desired flood immunity	Park to be above the 20% AEP (Q5/5yr ARI) localised flood level with 15% of total area above Q100 and free of hazards.	Park to be above the 20% AEP (Q5/5yr ARI) localised flood level with at least 25% of total area above Q50 with main activity area/s above Q100	Park to be above the 20% AEP (Q5/5yr ARI) localised flood level with at least 50% of total area above Q50 with main activity area/s above Q100 and free of hazards
	Maximum desired grade	Maximum grade of 1:10 for 80% of the area of the park (i.e. a maximum of 20% of the land may have a greater grade than 1:10)	Average grade of 1:10 for 80% of the area of the park. To facilitate wheelchair access to parks, areas with a grade of 1:14 will also be provided, where possible. Variable topography is satisfactory for the remaining area	Average grade of 1:20 for main use areas, 1:50 for kick about area, and variable topography for remainder
	Road frontage	50% local road frontage where possible	50% of the park perimeter to have direct road frontage, preferably on a Trunk Collector or Collector Street	
Sport park	Minimum size	N/A	3ha <i>This is sufficient to boast two fields/one oval collocating plus room for ancillary facilities (club house, toilets, car parking).</i>	10ha <i>This is sufficient to allow for six fields/three ovals plus room for ancillary facilities (club house, toilets, car parking).</i>
	Shape of land	N/A	To maximise the area available for playing fields, a square or rectangular shape is considered most efficient.	
	Minimum desired flood immunity	N/A	90% of land above Q20. Fields/courts above Q50. Facilities above Q100.	90% of land above Q20. Fields/courts above Q50. Built Facilities above Q100.
	Maximum desired grade	N/A	1:80 for all playing surfaces.	Laser levelling to a maximum gradient of playing surface 1:100.
	Road frontage	N/A	30 - 50% of the park perimeter to have direct road frontage, with vehicular access preferably via a collector road.	



**Table 4.4.5.5 Standard facilities/embellishments for parks**

Infrastructure type	Recreation parks			Sports parks	
	Local	Neighbourhood	Regional	Neighbourhood	Regional
Recreation activity areas – elements selected to be sensitive to the setting of the park and provide a mix of opportunities	1 unsheltered playset	2 sheltered playset	3 sheltered playset	N/A	
Seating and tables	2 unsheltered bench seats (sited near natural shaded areas)	3 sheltered picnic tables with seating and lighting	6 sheltered picnic tables with seating and lighting	2-3 sheltered picnic tables with seating and lighting  Spectator seating should consist of at least earth mounds, but seating stands preferred	
Barbecues	No	1 sheltered double barbecue	3 sheltered double barbecues located to service picnic nodes for individuals, families and large groups	N/A	
Bike racks	No	1 bike rack	2 bike racks	1 bike rack	2 bike racks
Rubbish bins	2 located near activity area, or at key access points	3 to service activity area/picnic nodes	4 or more to service activity areas, picnic nodes, key access/egress areas and pathways	3 or more to service activity area and fields	4 or more to service activity areas and fields
Landscaping	No	Moderate - trees/shade provision for informal picnic areas	Significant - trees/shade provision for informal picnic areas and play areas	Trees/shade provision for spectators, landscaping of boundaries to buffer noise and light spill	
Irrigation	No	Yes, in high use areas		Main field as a minimum	
Lighting	No	Yes, picnic nodes	Yes, picnic nodes and pathways	Yes and ensure lighting is possible on main field if demand emerges	Yes, main field
Paths (pedestrian/cycle)	No	No	Entrance and access paths, walking/cycling network. Minimum 2m width, but up to 3m in high use areas	No	Entrance and access paths, walking/cycling network. Minimum 2m width, but up to 3m in high use areas
Signage	Park name sign	Park name sign	Park name sign and interpretive signage and/or trail signage	Park name sign and field identification signage	
Tap/bubbler	No	Yes, one at each sheltered picnic area.	Yes, one at each sheltered picnic area.	Yes, located near activity areas.	

Infrastructure type	Recreation parks			Sports parks	
	Local	Neighbourhood	Regional	Neighbourhood	Regional
Toilets	No	1 toilet block	1 large toilet block	1 toilet block	1 large toilet block
Internal roads	No	No	As required to service car parking and access requirements	Yes	
Car parking	No	Yes, 10 to 20 spaces with additional on-road parking	Yes, minimum of 50 spaces, with additional provision available within close proximity	Yes, minimum of 100 spaces for a 2 field complex or 12 per court	Yes, minimum of 200 spaces for a 4 field complex or 12 per court
Bus pull-through parking	No	No	Yes		
Bus parking	No			Yes	
Wheelchair accessibility	Yes				
Court/fields	N/A			2 rectangular fields minimum, with capacity for additional facilities/courts as required	6 rectangular fields minimum, with capacity for additional facilities/courts as required
Goal posts/line marking	N/A			Yes	

## 4.5 Plans for trunk infrastructure

- (1) The plans for trunk infrastructure identify the trunk infrastructure networks intended to service the existing and assumed future urban development at the desired standard of service up to the planning horizon stated for each trunk infrastructure network in **Table 4.5.1—Planning horizon for a trunk infrastructure network**.

**Table 4.5.1—Planning horizon for a trunk infrastructure network**

<b>Column 1</b> <b>Trunk infrastructure network</b>	<b>Column 2</b> <b>Planning horizon</b>
Water supply	45 years
Sewerage	45 years
Stormwater	15 years
Transport	25 years
Parks and land for community facilities	15 years

### 4.5.1 Plans for trunk infrastructure maps

- (1) The existing and future trunk infrastructure networks are shown on the following maps in **Schedule 3—Local government infrastructure plan mapping and tables**:-
- LGIP 2022 – Priority Infrastructure Areas (LGIP-PIA-3, 5, 6, 8, 9, 13-21, 23-27, 31 and 32),**
  - LGIP 2022 – Water Supply Network Trunk Infrastructure (LGIP-WSN-2, 3, 5, 6, 8-10, 13-21, 23-32),**
  - LGIP 2022 – Wastewater Network Trunk Infrastructure (LGIP-WWN-3, 5, 6, 8, 9, 14-21, 23-27, 31 and 32),**
  - LGIP 2022 – Stormwater Network Trunk Infrastructure (LGIP-SWN-1-33),**
  - LGIP 2022 – Transport Network (Pathways) Trunk Infrastructure (LGIP-TNP-1-33),**
  - LGIP 2022 – Transport Network (Roads) Trunk Infrastructure (LGIP-TNR-1-33), and**
  - LGIP 2022 – Public Parks and Land for Community Facilities Trunk Infrastructure (LGIP-PPCLF-1-33).**
- (2) The State infrastructure forming part of transport trunk infrastructure network has been identified using information provided by the relevant State infrastructure supplier.

### 4.5.2 Schedules of works

- (1) Details of the existing and future trunk infrastructure networks are identified in the electronic Excel schedule of works model which is available on Council's website, <http://www.bundaberg.qld.gov.au>.
- (2) The future trunk infrastructure is identified in the following tables in **Schedule 3—Local government infrastructure plan mapping and tables**:-
- for the water supply network, **Table SC3.2.1,**
  - for the sewerage network, **Table SC3.2.2,**
  - for the stormwater network, **Table SC3.2.3,**
  - for the transport network, **Table SC3.2.4,** and
  - for the parks and land for community facilities network, **Table SC3.2.5.**

## Editor's note – Extrinsic material

The below table identifies the documents that assist in the interpretation of the local government infrastructure plan and are extrinsic material under the *Statutory Instruments Act 1992*.

### List of extrinsic material

Column 1 Title of document	Column 2 Date	Column 3 Author
BRC Extrinsic Material to the Local Government Infrastructure Plan	31/1/2023	Integran
BRC Population and Demand Spatial Model – Methodology and Assumptions	6/4/2016	Integran

## Part 5 Tables of assessment

### 5.1 Preliminary

The tables in this part identify the category of development, and the category of assessment and assessment benchmarks for assessable development within the planning scheme area<sup>1</sup>.

### 5.2 Reading the tables

The tables identify the following:-

- (1) the category of development :
  - (a) prohibited;
  - (b) accepted, including accepted with requirements; and
  - (c) assessable development that requires either code or impact assessment;
- (2) the category of assessment - code or impact for assessable development in:-
  - (a) a zone and, where used, a precinct of a zone;
  - (b) a local plan where used and, where used, a precinct of a local plan;
  - (c) an overlay where used;
- (3) the assessment benchmark for assessable development, including:-
  - (a) whether a zone code or specific provisions in the zone code apply (shown in the assessment benchmarks column);
  - (b) if there is a local plan, whether a local plan code or specific provisions in the local plan code apply (shown in the assessment benchmarks column);
  - (c) if there is an overlay:-
    - (i) whether an overlay code applies (shown in **section 5.9 (Categories of development and assessment – Overlays)**); or
    - (ii) whether the assessment benchmarks as shown on the overlay map<sup>2</sup> (noted in the assessment benchmarks column) applies;
  - (d) any other applicable code(s) (shown in the assessment benchmarks column);
- (4) any variation to the category of assessment (shown as an “if” in the “categories of development and assessment” column) that applies to the development.

Note—development will only be taken to be prohibited development under the planning scheme if it is identified as prohibited development in Schedule 10 of the Regulation.

Editor’s note—examples of matters that can vary the category of assessment are gross floor area, height, numbers of people or precinct provisions.

<sup>1</sup> Editor’s Note—the categories of development and assessment identified in the tables of assessment in this part apply unless otherwise prescribed in a regulation or in another local categorising instrument, including a TLPI or variation approval.

<sup>2</sup> Note—this planning scheme uses the SPP interactive mapping system to identify particular overlays, or overlay elements. **Section 5.9 (Categories of development and assessment – Overlays)** and each code in **Part 8 (Overlays)** identifies which elements are mapped in **Schedule 2 (Mapping)** and which elements are identified in the SPP interactive mapping system.

## 5.3 Categories of development and assessment

### 5.3.1 Process for determining the category of development and the category of assessment for assessable development

The process for determining a category of development and category of assessment is:-

- (1) for a material change of use, establish the use by reference to the use definitions in **Schedule 1 (Definitions)**;
- (2) for all development, identify the following:-
  - (a) the zone or zone precinct that applies to the premises, by reference to the zone map in **Schedule 2 (Mapping)**;
  - (b) if a local plan or local plan precinct applies to the premises, by reference to the local plan map in **Schedule 2 (Mapping)**;
  - (c) if an overlay applies to the premises, by reference to the overlay mapping in **Schedule 2 (Mapping)** and the SPP interactive mapping system;
- (3) determine if the development is accepted development under Schedule 6 and 7 of the Regulation or is assessable or prohibited development under Schedule 10 of the Regulation;

Editor's note— Schedule 6 of the Regulation prescribes development a planning scheme is prohibited from stating is assessable development where the matters identified in the schedule are met. Schedule 7 of the Regulation identifies development the state makes accepted. Some development in Schedule 7 may still be made assessable under this planning scheme.

- (4) otherwise, determine the initial category of assessment by reference to the tables in:-
  - **section 5.4 (Categories of development and assessment – Material change of use)**;
  - **section 5.5 (Categories of development and assessment – Reconfiguring a lot)**;
  - **section 5.6 (Categories of development and assessment – Building work)**;
  - **section 5.7 (Categories of development and assessment – Operational work)**;
- (5) a precinct of a zone may change the categories of development or assessment and this will be shown in the category of assessment column of the tables in **sections 5.4, 5.5, 5.6 and 5.7**;
- (6) if a local plan applies, refer to the table(s) in **section 5.8 (Categories of development and assessment – Local plans)**, to determine if the local plan changes the category of development or assessment for the zone;
- (7) if a precinct of a local plan changes the category of development or assessment this will be shown in the category of development and assessment column of the table(s) in **section 5.8 (Categories of development and assessment – Local plans)**;
- (8) if an overlay applies refer to **section 5.9 (Categories of development and assessment – Overlays)** to determine if the overlay further changes the category of development or assessment.

### 5.3.2 Determining the category of development and categories of assessment

- (1) A material change of use is assessable development requiring impact assessment:-
  - (a) unless the table of assessment states otherwise; or
  - (b) if a use is not listed or defined; or
  - (c) unless otherwise prescribed within the Act or the Regulation.
- (2) Reconfiguring a lot is assessable development requiring code assessment unless the tables of assessment state otherwise or unless otherwise prescribed within the Act or the Regulation.
- (3) Building work and operational work is accepted development, unless the tables of assessment state otherwise or unless otherwise prescribed within the Act or the Regulation.

- (4) Where an aspect of development is proposed on premises included in more than one zone, local plan or overlay, the category of development or assessment for that aspect is the highest category under each of the applicable zones, local plans or overlays.
- (5) Where development is proposed on premises partly affected by an overlay, the categories of development or assessment for the overlay only relates to the part of the premises affected by the overlay.
- (6) For the purposes of Schedule 6, Part 2 Material change of use section (2)(2)(d)(i) or (ii) of the Regulation, an overlay does not apply to the premises if the development meets the acceptable outcomes that form the requirements for accepted development in the relevant overlay code.
- (7) If development is identified as having a different category of development or category of assessment under a zone than under a local plan or an overlay, the highest category of development or assessment applies as follows:-
  - (a) accepted development subject to requirements prevails over accepted development;
  - (b) code assessment prevails over accepted development where subject to requirements and accepted development;
  - (c) impact assessment prevails over code assessment, accepted development where subject to requirements and accepted development.
- (8) The Regulation prescribes development that the planning scheme cannot make assessable in Schedule 6.

Editor's note—Schedule 7 of the Regulation also identifies development the state makes accepted. Some development in that Schedule may still be made assessable under this planning scheme.

- (9) Despite all of the above, if development is listed as prohibited development under Schedule 10 of the Regulation, a development application cannot be made.

Note—development is to be taken to be prohibited development under the planning scheme only if it is identified in Schedule 10 of the Regulation.

### 5.3.3 Determining the requirements for accepted development and assessment benchmarks and other matters for assessable development

- (1) Accepted development does not require a development approval and is not subject to assessment benchmarks. However, certain requirements may apply to some types of development for it to be accepted development. Where nominated in the tables of assessment, accepted development must comply with the requirements identified as acceptable outcomes in the relevant parts of the applicable code(s) as identified in the relevant column.
- (2) Accepted development that does not comply with one or more of the nominated acceptable outcomes in the relevant parts of the applicable code(s) becomes code assessable development unless otherwise specified.
- (3) The following rules apply in determining assessment benchmarks for each category of development and assessment.
- (4) code assessable development:-
  - (a) is to be assessed against all of the assessment benchmarks identified in the assessment benchmarks column;
  - (b) that occurs as a result of development becoming code assessable pursuant to **sub-section 5.3.3(2)**, must:-
    - (i) be assessed against the assessment benchmarks for the development application, limited to the subject matter of the required acceptable outcomes that were not complied with or were not capable of being complied with under **sub-section 5.3.3(2)**;
    - (ii) comply with all required acceptable outcomes identified in **sub-section 5.3.3(1)**, other than those mentioned in **subsection 5.3.3(2)**;

- (c) that complies with:-
  - (i) the purpose and overall outcomes of the code complies with the code;
  - (ii) the performance or acceptable outcomes complies with the purpose and overall outcomes of the code;
- (d) is to be assessed against any assessment benchmarks for the development identified in Section 26 of the Regulation.

Editor's note—Section 27 of the Regulation also identifies the matters that code assessment must have regard to.

- (5) impact assessable development:-

- (a) is to be assessed against the identified assessment benchmarks in the assessment benchmarks column;

Note—the assessment benchmark for impact assessable development in this planning scheme is the whole of the planning scheme.

- (b) is to be assessed against any assessment benchmarks for the development identified in Section 30 of the Regulation.

Note—the first row of each table of assessment is to be checked to confirm if there are assessment benchmarks that commonly apply to generic scenarios in the zone, local plan or overlay.

Editor's note—Section 31 of the Regulation identifies the matters that impact assessment must have regard to.



## 5.4 Categories of development and assessment – Material change of use

The following tables identify the categories of development and assessment for development in a zone for making a material change of use.

**Table 5.4.1 Low density residential zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Low density residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
<b>Residential activities</b>							
Dual occupancy	Accepted subject to requirements						Dual occupancy code
Dwelling house	Accepted subject to requirements	AO9.1 to AO9.5 and AO10.1 to AO10.3 of the Dwelling house code					
Dwelling unit	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
Relocatable home park	Code assessment	✓	✓	✓	✓	✓	Relocatable home park and tourist park code
Residential care facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Retirement facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
<b>Business activities</b>							
Sales office	Accepted subject to requirements						Sales office code
<b>Community activities</b>							
Community use	Accepted if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Park	Accepted	Not applicable					
<b>Other activities</b>							
Utility installation	Accepted if a local utility.	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the category of development and assessment column	Impact assessment	The planning scheme					

Table 5.4.2 Medium density residential zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Medium density residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Dual occupancy	Accepted subject to requirements						Dual occupancy code
Dwelling house	Accepted subject to requirements	AO9.1 to AO9.5 and AO10.1 to AO10.3 of the Dwelling house code					
Dwelling unit	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
Multiple dwelling	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Relocatable home park	Code assessment	✓	✓	✓	✓	✓	Relocatable home park and tourist park code
Residential care facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Retirement facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Rooming accommodation	Accepted subject to requirements if:- (a) within an existing dwelling house; (b) providing accommodation for not more than 5 residents; and (c) not involving any assessable building work against the Building Act other than a change of classification.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not otherwise specified.	✓	✓	✓	✓	✓	Multi-unit residential uses code
Short-term accommodation	Accepted subject to requirements if:- (a) within an existing dwelling house; (b) providing accommodation for not more than 5 residents; and (c) not involving any assessable building work against the Building Act other than a change of classification.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not otherwise specified.	✓	✓	✓	✓	✓	Multi-unit residential uses code
Tourist park	Code assessment	✓	✓	✓	✓	✓	Relocatable home park and tourist park code
Workforce accommodation	Accepted subject to requirements if:- (a) within an existing dwelling house; (b) providing accommodation for not more than 5 residents; and (c) not involving any assessable building work against the Building Act	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Medium density residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	other than a change of classification.						
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
<b>Food and drink outlet</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint of the site is not altered; and (c) located in Precinct MDRZ1 (Bundaberg West medical/health hub) or Precinct MDRZ2 (Barolin Street office precinct).	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub) or Precinct MDRZ2 (Barolin Street office precinct).	✓	✓	✓	✓	✓	Business uses code
<b>Office</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) located in Precinct MDRZ1 (Bundaberg West medical/health hub) or Precinct MDRZ2 (Barolin Street office precinct).	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub) or Precinct MDRZ2 (Barolin Street office precinct).	✓	✓	✓	✓	✓	Business uses code
<b>Sales office</b>	<b>Accepted subject to requirements</b>						Sales office code
<b>Shop</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; (c) located in Precinct MDRZ1 (Bundaberg West medical/health hub); and (d) not involving a department store, discount department store or full line supermarket.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub) and not involving a department store, discount department store or full line supermarket.	✓	✓	✓	✓	✓	Business uses code
<b>Shopping centre</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered;	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Medium density residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	(c) located in Precinct MDRZ1 (Bundaberg West medical/health hub); and (d) having a gross leasable floor area not exceeding 1,200m <sup>2</sup> for all shop tenancies and 300m <sup>2</sup> for any single shop tenancy.						
	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub) and having a gross leasable floor area not exceeding 1,200m <sup>2</sup> for all shop tenancies and 300m <sup>2</sup> for any single shop tenancy.	✓	✓	✓	✓	✓	Business uses code
<b>Showroom</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; (c) located in Precinct MDRZ1 (Bundaberg West medical/health hub); and (d) predominantly involving the sale of health or medical related goods.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub) and predominantly involving the sale of health or medical related goods.	✓	✓	✓	✓	✓	Business uses code
<b>Community activities</b>							
<b>Community care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Community use</b>	<b>Accepted</b> if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub).	✓	✓	✓	✓	✓	Community activities code
<b>Emergency services</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Health care service</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) located in Precinct MDRZ1 (Bundaberg West medical/health hub) or Precinct MDRZ2 (Barolin Street office precinct).	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub) or Precinct MDRZ2 (Barolin Street office precinct).	✓	✓	✓	✓	✓	Business uses code
<b>Hospital</b>	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub).	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Park</b>	<b>Accepted</b>	Not applicable					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Medium density residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Other activities</b>							
<b>Parking station</b>	<b>Code assessment</b> if located in Precinct MDRZ1 (Bundaberg West medical/health hub).	✓	✓	✓	✓	✓	Business uses code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.3 High density residential zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		High density residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Dual occupancy	Code assessment if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
Dwelling house	Accepted subject to requirements	AO9.1 to AO9.5 and AO10.1 to AO10.3 of the Dwelling house code					
Dwelling unit	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
Multiple dwelling	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Residential care facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Resort complex	Code assessment	✓	✓	✓	✓	✓	Relocatable home park and tourist park code
Retirement facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Rooming accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Short-term accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
Food and drink outlet	Accepted subject to requirements if located in an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if forming part of a mixed use building.	✓	✓	✓	✓	✓	Business uses code
Office	Accepted subject to requirements if located in an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if:- (a) forming part of a mixed use building and having a GLA not exceeding 400m <sup>2</sup> ; or (b) expanding an existing an existing commercial building and the total GLA of the business activities on the site does not exceed 400m <sup>2</sup> .	✓	✓	✓	✓	✓	Business uses code
Sales office	Accepted subject to requirements						Sales office code
Shop	Accepted subject to requirements if located in an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if:- (a) forming part of a mixed use building and having a GLA not exceeding 400m <sup>2</sup> ; or (b) expanding an existing commercial building and the total GLA of the business	✓	✓	✓	✓	✓	Business uses code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		High density residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	activities on the site does not exceed 400m <sup>2</sup> .						
<b>Shopping centre</b>	<b>Code assessment</b> if forming part of a mixed use building and having a GLA not exceeding 1,200m <sup>2</sup> for all shop tenancies and 400m <sup>2</sup> for any single shop tenancy.	✓	✓	✓	✓	✓	Business uses code
<b>Entertainment activities</b>							
<b>Function facility</b>	<b>Code assessment</b> if forming part of a mixed use building providing short-term accommodation.	✓	✓	✓	✓	✓	Business uses code
<b>Hotel</b>	<b>Code assessment</b> if forming part of a mixed use building providing short-term accommodation.	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
<b>Service industry</b>	<b>Accepted subject to requirements</b> if located in an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if forming part of a mixed use building.	✓	✓	✓	✓	✓	Business uses code
<b>Community activities</b>							
<b>Community use</b>	<b>Accepted</b> if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Community activities code
<b>Emergency services</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Health care service</b>	<b>Accepted subject to requirements</b> if located in an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if forming part of a mixed use building.	✓	✓	✓	✓	✓	Business uses code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Indoor sport and recreation</b>	<b>Accepted</b> if located in an existing commercial building and the existing development footprint is not altered.	Not applicable					
	<b>Code assessment</b> if forming part of a mixed use building.	✓	✓	✓	✓	✓	Business uses code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Other activities</b>							
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.4 Principal centre zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Principal centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Dual occupancy	Code assessment if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
Dwelling unit	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
Multiple dwelling	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Residential care facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Retirement facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Resort complex	Code assessment if located in Precinct PC22 (City centre riverfront).	✓	✓	✓	✓	✓	Relocatable home park and tourist park code
Rooming accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Short-term accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
Adult store	Accepted if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	Code assessment if not accepted.	✓	✓	✓	✓	✓	Business uses code
Agricultural supplies store	Accepted if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) in Precinct PCZ3 (City centre frame).	Not applicable					
	Code assessment if not accepted, and located in Precinct PCZ3 (City centre frame).	✓	✓	✓	✓	✓	Business uses code
Bar	Accepted if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	Code assessment if not accepted.	✓	✓	✓	✓	✓	Business uses code
Car wash	Code assessment if located in Precinct PCZ3 (City centre frame).	✓	✓	✓	✓	✓	Business uses code
Food and drink outlet	Accepted if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	Code assessment if not accepted.	✓	✓	✓	✓	✓	Business uses code
Garden centre	Accepted if the existing development footprint is not altered and in Precinct PCZ3 (City centre frame).	Not applicable					



**Table 5.4.4 Principal centre zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Principal centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	<b>Code assessment</b> if not accepted, and located in Precinct PCZ3 (City centre frame).	✓	✓	✓	✓	✓	Business uses code
<b>Hardware and trade supplies</b>	<b>Accepted</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) in Precinct PCZ3 (City centre frame).	Not applicable					
	<b>Code assessment</b> if not accepted, and located in Precinct PCZ3 (City centre frame).	✓	✓	✓	✓	✓	Business uses code
<b>Market</b>	<b>Accepted subject to requirements</b>				✓		Market code
<b>Office</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Business uses code
<b>Outdoor sales</b>	<b>Code assessment</b> if located in Precinct PCZ3 (City centre frame).	✓	✓	✓	✓	✓	Business uses code
<b>Sales office</b>	<b>Accepted subject to requirements</b>						Sales office code
<b>Service station</b>	<b>Code assessment</b> if located in Precinct PCZ3 (City centre frame).	✓	✓	✓	✓	✓	Service station code
<b>Shop</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Business uses code
<b>Shopping centre</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Business uses code
<b>Showroom</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Business uses code
<b>Veterinary service</b>	<b>Accepted</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) in Precinct PCZ3 (City centre frame).	Not applicable					
	<b>Code assessment</b> if not accepted, and located in Precinct PCZ3 (City centre frame).	✓	✓	✓	✓	✓	Business uses code
<b>Entertainment activities</b>							
<b>Club</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Function facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Hotel</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Business uses code</li> <li>Multi-unit residential uses code (if incorporating</li> </ul>

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Principal centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
							short term accommodation)
<b>Nightclub entertainment facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Theatre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
<b>Low impact industry</b>	<b>Accepted</b> if within an existing commercial building, the existing development footprint is not altered, and in Precinct PCZ3 (City centre frame). <b>Code assessment</b> if not accepted.	Not applicable					
		✓	✓	✓	✓	✓	Industry uses code
<b>Marine industry</b>	<b>Code assessment</b> if located in Precinct PCZ2 (City centre riverfront).	✓	✓	✓	✓	✓	Industry uses code
<b>Service industry</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered. <b>Code assessment</b> if not accepted.	Not applicable					
		✓	✓	✓	✓	✓	Business uses code
<b>Community activities</b>							
<b>Child care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Child care centre code
<b>Community care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Community use</b>	<b>Accepted</b> if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council. <b>Code assessment</b> if not accepted.	Not applicable					
		✓	✓	✓	✓	✓	Community activities code
<b>Educational establishment</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered. <b>Code assessment</b> if not accepted.	Not applicable					
		✓	✓	✓	✓	✓	Community activities code
<b>Emergency services</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered. <b>Code assessment</b> if not accepted.	Not applicable					
		✓	✓	✓	✓	✓	Community activities code
<b>Funeral parlour</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Health care service</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered. <b>Code assessment</b> if not accepted.	Not applicable					
		✓	✓	✓	✓	✓	Business uses code
<b>Hospital</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Place of worship</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered. <b>Code assessment</b> if not accepted.	Not applicable					
		✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Principal centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Indoor sport and recreation</b>	<b>Accepted</b> if within an existing commercial building and the existing development footprint is not altered.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Business uses code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Other activities</b>							
<b>Landing</b>	<b>Accepted</b>	Not applicable					
<b>Parking station</b>	<b>Accepted</b> if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Business uses code
<b>Port service</b>	<b>Code assessment</b> if located in Precinct PCZ2 (City centre riverfront).	✓	✓	✓	✓	✓	
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

Table 5.4.5 Major centre zone

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Major centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Dual occupancy	Code assessment if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
Dwelling unit	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
Multiple dwelling	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Residential care facility	Code assessment	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Multi-unit residential uses code (if in a building greater than 2 storeys in height)</li> <li>Residential care facility and retirement facility code</li> </ul>
Retirement facility	Code assessment	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Multi-unit residential uses code (if in a building greater than 2 storeys in height)</li> <li>Residential care facility and retirement facility code</li> </ul>
Rooming accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Short-term accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
Adult store	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Agricultural supplies store	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Bar	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Car wash	Code assessment	✓	✓	✓	✓	✓	Business uses code
Food and drink outlet	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Garden centre	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Major centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Hardware and trade supplies</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					Business uses code
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	
<b>Market</b>	<b>Accepted subject to requirements</b>				✓		Market code
<b>Office</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					Business uses code
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	
<b>Outdoor sales</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Sales office</b>	<b>Accepted subject to requirements</b>						Sales office code
<b>Service station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Service station code
<b>Shop</b>	<b>Accepted subject to requirements</b> if within an existing commercial building, the existing development footprint is not altered, and not incorporating a department store.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					Business uses code
	<b>Code assessment</b> if not incorporating a department store.	✓	✓	✓	✓	✓	
<b>Shopping centre</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) not incorporating a department store.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					Business uses code
	<b>Code assessment</b> if not incorporating a department store.	✓	✓	✓	✓	✓	
<b>Showroom</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					Business uses code
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	
<b>Veterinary service</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					Business uses code
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	
<b>Entertainment activities</b>							
<b>Club</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Function facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Hotel</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Business uses code</li> <li>Multi-unit residential uses code (if incorporating short term accommodation)</li> </ul>
<b>Theatre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
<b>Service industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					Business uses code
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	
<b>Community activities</b>							
<b>Child care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Child care centre code
<b>Community care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Major centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Community use</b>	<b>Accepted if:-</b> (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Educational establishment</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Emergency services</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Health care service</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Place of worship</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Recreation activities</b>							
<b>Indoor sport and recreation</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Other activities</b>							
<b>Parking station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.6 District centre zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		District centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
<b>Caretaker's accommodation</b>	<b>Code assessment</b>						Caretaker's accommodation code
<b>Dual occupancy</b>	<b>Code assessment</b> if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Dwelling unit</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Home based business</b>	<b>Accepted</b> if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	<b>Accepted subject to requirements</b> if not accepted.						Home based business code
<b>Multiple dwelling</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Residential care facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Multi-unit residential uses code (if in a building greater than 2 storeys in height)</li> <li>Residential care facility and retirement facility code</li> </ul>
<b>Retirement facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Multi-unit residential uses code (if in a building greater than 2 storeys in height)</li> <li>Residential care facility and retirement facility code</li> </ul>
<b>Rooming accommodation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Short-term accommodation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
<b>Adult store</b>	<b>Accepted</b> if:- (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Agricultural supplies store</b>	<b>Accepted</b> if:- (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		District centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
<b>Bar</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements if:-</b> (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Car wash</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Food and drink</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements if:-</b> (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Garden centre</b>	<b>Accepted if</b> in Childers or Gin Gin and the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements</b> if not in Childers or Gin Gin and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Hardware and trade supplies</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements if:-</b> (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Market</b>	<b>Accepted subject to requirements</b>				✓		Market code
<b>Office</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					



Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		District centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Outdoor sales</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Sales office</b>	<b>Accepted subject to requirements</b>						Sales office code
<b>Service station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Service station code
<b>Shop</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; (c) the existing development footprint is not altered; and (d) not incorporating a department store or discount department store.	Not applicable					
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; (c) the existing development footprint is not altered; and (d) not incorporating a department store or discount department store.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified and not incorporating a department store or discount department store.	✓	✓	✓	✓	✓	Business uses code
<b>Shopping centre</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; (c) the existing development footprint is not altered; and (d) not incorporating a department store or discount department store.	Not applicable					
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; (c) the existing development footprint is not altered; and (d) not incorporating a department store or discount department store.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified and not incorporating a department store or discount department store.	✓	✓	✓	✓	✓	Business uses code
<b>Veterinary service</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and	Not applicable					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		District centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	(c) the existing development footprint is not altered.						
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Entertainment activities</b>							
<b>Club</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Function facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Hotel</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Business uses code</li> <li>Multi-unit residential uses code (if incorporating short term accommodation)</li> </ul>
<b>Theatre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
<b>Service industry</b>	<b>Accepted</b> if:- (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Community activities</b>							
<b>Child care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Child care centre code
<b>Community care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Community use</b>	<b>Accepted</b> if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Community activities code
<b>Educational establishment</b>	<b>Accepted</b> if:- (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements</b> if:- (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		District centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Emergency services</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements if:-</b> (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Health care service</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements if:-</b> (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Place of worship</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Recreation activities</b>							
<b>Indoor sport and recreation</b>	<b>Accepted if:-</b> (a) in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	Not applicable					
	<b>Accepted subject to requirements if:-</b> (a) not in Childers or Gin Gin; (b) within an existing commercial building; and (c) the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code.					
	<b>Code assessment</b> if not otherwise specified.	✓	✓	✓	✓	✓	Business uses code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Other activities</b>							
<b>Parking station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.7 Local centre zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Local centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
<b>Residential activities</b>							
<b>Caretaker's accommodation</b>	<b>Code assessment</b>						Caretaker's accommodation code
<b>Dual occupancy</b>	<b>Code assessment</b> if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Dwelling unit</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Home based business</b>	<b>Accepted</b> if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	<b>Accepted subject to requirements</b> if not accepted.						Home based business code
<b>Multiple dwelling</b>	<b>Code assessment</b> if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Resort complex</b>	<b>Code assessment</b> if forming part of a mixed use building located in Bargara.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Short-term accommodation</b>	<b>Code assessment</b> if forming part of a mixed use building located in Bargara.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
<b>Bar</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Food and drink outlet</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Garden centre</b>	<b>Accepted subject to requirements</b> if the existing development footprint is not altered and having a GLA not exceeding 400m <sup>2</sup> .	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if having a GLA not exceeding 400m <sup>2</sup> and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Hardware and trade supplies</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) having a GLA not exceeding 400m <sup>2</sup> .	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if having a GLA not exceeding 400m <sup>2</sup> and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Market</b>	<b>Accepted subject to requirements</b>				✓		Market code
<b>Office</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Sales office</b>	<b>Accepted subject to requirements</b>						Sales office code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Local centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
Shop	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) not incorporating a department store, discount department store or major full line supermarket.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not incorporating a department store, discount department store or major full line supermarket.	✓	✓	✓	✓	✓	Business uses code
Shopping centre	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) not incorporating a department store, discount department store or major full line supermarket.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not incorporating a department store, discount department store or major full line supermarket.	✓	✓	✓	✓	✓	Business uses code
Veterinary service	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Entertainment activities</b>							
Club	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
Function facility	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
Hotel	<b>Code assessment</b>	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Business uses code</li> <li>Multi-unit residential uses code (if incorporating short term accommodation)</li> </ul>
Theatre	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
Service industry	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Community activities</b>							
Child care centre	<b>Code assessment</b>	✓	✓	✓	✓	✓	Child care centre code
Community care centre	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
Community use	<b>Accepted</b> if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Local centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Educational establishment</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Emergency services</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Health care service</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Place of worship</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Indoor sport and recreation</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Other activities</b>							
<b>Parking station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.8 Neighbourhood centre zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Neighbourhood centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Dual occupancy	Code assessment if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
Dwelling unit	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
Multiple dwelling	Code assessment if forming part of a mixed use building.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
Agricultural supplies store	Accepted subject to requirements if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) located in a village.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if located in a village and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Food and drink outlet	Accepted subject to requirements if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) not incorporating a drive through facility.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not incorporating a drive through facility and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Office	Accepted subject to requirements if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) having a GLA not exceeding 400m <sup>2</sup> .	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if having a GLA not exceeding 400m <sup>2</sup> and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Sales office	Accepted subject to requirements						Sales office code
Shop	Accepted subject to requirements if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) having a GLA not exceeding 400m <sup>2</sup> .	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if having a GLA not exceeding 400m <sup>2</sup> and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Neighbourhood centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Shopping centre</b>	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) having a GLA not exceeding 2,500m <sup>2</sup> for all shop tenancies and 400m <sup>2</sup> for any single shop tenancy.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if having a GLA not exceeding 2,500m <sup>2</sup> for all shop tenancies and 400m <sup>2</sup> for any single shop tenancy and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Veterinary service</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
<b>Service industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Community activities</b>							
<b>Child care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Child care centre code
<b>Community care centre</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Community use</b>	<b>Accepted</b> if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Community activities code
<b>Educational establishment</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Emergency services</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Health care service</b>	<b>Accepted subject to requirements</b> if:-	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					



Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Neighbourhood centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	(a) within an existing commercial building; (b) the existing development footprint is not altered; and (c) having a GLA not exceeding 400m <sup>2</sup> .						
	<b>Code assessment</b> if having a GLA not exceeding 400m <sup>2</sup> and not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Park	Accepted	Not applicable					
<b>Other activities</b>							
Utility installation	Accepted if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	Impact assessment	The planning scheme					

**Table 5.4.9 Industry zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Industry zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
<b>Residential activities</b>							
<b>Caretaker's accommodation</b>	<b>Accepted subject to requirements</b>						Caretaker's accommodation code
<b>Business activities</b>							
<b>Agricultural supplies store</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Car wash</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Food and drink outlet</b>	<b>Code assessment</b> if having a GLA not exceeding 200m <sup>2</sup> and not incorporating a drive through facility.	✓	✓	✓	✓	✓	Business uses code
<b>Hardware and trade supplies</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Service station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Veterinary service</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
<b>Bulk landscape supplies</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>High impact industry</b>	<b>Code assessment</b> if involving a change to an existing High impact industry use on the premises.	✓	✓	✓	✓	✓	Industry uses code
<b>Low impact industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>Marine industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>Medium impact industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Industry zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>Research and technology industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>Service industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>Transport depot</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>Warehouse</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	<b>Accepted subject to requirements</b> if not otherwise specified.				✓		Industry uses code
<b>Community activities</b>							
<b>Community use</b>	<b>Accepted</b> if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
<b>Crematorium</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Educational establishment</b>	<b>Code assessment</b> if associated with an industrial use on the same site.	✓	✓	✓	✓	✓	Community activities code
<b>Emergency services</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Place of worship</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Indoor sport and recreation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Rural activities</b>							
<b>Aquaculture</b>	<b>Accepted subject to requirements</b> if minor aquaculture within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Industry zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
					✓		Industry uses code
<b>Accepted subject to requirements</b> if minor aquaculture and not otherwise specified.							
<b>Other activities</b>							
<b>Major electricity infrastructure</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Parking station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Telecommunications facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Telecommunications facility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.10 High impact industry zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		High impact industry zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Accepted subject to requirements						Caretaker's accommodation code
<b>Business activities</b>							
Food and drink outlet	Code assessment if having a GLA not exceeding 200m <sup>2</sup> and not incorporating a drive through facility.	✓	✓	✓	✓	✓	Business uses code
Service station	Code assessment	✓	✓	✓	✓	✓	Business uses code
<b>Industry activities</b>							
High impact industry	Code assessment	✓	✓	✓	✓	✓	Industry uses code
Low impact industry	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	Accepted subject to requirements if not otherwise specified.				✓		Industry uses code
Marine industry	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	Accepted subject to requirements if not otherwise specified.				✓		Industry uses code
Medium impact industry	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	Accepted subject to requirements if not otherwise specified.				✓		Industry uses code
Research and technology industry	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	Accepted subject to requirements if not otherwise specified.				✓		Industry uses code
Transport depot	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	Accepted subject to requirements if not otherwise specified.				✓		Industry uses code
Warehouse	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	<ul style="list-style-type: none"> <li>AO4.3, AO5.1 to AO5.5, AO6.1 to AO6.4 and AO7.1 to AO7.2 of Table 9.2.9.3.1 of the Industry uses code</li> <li>AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code</li> </ul>					
	Accepted subject to requirements if not otherwise specified.				✓		Industry uses code
<b>Community activities</b>							
Community use	Accepted if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		High impact industry zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Crematorium</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Emergency services</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Rural activities</b>							
<b>Aquaculture</b>	<b>Code assessment</b> if minor aquaculture	✓	✓	✓	✓	✓	Industry uses code
<b>Other activities</b>							
<b>Major electricity infrastructure</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Parking station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Telecommunications facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Telecommunications facility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.11 Sport and recreation zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Sport and recreation zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
<b>Caretaker's accommodation</b>	<b>Accepted subject to requirements</b>						Caretaker's accommodation code
<b>Short term accommodation</b>	<b>Code assessment</b> if associated with a sport and recreation activity conducted on the same site.	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Business activities</b>							
<b>Food and drink outlet</b>	<b>Code assessment</b> if associated with a sport and recreation activity conducted on the same site.	✓	✓	✓	✓	✓	Business uses code
<b>Market</b>	<b>Accepted subject to requirements</b>				✓		Market code
<b>Shop</b>	<b>Code assessment</b> if associated with a sport and recreation activity conducted on the same site.	✓	✓	✓	✓	✓	Business uses code
<b>Entertainment activities</b>							
<b>Club</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Function facility</b>	<b>Code assessment</b> if associated with a sport and recreation activity conducted on the same site.	✓	✓	✓	✓	✓	Business uses code
<b>Theatre</b>	<b>Code assessment</b> if associated with a sport and recreation activity conducted on the same site.	✓	✓	✓	✓	✓	Business uses code
<b>Community activities</b>							
<b>Community use</b>	<b>Accepted</b> if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Indoor sport and recreation</b>	<b>Accepted</b> if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Business uses code
<b>Outdoor sport and recreation</b>	<b>Accepted</b> if:- (a) the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Community activities code
<b>Park</b>	<b>Accepted</b>	Not applicable					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development				
		Sport and recreation zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code
						Applicable use code
<b>Other activities</b>						
<b>Landing</b>	<b>Accepted</b>	Not applicable				
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable				
<b>Not specified</b>						
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme				



**Table 5.4.12 Open space zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Open space zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Nature-based tourism	Code assessment	✓	✓	✓	✓	✓	Nature and rural based tourism code
<b>Business activities</b>							
Food and drink outlet	Code assessment if ancillary to a park and on land owned or controlled by the Council.	✓	✓	✓	✓	✓	Business uses code
Market	Accepted subject to requirements				✓		Market code
<b>Community activities</b>							
Community use	Accepted if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	Code assessment if not accepted.	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Outdoor sport and recreation	Accepted if:- (a) the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	Code assessment if not accepted.	✓	✓	✓	✓	✓	Community activities code
Park	Accepted	Not applicable					
<b>Other activities</b>							
Landing	Accepted	Not applicable					
Utility installation	Accepted if a local utility.	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	Impact assessment	The planning scheme					

**Table 5.4.13 Environmental management and conservation zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Environmental management and conservation zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Nature-based tourism	Code assessment	✓	✓	✓	✓	✓	Nature and rural based tourism code
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Park	Accepted	Not applicable					
<b>Other activities</b>							
Landing	Accepted	Not applicable					
Utility installation	Accepted if a local utility.	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	Impact assessment	The planning scheme					

Table 5.4.14 Community facilities zone

Table 5.4.14 Community facilities zone<sup>3 4</sup>

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Community facilities zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Community facilities zone annotations</b>							
Any use	Accepted if annotated on a Community facilities zone and either:- (a) the existing development footprint is not altered; or (b) on land owned or controlled by Council.	Not applicable					
	Code assessment if annotated on a Community facilities zone and not otherwise specified.	✓	✓	✓	✓	✓	Community activities code or other use code as relevant to the annotated use
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Residential care facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
Retirement facility	Code assessment	✓	✓	✓	✓	✓	Residential care facility and retirement facility code
<b>Business activities</b>							
Market	Accepted subject to requirements				✓		Market code
<b>Entertainment activities</b>							
Club	Code assessment	✓	✓	✓	✓	✓	Business uses code
Function facility	Code assessment if associated with a community activity conducted on the same site.	✓	✓	✓	✓	✓	Business uses code
Theatre	Code assessment if associated with a community activity conducted on the same site.	✓	✓	✓	✓	✓	Business uses code
<b>Community activities (where not provided for in the applicable Community facilities zone annotation)</b>							
Child care centre	Code assessment	✓	✓	✓	✓	✓	Child care centre code
Community care centre	Accepted if the existing development footprint is not altered.	Not applicable					
	Code assessment if not accepted.	✓	✓	✓	✓	✓	Community activities code
Community use	Code assessment	✓	✓	✓	✓	✓	Community activities code
Educational establishment	Code assessment	✓	✓	✓	✓	✓	Community activities code
Health care service	Code assessment	✓	✓	✓	✓	✓	Business uses code
Emergency services	Accepted	Not applicable					
Place of worship	Code assessment	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Indoor sport and recreation	Accepted if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	Code assessment if not accepted.	✓	✓	✓	✓	✓	Community activities code
Outdoor sport and recreation	Accepted if:- (a) the existing development footprint is not altered; or	Not applicable					

<sup>3</sup> Editor's note—in accordance with section 43 of the Act, and as prescribed in Schedule 6 of the Regulation, the local categorising instrument cannot categorise certain infrastructure activities to be assessable development.

<sup>4</sup> Editor's note—Community facilities zone annotations referred to in this table are further described in **Schedule 1 (Definitions)**.

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Community facilities zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
	(b) if undertaken by or on behalf of the Council on land owned or controlled by Council.						
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Community activities code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Other activities</b>							
<b>Major electricity infrastructure</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Landing</b>	<b>Accepted</b>	Not applicable					
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

**Table 5.4.15 Emerging community zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Emerging community zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Dwelling house	Accepted	Not applicable					
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
<b>Business activities</b>							
Sales office	Accepted subject to requirements						Sales office code
<b>Community activities</b>							
Community use	Accepted if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
Emergency service	Code assessment	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Park	Accepted	Not applicable					
<b>Rural activities</b>							
Animal husbandry	Accepted subject to requirements						Rural uses code
Cropping	Accepted subject to requirements						Rural uses code
Roadside stall	Accepted subject to requirements						Rural uses code
Wholesale nursery	Accepted subject to requirements						Rural uses code
<b>Other activities</b>							
Major electricity infrastructure	Code assessment	✓	✓	✓	✓	✓	Utility code
Landing	Accepted	Not applicable					
Substation	Code assessment	✓	✓	✓	✓	✓	Utility code
Utility installation	Accepted if a local utility	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	Impact assessment	The planning scheme					

**Table 5.4.16 Limited development zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Limited development zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
<b>Residential activities</b>							
Dwelling house	Accepted if located in Precinct LDZ1 (Limited residential)	Not applicable					
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
<b>Community activities</b>							
Community use	Accepted if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Park	Accepted	Not applicable					
<b>Rural activities</b>							
Animal husbandry	Accepted subject to requirements						Rural uses code
Cropping	Accepted subject to requirements						Rural uses code
Roadside stall	Accepted subject to requirements						Rural uses code
Wholesale nursery	Accepted subject to requirements						Rural uses code
<b>Other activities</b>							
Utility installation	Accepted if a local utility	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	Impact assessment	The planning scheme					

**Table 5.4.17 Rural zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Rural zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
<b>Caretaker's accommodation</b>	<b>Code assessment</b>						Caretaker's accommodation code
<b>Dwelling house</b>	<b>Accepted</b>	Not applicable					
<b>Home based business</b>	<b>Accepted</b> if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	<b>Accepted subject to requirements</b> if not accepted.						Home based business code
<b>Nature-based tourism</b>	<b>Accepted subject to requirements</b> if for a camping ground; or involving not more than 8 holiday cabins.						Nature and rural based tourism code
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Nature and rural based tourism code
<b>Rural workers accommodation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Multi-unit residential uses code
<b>Short-term accommodation</b>	<b>Code assessment</b> if associated with rural based tourism.	✓	✓	✓	✓	✓	Nature and rural based tourism code
<b>Tourist park</b>	<b>Code assessment</b> if for a camping ground or involving a material increase in the intensity or scale of an existing tourist park.	✓	✓	✓	✓	✓	Relocatable home park and tourist park code
<b>Industry activities</b>							
<b>High impact industry</b>	<b>Code assessment</b> if involving a change to an existing High impact industry (sugar milling or refining) use on the premises.	✓	✓	✓	✓	✓	Industry uses code
<b>Transport depot</b>	<b>Accepted</b> if involving the storage of not more than 2 vehicles.	Not applicable					
<b>Special industry</b>	<b>Code assessment</b> if for composting non-putrescible vegetative waste.	✓	✓	✓	✓	✓	Industry uses code
<b>Community activities</b>							
<b>Community use</b>	<b>Accepted</b> if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
<b>Emergency services</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Rural activities</b>							
<b>Animal husbandry</b>	<b>Accepted</b>	Not applicable					
<b>Aquaculture</b>	<b>Accepted subject to requirements</b> if minor aquaculture.						Rural uses code
<b>Cropping</b>	<b>Accepted</b>	Not applicable					
<b>Intensive animal industry</b>	<b>Code assessment</b> if involving the keeping of not more than:- (a) 1000 birds or poultry; (b) 400 standard pig units; (c) 150 standard cattle units; or (d) 1000 standard sheep units.	✓	✓	✓	✓	✓	Rural uses code
<b>Intensive horticulture</b>	<b>Accepted subject to requirements</b>						Rural uses code
<b>Permanent plantation</b>	<b>Accepted subject to requirements</b>						Rural uses code
<b>Roadside stall</b>	<b>Accepted subject to requirements</b>						Rural uses code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Rural zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Rural industry</b>	<b>Accepted if:-</b> (a) employing not more than 6 persons (including those resident); (b) having a total use area not exceeding 400m <sup>2</sup> ; and (c) no part of the use area is within 250m of a premises in the Rural residential zone or 500m in a residential zone.	Not applicable					
	<b>Code assessment if not accepted.</b>	✓	✓	✓	✓	✓	Rural uses code
<b>Wholesale nursery</b>	<b>Accepted subject to requirements</b>						Rural uses code
<b>Winery</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Rural uses code
<b>Other activities</b>							
<b>Landing</b>	<b>Accepted</b>	Not applicable					
<b>Major electricity infrastructure</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Renewable energy facility</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Utility installation</b>	<b>Accepted if a local utility.</b>	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					



**Table 5.4.18 Rural residential zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Rural residential zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Dwelling house	Accepted subject to requirements	AO9.1 to AO9.5 and AO10.1 to AO10.3 of the Dwelling house code					
Home based business	Accepted if involving a home based child care service licensed under the <i>Child Care Act 2002</i> .	Not applicable					
	Accepted subject to requirements if not accepted.						Home based business code
Nature-based tourism	Code assessment	✓	✓	✓	✓	✓	Nature and rural based tourism code
<b>Business activities</b>							
Sales office	Code assessment						Sales office code
<b>Community activities</b>							
Community use	Accepted if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
Emergency services	Code assessment	✓	✓	✓	✓	✓	Community activities code
<b>Recreation activities</b>							
Environment facility	Accepted	Not applicable					
Park	Accepted	Not applicable					
<b>Rural activities</b>							
Aquaculture	Code assessment if minor aquaculture.	✓	✓	✓	✓	✓	Rural uses code
Animal husbandry	Accepted subject to requirements if involving the grazing of livestock only.						Rural uses code
Cropping	Accepted subject to requirements if not involving the mechanical spraying of any fertilizer, herbicide or pesticide.						Rural uses code
<b>Other activities</b>							
Substation	Code assessment	✓	✓	✓	✓	✓	Utility code
Utility installation	Accepted if a local utility.	Not applicable					
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	Impact assessment	The planning scheme					

**Table 5.4.19 Special purpose zone**

<b>Use</b>	<b>Categories of development and assessment</b>	<b>Assessment benchmarks for assessable development and requirements for accepted development</b>
<b><i>Bundaberg State Development Area (SDA)</i></b>		
Development involving the material change of use of premises regulated by the Bundaberg SDA Development Scheme.	Development is regulated by the Bundaberg SDA Development Scheme and is assessed and decided by the Coordinator-General.	
<b><i>Port of Bundaberg – Strategic Port Land</i></b>		
Development on Strategic Port Land not regulated by the Bundaberg SDA Development Scheme	The Port Authority is the Assessment manager for development regulated by the Port of Bundaberg Land use Plan.	
<b><i>Development on land not regulated by the Bundaberg SDA Development Scheme or Port of Bundaberg Land Use Plan</i></b>		
<b>Emergency services</b>	<b>Accepted</b> if undertaken by or for the State or a public sector entity.	Not applicable
<b>Landing</b>		
<b>Major electricity infrastructure</b>		
<b>Park</b>		
<b>Port service</b>		
<b>Substation</b>		
<b>Utility installation</b>		
<b><i>Not specified</i></b>		
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme

**Table 5.4.20 Specialised centre zone**

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Specialised centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Residential activities</b>							
Caretaker's accommodation	Code assessment						Caretaker's accommodation code
Rooming accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Short-term accommodation	Code assessment	✓	✓	✓	✓	✓	Multi-unit residential uses code
Tourist park	Code assessment	✓	✓	✓	✓	✓	Relocatable home park and tourist park code
<b>Business activities</b>							
Adult store	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Agricultural supplies store	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Car wash	Code assessment	✓	✓	✓	✓	✓	Business uses code
Food and drink outlet	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Garden centre	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Hardware and trade supplies	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Market	Accepted subject to requirements				✓		Market code
Office	Accepted subject to requirements if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	Code assessment if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Outdoor sales	Code assessment	✓	✓	✓	✓	✓	Business uses code
Sales office	Accepted subject to requirements						Sales office code
Service station	Code assessment	✓	✓	✓	✓	✓	Service station code
Shop	Accepted subject to requirements if:- (a) within an existing commercial building;	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					
		Specialised centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	Applicable use code
	(b) the existing development footprint is not altered; (c) not incorporating a department store, discount department store or supermarket; and (d) having a GLA not less than 250m <sup>2</sup> .						
	<b>Code assessment</b> if not incorporating a department store, discount department store or supermarket, and having a GLA not less than 250m <sup>2</sup> .	✓	✓	✓	✓	✓	Business uses code
Shopping centre	<b>Accepted subject to requirements</b> if:- (a) within an existing commercial building; (b) the existing development footprint is not altered; (c) having a GLA not less than 250m <sup>2</sup> for any single shop tenancy; and (d) not incorporating a department store, discount department store or supermarket.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if having a GLA not less than 250m <sup>2</sup> for any single shop tenancy, and not incorporating a department store, discount department store or supermarket.	✓	✓	✓	✓	✓	Business uses code
Showroom	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
Veterinary service	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Entertainment activities</b>							
Club	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
Function facility	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
Hotel	<b>Code assessment</b>	✓	✓	✓	✓	✓	<ul style="list-style-type: none"> <li>Business uses code</li> <li>Multi-unit residential uses code (if incorporating short term accommodation)</li> </ul>
<b>Industry activities</b>							
Low impact industry	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b>	✓	✓	✓	✓	✓	Industry uses code
Research and technology industry	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b>	✓	✓	✓	✓	✓	Industry uses code

Use	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development					Applicable use code
		Specialised centre zone code	Landscaping code	Nuisance code	Transport and parking code	Works, services and infrastructure code	
<b>Service industry</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Industry uses code
<b>Community activities</b>							
<b>Community use</b>	<b>Accepted</b> if:- (a) within an existing commercial building and the existing development footprint is not altered; or (b) if undertaken by or on behalf of the Council on land owned or controlled by Council.	Not applicable					
	<b>Code assessment</b> if not accepted	✓	✓	✓	✓	✓	Community activities code
<b>Crematorium</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Emergency services</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Community activities code
<b>Funeral parlour</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Health care service</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Place of worship</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Recreation activities</b>							
<b>Environment facility</b>	<b>Accepted</b>	Not applicable					
<b>Indoor sport and recreation</b>	<b>Accepted subject to requirements</b> if within an existing commercial building and the existing development footprint is not altered.	AO1.3 and AO1.5 of Table 9.3.5.3.1 of the Transport and parking code					
	<b>Code assessment</b> if not accepted subject to requirements.	✓	✓	✓	✓	✓	Business uses code
<b>Park</b>	<b>Accepted</b>	Not applicable					
<b>Other activities</b>							
<b>Parking station</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Business uses code
<b>Substation</b>	<b>Code assessment</b>	✓	✓	✓	✓	✓	Utility code
<b>Utility installation</b>	<b>Accepted</b> if a local utility.	Not applicable					
	<b>Code assessment</b> if not accepted.	✓	✓	✓	✓	✓	Utility code
<b>Not specified</b>							
Uses not specified and uses that do not meet the description in the categories of development and assessment column	<b>Impact assessment</b>	The planning scheme					

Editor's note—The above categories of development and assessment apply unless otherwise prescribed in the Regulation.

## 5.5 Categories of development and assessment – Reconfiguring a lot<sup>5 6</sup>

The following table identifies the categories of development and assessment for reconfiguring a lot.

**Table 5.5.1 Reconfiguring a lot**

Zone	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Low density residential zone</b>	<b>Impact assessment</b> If:- (a) creating one or more additional lots in the Low density residential zone, excluding the creation of lots within a community title scheme of an existing, or consistent with an approved, Dual occupancy or Multiple dwelling development; and (b) not complying with the minimum lot size specified in Column 2 of <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b> of the Reconfiguring a lot code.	The planning scheme
<b>Emerging community zone</b>	<b>Impact assessment</b> If creating one or more additional lots in the Emerging community zone, unless:- (a) in accordance with an approved plan of development forming part of a variation approval; or (b) the subdivision is for the purposes of accommodating any of the following:- (i) emergency services; (ii) water cycle management infrastructure; (iii) a telecommunications facility; or (iv) electricity infrastructure.	The planning scheme
<b>Limited development zone</b>	<b>Impact assessment</b> If creating one or more additional lots in the Limited development zone, unless the subdivision is for the purposes of accommodating any of the following:- (a) emergency services; (b) water cycle management infrastructure; (c) a telecommunications facility; or (d) electricity infrastructure.	The planning scheme
<b>Rural zone</b>	<b>Impact assessment</b> If:- (a) creating one or more additional lots in the Rural zone; and (b) not complying with the minimum lot size specified in Column 2 of <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b> of the Reconfiguring a lot code.	The planning scheme
<b>Rural residential zone</b>	<b>Impact assessment</b> If:- (a) creating one or more additional lots in the Rural residential zone; and (b) not complying with the minimum lot size specified in Column 2 of <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b> of the Reconfiguring a lot code, except where the non-compliance with the minimum lot size does not result in an increased lot yield.	The planning scheme
<b>All zones</b>	<b>Code assessment</b> If not otherwise specified in this table as being subject to impact assessment.	<ul style="list-style-type: none"> <li>• Applicable local plan code</li> <li>• Applicable zone code</li> <li>• Reconfiguring a lot code</li> <li>• Landscaping code</li> <li>• Nuisance code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>

<sup>5</sup> Editor's note—under Schedule 6 of the Regulation, certain reconfiguring a lot is accepted development and cannot be declared to be accepted subject to requirements development, assessable development or prohibited development by a planning scheme (examples—amalgamating two or more lots or a building format plan of subdivision that does not subdivide land).

<sup>6</sup> Editor's note—despite the categories of development and assessment identified in this section for reconfiguring a lot, in the circumstances identified in Schedules 10 and 12 of the Planning Regulation, subdivision of one lot into two lots is development requiring code assessment.

## 5.6 Categories of development and assessment – Building work

The following table identifies the categories of development and assessment for building work regulated under the planning scheme.

**Table 5.6.1 Building work**

Editor's note—Council may adopt an amenity and aesthetics policy for particular class 1(a) and class 10 buildings and structures. The requirements contained within any amenity and aesthetics policy are in addition to the assessment benchmarks identified within the planning scheme.

Zone	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b><i>Building work associated with a material change of use</i></b>		
<b>Low density residential zone</b>	<b>Accepted subject to requirements</b> if for a dwelling house.	AO1 to AO8 and AO9.6 of the Dwelling house code
<b>Medium density residential zone</b>	<b>Accepted subject to requirements</b> if for a dwelling house.	AO1 to AO8 and AO9.6 of the Dwelling house code
<b>High density residential zone</b>	<b>Accepted subject to requirements</b> if for a dwelling house.	AO1 to AO8 and AO9.6 of the Dwelling house code
<b>Limited development zone</b>	<b>Accepted subject to requirements</b> if:- (a) for a dwelling house; and (b) located in Precinct LDZ1 (Limited residential).	Dwelling house code
<b>Rural zone</b>	<b>Accepted subject to requirements</b> if for a dwelling house.	Dwelling house code
<b>Rural residential zone</b>	<b>Accepted subject to requirements</b> if for a dwelling house.	AO1 to AO8 and AO9.6 of the Dwelling house code
<b>Emerging community zone</b>	<b>Accepted subject to requirements</b> if for a dwelling house.	Dwelling house code
<b><i>Building work not associated with a material change of use</i></b>		
<b>All zones</b>	<b>Accepted subject to requirements</b> if for Caretaker's accommodation, Dual occupancy, Dwelling house, Home based business, Nature-based tourism, Market, Sales office, Industry activities (except Extractive industry) and Rural activities.	<ul style="list-style-type: none"> <li>The use code applicable to the use for which the building work is to be undertaken</li> <li>Transport and parking code</li> </ul>
	<b>Accepted</b> if not subject to requirements.	Not applicable

Editor's note—The above categories of development and assessment apply unless otherwise prescribed in the Regulation.

## 5.7 Categories of development and assessment – Operational work<sup>7</sup>

The following table identifies the categories of development and assessment for operational work.

**Table 5.7.1 Operational work**

Development	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Operational work - minor operational work<sup>8</sup></b>		
Operational work involving only minor operational work.	<b>Accepted</b>	Not applicable
<b>Operational work - engineering work or landscaping work</b>		
Operational work involving engineering work or landscaping work associated with a material change of use.	<b>Accepted subject to requirements</b> if for the following work:- (a) on-site landscaping; (b) internal vehicle circulation, manoeuvring and car parking areas; (c) on-site stormwater management and incidental stormwater pipe and outlets <sup>9</sup> ; (d) access driveways.	<ul style="list-style-type: none"> <li>• AO5.1, AO5.2 and AO9.1 to AO9.5 of Table 9.3.2.3.2 of the Landscaping code</li> <li>• Table 9.3.7.3.1 of the Works, services and infrastructure code</li> </ul>
	<b>Code assessment</b> if not accepted subject to requirements.	<ul style="list-style-type: none"> <li>• Landscaping code</li> <li>• Nuisance code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
Operational work involving engineering work or landscaping work associated with reconfiguring a lot.	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Landscaping code</li> <li>• Nuisance code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> <li>• Reconfiguring a lot code</li> </ul>
Operational work involving engineering work <b>not</b> associated with a material change of use or reconfiguring a lot.	<b>Code assessment</b>	<ul style="list-style-type: none"> <li>• Landscaping code</li> <li>• Nuisance code</li> <li>• Transport and parking code</li> <li>• Works, services and infrastructure code</li> </ul>
<b>Operational work - excavating or filling</b>		
Operational work involving excavating or filling.	<b>Accepted</b> if:- (a) on Council owned or controlled land; and (b) undertaken by or on behalf of the Council; <b>OR</b> (c) on Rural zoned land; and (d) associated with the use of the land for a rural activity; <b>OR</b> (e) involving:- (i) excavating or filling of not more than 50m <sup>3</sup> of material; and (ii) filling of not more than 10m <sup>3</sup> with an average depth not more than 150mm above natural ground level; and (iii) excavating to a depth of not more than 1m; and (iv) filling does not cause ponding of overland	Not applicable

<sup>7</sup> Editor's note—despite the categories of development and assessment identified in this section for operational work, in the circumstances identified in **Schedule 10 of the Planning Regulation**, operational work associated with a subdivision of one lot into two lots is development requiring code assessment.

<sup>8</sup> Editor's note—the term "minor operational work" is defined in **Schedule 1 (Definitions)**.

<sup>9</sup> Note—work involving "incidental stormwater pipe and outlets" includes underground stormwater pipes and stormwater outlets which convey stormwater from the site to the point of discharge when within a road reserve verge, a drainage easement (where the development has an approved point of connection), or drainage reserve and within 5 metres of the site boundary.



Development	Categories of development and assessment	Assessment benchmarks for assessable development and requirements for accepted development
	runoff flows on adjacent land.	
	<b>Code assessment</b> if not accepted.	Works, services and infrastructure code
<b>Operational work - placing an advertising device on premises</b>		
Operational work involving placing an advertising device on premises.	<p><b>Accepted subject to requirements</b> if:-</p> <p>(a) for a sign type described in the Advertising devices code other than one of the following:-</p> <p>(i) above awning sign;</p> <p>(ii) projecting sign;</p> <p>(iii) roof sign;</p> <p>(iv) roof-top sign; and</p> <p>(b) not a third party advertising device;</p> <p><b>OR</b></p> <p>(c) an advertising device associated with a home based business.</p>	<ul style="list-style-type: none"> <li>Advertising devices code (other than for an advertising device associated with a home based business)</li> <li>Acceptable outcome AO7 of the Home based business code (for an advertising device associated with a home based business)</li> </ul>
	<b>Code assessment</b> if not accepted subject to requirements.	Advertising devices code
<b>Vegetation clearing</b>		
Operational work involving vegetation clearing.	<b>Accepted</b> if exempt vegetation clearing <sup>10</sup> .	Not applicable
	<b>Code assessment</b> if not accepted.	Vegetation management code
<b>Operational work not otherwise specified in this table</b>		
Operational work not otherwise specified in this table.	<b>Accepted</b> <sup>11</sup>	Not applicable

Editor's note—The above categories of development and assessment apply unless otherwise prescribed in the Regulation.

<sup>10</sup> Editor's note—the term "exempt vegetation clearing" is defined in **Schedule 1 (Definitions)**.

<sup>11</sup> Editor's note—operational work that is identified as accepted development in the planning scheme may be prescribed as assessable development or development that is accepted subject to requirements in Schedules 7 or 10 of the Regulation.

## **5.8 Categories of development and assessment – Local plans**

There are no local plans in the planning scheme that change the categories of development and assessment from that stated in a zone.

## 5.9 Categories of development and assessment – Overlays

The following table identifies where an overlay changes the category of development and assessment from that stated in a zone or local plan and the relevant assessment benchmarks.

**Table 5.9.1 Overlays**

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Acid sulfate soils overlay</b>		
<p><b>Any development if:-</b></p> <p>(a) within <b>Area 1</b> as identified on an Acid sulfate soils overlay map and involving:-</p> <p>(i) excavating or otherwise removing 100m<sup>3</sup> or more of soil or sediment; or</p> <p>(ii) filling of land with 500m<sup>3</sup> or more of material with an average depth of 0.5m or greater; or</p> <p>(b) within <b>Area 2</b> as identified on an Acid sulfate soils overlay map and involving excavating or otherwise removing 100m<sup>3</sup> or more of soil or sediment at or below 5m AHD.</p>	<b>No change</b>	<p>Acid sulfate soils overlay code</p> <p>Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Acid sulfate soils overlay code</p>
<b>Agricultural land overlay</b>		
<p><b>Material change of use</b>, other than in an existing building, if on land in the Rural zone and identified as Agricultural Land Classification (ALC) Class A and Class B in the SPP interactive mapping system.</p>	<b>No change</b>	<p>Agricultural land overlay code</p> <p>Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Agricultural land overlay code</p>
<p><b>Reconfiguring a lot</b> if on land in the Rural zone and identified as Agricultural Land Classification (ALC) Class A and Class B in the SPP interactive mapping system.</p>	<b>No change</b>	Agricultural land overlay code
<p><b>Operational work</b> involving excavation and filling not associated with a material change of use or reconfiguring a lot if:-</p> <p>(a) on land in the Rural zone and identified as Agricultural Land Classification (ALC) Class A and Class B in the SPP interactive mapping system; and</p> <p>(b) involving more than 50m<sup>3</sup> of material.</p>	<b>No change</b>	Agricultural land overlay code
<b>Airport and aviation facilities overlay – if within or under operational airspace</b>		
<p><b>Material change of use if:-</b></p> <p>(a) within or under operational airspace as identified in the SPP interactive mapping system; and</p> <p>(b) involving the following:-</p> <p>(i) buildings or works that intrude into the operational airspace; or</p> <p>(ii) the emission of gaseous plumes, smoke, dust, ash or steam.</p>	<p><b>Code assessment</b> if the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in Section 5.4 (Categories of development and assessment – Material change of use).</p>	<p>Airport and aviation facilities overlay code</p>
	<b>No change</b> if not otherwise specified.	
<p><b>Operational work if:-</b></p> <p>(a) within or under operational airspace as identified in the SPP interactive mapping system; and</p> <p>(b) involving the following:-</p> <p>(i) the emission of gaseous plumes, smoke, dust, ash or steam; or</p> <p>(ii) external lighting not associated with a material change of use that includes the following:-</p> <p>(A) straight parallel lines 500m to 1,000m long; or</p> <p>(B) flare plumes, buildings or machinery with reflective cladding, upward shining lights, flashing or sodium</p>	<b>No change</b>	<p>Airport and aviation facilities overlay code</p> <p>Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Airport and aviation facilities overlay code</p>

<sup>12</sup> Note—where development is not identified in this column of the table as being subject to a particular overlay, then that overlay is not applicable to the development.

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
lights.		
<b><i>Airport and aviation facilities overlay – if within a lighting area buffer zone or wildlife hazard buffer zone</i></b>		
<p><b>Material change of use</b> if involving the following in a lighting area buffer or wildlife hazard buffer zone identified in the SPP interactive mapping system:-</p> <p>(a) the disposal of putrescible waste within a wildlife hazard buffer zone (i.e. within <b>13km</b> of a runway); or</p> <p>(b) the following uses within the <b>8km</b> wildlife hazard buffer zone:-</p> <p>(i) aquaculture (other than minor aquaculture);</p> <p>(ii) animal keeping, where involving a wildlife or bird sanctuary;</p> <p>(iii) any industrial activity involving food processing or an abattoir;</p> <p>(iv) intensive animal industry; or</p> <p>(c) the following within a lighting area buffer zone:-</p> <p>(i) external lighting that includes straight parallel lines 500m to 1,000m long; or</p> <p>(ii) external lighting that includes flare plumes, buildings with reflective cladding, upward shining lights, flashing or sodium lights; or</p> <p>(d) major sports, recreation and entertainment facilities or outdoor sport and recreation facilities involving fair grounds, show grounds, outdoor theatres or outdoor cinemas within the <b>3km</b> wildlife hazard buffer zone; or</p> <p>(e) the creation of a constructed waterbody within the <b>3km</b> wildlife hazard buffer zone.</p>	<p><b>Code assessment</b> if the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in Section 5.4 (Categories of development and assessment – Material change of use).</p> <p><b>No change</b> if not otherwise specified.</p>	<p>Airport and aviation facilities overlay code</p>
<p><b>Reconfiguring a lot</b> if involving the following:-</p> <p>(a) the construction of a new road within a lighting area buffer zone identified in the SPP interactive mapping system; or</p> <p>(b) the creation of a constructed waterbody within the <b>3km</b> wildlife hazard buffer zone identified in the SPP interactive mapping system.</p>	<p><b>No change</b></p>	<p>Airport and aviation facilities overlay code</p>
<p><b>Operational work</b> if involving the creation of a constructed waterbody within the <b>3km</b> wildlife hazard buffer zone identified in the SPP interactive mapping system.</p>	<p><b>No change</b></p>	<p>Airport and aviation facilities overlay code</p>
<b><i>Airport and aviation facilities overlay – if within ANEF contours</i></b>		
<p><b>Material change of use</b> if:-</p> <p>(a) involving the following uses within the <b>20 ANEF</b> contour as identified in the SPP interactive mapping system:-</p> <p>(i) a use in the residential activities activity group;</p> <p>(ii) a use in the community activities activity group, other than emergency services;</p> <p>(iii) a use in the recreation activities activity group;</p> <p>(iv) a use in the business activities activity group being a function facility, market, shopping centre or tourist attraction; or</p> <p>(b) involving a use in the business activities activity group not mentioned in clause (a)(iv), other than a sales office, and located within the <b>25 ANEF</b> contour as identified in the SPP interactive mapping system; or</p> <p>(c) involving one or more of the following uses in the industrial activities activity group where located within the <b>30 ANEF</b> contour as identified in the SPP interactive mapping system:-</p> <p>(i) low impact industry;</p> <p>(ii) research and technology industry; or</p> <p>(iii) service industry.</p>	<p><b>No change</b></p>	<p>Airport and aviation facilities overlay code</p> <p>Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Airport and aviation facilities overlay code</p>
<p><b>Reconfiguring a lot</b> if creating additional lots within an ANEF contour as identified in the SPP interactive mapping system.</p>	<p><b>No change</b></p>	<p>Airport and aviation facilities overlay code</p>

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Airport and aviation facilities overlay – if within the public safety area</b>		
<p><b>Material change of use</b> if within the public safety area as identified in the SPP interactive mapping system, other than for the following:-</p> <ul style="list-style-type: none"> <li>(a) animal husbandry;</li> <li>(b) cropping;</li> <li>(c) dwelling house;</li> <li>(d) home based business (excluding where for a bed and breakfast, farm stay or similar visitor accommodation).</li> </ul>	<p><b>Code assessment</b> if the change of use is provisionally made accepted subject to requirements by a table of assessment in Section 5.4 (Categories of development and assessment – Material change of use).</p>	<p>Airport and aviation facilities overlay code</p>
	<p><b>No change</b> if not otherwise specified.</p>	
<p><b>Reconfiguring a lot</b> if creating additional lots within the public safety area as identified in the SPP interactive mapping system.</p>	<p><b>No change</b></p>	<p>Airport and aviation facilities overlay code</p>
<b>Airport and aviation facilities overlay – if within an aviation facility building restricted area<sup>13</sup></b>		
<p><b>Material change of use</b> if involving the construction of temporary or permanent physical structures:-</p> <ul style="list-style-type: none"> <li>(a) within an aviation facility building restricted area, as identified in the SPP interactive mapping system; and</li> <li>(b) for the Sloping Hummock VHF aviation facility, within 1km of the aviation facility identified in the SPP interactive mapping system.</li> </ul>	<p><b>Code assessment</b> if the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in Section 5.4 (Categories of development and assessment – Material change of use).</p>	<p>Airport and aviation facilities overlay code</p>
	<p><b>No change</b> if not otherwise specified.</p>	
<p><b>Building work</b> if involving the construction of temporary or permanent physical structures:-</p> <ul style="list-style-type: none"> <li>(a) within an aviation facility building restricted area, other than for the Sloping Hummock VHF facility, as identified in the SPP interactive mapping system; or</li> <li>(b) for the Sloping Hummock VHF aviation facility, within 1km of the aviation facility identified in the SPP interactive mapping system.</li> </ul>	<p><b>No change</b></p>	<p>Airport and aviation facilities overlay code</p>
<b>Biodiversity areas overlay<sup>14</sup></b>		
<p><b>Material change of use</b>, other than in an existing building, if within an area identified as Matters of State Environmental Significance (MSES) in the SPP interactive mapping system or within the following buffer areas for MSES:-</p> <ul style="list-style-type: none"> <li>(a) where in an urban area or rural residential area – within 50m of a watercourse or wetland;</li> <li>(b) where not in an urban or rural residential area – <ul style="list-style-type: none"> <li>(i) within 50m of a watercourse (stream order 1 or 2);</li> <li>(ii) within 100m of a watercourse (stream order 3 or greater); or</li> <li>(iii) within 200m of a wetland.</li> </ul> </li> </ul>	<p><b>No change</b></p>	<p>Biodiversity areas overlay code</p> <p>Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Biodiversity areas overlay code</p>

<sup>13</sup> Note—development within a building restricted area only requires assessment if the height of the development is such that it will encroach into the building restricted area airspace (i.e. “zone A” or “area A”). **Section 8.2.3 (Airport and aviation facilities code)** and the *State Planning Policy Guideline: State interest—Airports and aviation facilities* provide guidance on the building restricted areas for aviation facilities.

<sup>14</sup> Note—the Biodiversity areas overlay identifies areas which available data indicate contain ecologically important areas at the date of commencement of the planning scheme. Other ecologically important areas not identified in the SPP interactive mapping system may also contain significant habitat and biodiversity values. Development occurring in such areas may be assessable against the Biodiversity areas overlay code where specified in this table of assessment.

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
<p><b>Operational work</b>, other than placing an advertising device on premises, if within an area identified as Matters of State Environmental Significance (MSES) in the SPP interactive mapping system or within the following buffer areas for MSES:-</p> <p>(a) where in an urban area or rural residential area – within 50m of a watercourse or wetland;</p> <p>(b) where not in an urban or rural residential area –</p> <p>(i) within 50m of a watercourse (stream order 1 or 2);</p> <p>(ii) within 100m of a watercourse (stream order 3 or greater); or</p> <p>(iii) within 200m of a wetland.</p>	No change	<p>Biodiversity areas overlay code</p> <p>Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Biodiversity areas overlay code</p>
<b>Bushfire hazard overlay</b>		
<p><b>Material change of use</b> if within a medium, high or very high bushfire hazard area as identified in the SPP interactive mapping system, other than for the following:-</p> <p>(a) an extractive industry;</p> <p>(b) a dwelling house;</p> <p>(c) a use in the rural activities activity group; or</p> <p>(d) a use in the other activities activity group.</p>	No change	Bushfire hazard overlay code
<p><b>Reconfiguring a lot</b> if within a medium, high or very high bushfire hazard area as identified in the SPP interactive mapping system.</p>	No change	Bushfire hazard overlay code
<p><b>Building work</b> other than if in a Residential zone or Emerging community zone, if:-</p> <p>(a) within a designated bushfire prone area as identified in Table 1.6.1 (Building assessment provisions) of the planning scheme; and</p> <p>(b) involving a dwelling house.</p>	No change	Bushfire hazard overlay code
<b>Coastal protection overlay – if within a coastal management district, erosion prone area or coastal setback line</b>		
<p><b>Material change of use</b> involving the construction of a new building or structure, or an increase in the gross floor area of an existing building or structure, other than for a dwelling house, if:-</p> <p>(a) within a coastal management district or erosion prone area as identified in the SPP interactive mapping system; or</p> <p>(b) located on a site that is subject to a coastal setback line as identified on a Coastal protection overlay map.</p>	No change	Coastal protection overlay code
<p><b>Reconfiguring a lot</b> if:-</p> <p>(a) within a coastal management district or erosion prone area as identified on in the SPP interactive mapping system; or</p> <p>(b) located on a site that is subject to a coastal setback line as identified on a Coastal protection overlay map.</p>	No change	Coastal protection overlay code
<p><b>Operational work</b> if:-</p> <p>(c) within a coastal management district or erosion prone area as identified on in the SPP interactive mapping system; or</p> <p>(d) located on a site that is subject to a coastal setback line as identified on a Coastal protection overlay map.</p>	No change <sup>15</sup>	Coastal protection overlay code
<p><b>Building work</b> if located on a site that is subject to a coastal setback line as identified on a Coastal protection overlay map, other than building work for the following -</p> <p>(a) an acceptable temporary, relocatable or expendable structure for safety and recreational purposes<sup>16</sup>; or</p> <p>(b) an extension to an existing building or structure</p>	No change	Coastal protection overlay code

<sup>15</sup> Editor's note—operational work that is identified as accepted development in the planning scheme may be prescribed as assessable development in Schedule 10 of the Regulation.

<sup>16</sup> Note—acceptable temporary, relocatable or expendable structures for safety of recreational purposes include:-

(a) picnic tables, barbeques, coastal trails and bikeways that are considered to be expendable when threatened by erosion; and

(b) specially designed portable or demountable towers, equipment sheds, lookouts, shelter sheds, decks and pergolas that are unattached and non-permanent structures capable of being easily and quickly removed when threatened by erosion.

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
that is landward of the seaward alignment of the existing building or structure.		
<b>Coastal protection overlay – if within a Sea Turtle Sensitive Area<sup>17</sup></b>		
<b>Material change of use</b> if within the Sea turtle sensitive area on a Coastal protection overlay map, other than for the following:- (a) a dwelling house; (b) a use in the rural activities activity group.	<b>Impact assessment</b> if:- (a) there is a maximum building height (in storeys/metres) nominated in the applicable zone code <sup>18</sup> ; and (b) the development exceeds the maximum building height nominated for the development.	The planning scheme
	<b>No change</b> if not otherwise specified.	Sea turtle sensitive area overlay code  The zone code applicable to the premises the building work is to be undertaken  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Sea turtle sensitive area overlay code
<b>Reconfiguring a lot</b> if within the Sea turtle sensitive area on a Coastal protection overlay map.	<b>No change</b>	Sea turtle sensitive area overlay code
<b>Operational work</b> if within the Sea turtle sensitive area on a Coastal protection overlay map.	<b>No change<sup>19</sup></b>	Sea turtle sensitive area overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Sea turtle sensitive area overlay code
<b>Building work</b> if within the Sea turtle sensitive area on a Coastal protection overlay map, other than for the following:- (a) a dwelling house; (b) a use in the rural activities activity group.	<b>Code assessment</b> if:- (a) there is a maximum building height (in storeys/metres) nominated in the applicable zone code; and (b) the development exceeds the maximum building height nominated for the development.	Sea turtle sensitive area overlay code  The zone code applicable to the premises  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Sea turtle sensitive area overlay code
	<b>No change</b> if not otherwise specified.	
<b>Extractive resources overlay – if within a resource/processing area</b>		
<b>Material change of use</b> if within a resource/processing area as identified in the SPP interactive mapping system, other than for the following:- (a) animal husbandry; (b) cropping; (c) home based business (excluding where for a bed and breakfast, farm stay or similar visitor accommodation).	<b>Code assessment</b> if the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in Section 5.4 (Categories of development and assessment – Material change of use).	Extractive resources overlay code
	<b>No change</b> if not otherwise specified.	

<sup>17</sup> Editor's note—Sea turtle sensitive areas are identified on the Coastal Protection Overlay Maps in **Schedule 2 (Mapping)**.

<sup>18</sup> Editor's note—the Sport and recreation zone code, Open space zone code, Environmental management and conservation zone code, Community facilities zone code and Special purpose zone code do not nominate a maximum building height for development in storeys/metres.

<sup>19</sup> Editor's note—operational work that is identified as accepted development in the planning scheme may be prescribed as assessable development in Schedule 10 of the Regulation.

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Reconfiguring a lot</b> if within a resource/processing area as identified in the SPP interactive mapping system.	<b>No change</b>	Extractive resources overlay code
<b>Extractive resources overlay – if within an extractive resource separation area</b>		
<b>Material change of use</b> if within a separation area for a resource/processing area as identified in the SPP interactive mapping system, except where:- (a) in an existing building; or (b) for the following:- (i) a dwelling house; (ii) a home based business (excluding where for a bed and breakfast, farm stay or similar visitor accommodation); (iii) caretaker's accommodation (where associated with the extractive industry); (iv) utility installation (where a waste management facility); or (v) a use in the rural activities activity group other than intensive animal industry or winery.	<b>Code assessment</b> if the change of use is provisionally made accepted subject to requirements by a table of assessment in Section 5.4 (Categories of development and assessment – Material change of use).  <b>No change</b> if not otherwise specified.	Extractive resources overlay code
<b>Reconfiguring a lot</b> if within a separation area for a resource/processing area as identified in the SPP interactive mapping system.	<b>No change</b>	Extractive resources overlay code
<b>Extractive resources overlay – if within a transport route separation area</b>		
<b>Material change of use</b> , other than in an existing building, if:- (a) within a transport route separation area as identified in the SPP interactive mapping system; and (b) involving the following:- (i) a use in the residential activities activity group; or (ii) a use in the community activities activity group.	<b>No change</b>	Extractive resources overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Extractive resources overlay code
<b>Reconfiguring a lot</b> if:- (a) within a transport route separation area as identified in the SPP interactive mapping system; and (b) increasing the number of lots.	<b>No change</b>	Extractive resources overlay code
<b>Operational work</b> if:- (a) within a transport route separation area as identified in the SPP interactive mapping system; and (b) associated with the creation of, or upgrade to, a vehicular access point to the transport route.	<b>No change</b>	Extractive resources overlay code
<b>Flood hazard overlay<sup>20</sup></b>		
<b>Material change of use</b> if within a flood hazard area or storm tide inundation area as identified on a Flood hazard map adopted by Council, other than for the following:- (a) animal husbandry; (b) cropping; (c) dwelling house; (d) home based business (excluding where for a bed and breakfast, farm stay or similar visitor accommodation); (e) outdoor sport and recreation.	<b>Code assessment</b> if the change of use is provisionally made accepted subject to requirements by a table of assessment in Section 5.4 (Categories of development and assessment – Material change of use).  <b>No change</b> if not otherwise specified.	Flood hazard overlay code
<b>Reconfiguring a lot</b> if within a flood hazard area or storm tide inundation area as identified on a Flood hazard map adopted by Council.	<b>No change</b>	Flood hazard overlay code
<b>Operational work</b> if:- (a) within a flood hazard area or storm tide inundation area as identified on a Flood hazard map adopted by Council; and (b) involving excavating or filling.	<b>Code assessment</b> if the operational work is provisionally made accepted by the table of assessment in Section 5.7 (Categories of development and assessment – Operational work).	Flood hazard overlay code

<sup>20</sup> Note—the Flood hazard maps adopted by Council identify flood hazard areas (including storm tide inundation areas) for the Bundaberg Region declared by Council resolution under section 13 of the Building Regulation 2006, as referenced at **Section 1.7.4 (Other documents incorporated in the planning scheme)**.



Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
	No change if not otherwise specified.	
<b>Building work</b> if:- (a) within a flood hazard area or storm tide inundation area as identified on a Flood hazard map adopted by Council; and (b) involving a dwelling house.	No change	Flood hazard overlay code
<b>Heritage and neighbourhood character overlay – if involving or adjoining a heritage place</b>		
<b>Material change of use</b> if:- (a) involving a local heritage place as identified on a Heritage and neighbourhood character overlay map; and (b) the change of use will result in building work involving the alteration, demolition, relocation or removal of the local heritage place.	<b>Code assessment</b> if the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in section 5.4 (Categories of development and assessment – Material change of use).  No change if not otherwise specified.	Heritage and neighbourhood character overlay code
<b>Material change of use</b> if on a lot or premises adjoining:- (a) a national or Queensland heritage place as identified in the Queensland Heritage Register or Australian Heritage Database; or (b) a local heritage place as identified on a Heritage and neighbourhood character overlay map.	No change	Heritage and neighbourhood character overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Heritage and neighbourhood character overlay code
<b>Reconfiguring a lot</b> if:- (a) involving a local heritage place as identified on a Heritage and neighbourhood character overlay map; or (b) on a lot or premises adjoining:- (i) a national or Queensland heritage place as identified in the Queensland Heritage Register or Australian Heritage Database; or (ii) a local heritage place as identified on a Heritage and neighbourhood character overlay map.	No change	Heritage and neighbourhood character overlay code
<b>Building work</b> if:- (a) involving a local heritage place as identified on a Heritage and neighbourhood character overlay map; and (b) the building work involves the alteration, demolition, relocation or removal of the local heritage place.	Code assessment	Heritage and neighbourhood character overlay code
<b>Building work</b> , other than minor building work, if on a lot or premises adjoining:- (a) a national or Queensland heritage place as identified in the Queensland Heritage Register or Australian Heritage Database; or (b) a local heritage place as identified on a Heritage and neighbourhood character overlay map.	No change	Heritage and neighbourhood character overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Heritage and neighbourhood character overlay code
<b>Operational work</b> involving excavating or filling exceeding 50m <sup>3</sup> if on a local heritage place as identified on a Heritage and neighbourhood character overlay map.	No change	Heritage and neighbourhood character overlay code
<b>Operational work</b> involving placing an advertising device on premises if:- (a) involving a local heritage place as identified on a Heritage and neighbourhood character overlay map; or (b) on a lot or premises adjoining:- (i) a national or Queensland heritage place as identified in the Queensland Heritage Register or Australian Heritage Database; or (ii) a local heritage place as identified on a Heritage and neighbourhood character overlay map.	No change	Heritage and neighbourhood character overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Heritage and neighbourhood character overlay code

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Heritage and neighbourhood character overlay – if within a neighbourhood character area</b>		
<p><b>Material change of use</b> if:-</p> <p>(a) within a neighbourhood character area as identified on a Heritage and neighbourhood character overlay map; and</p> <p>(b) involving building work (other than an internal fitout or change of classification to an existing building).</p>	<p><b>Code assessment</b> if the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in section 5.4 (Categories of development and assessment – Material change of use).</p> <p><b>No change</b> if not otherwise specified.</p>	Heritage and neighbourhood character overlay code
<p><b>Reconfiguring a lot</b> if within a neighbourhood character area as identified on a Heritage and neighbourhood character overlay map.</p>	<b>No change</b>	Heritage and neighbourhood character overlay code
<p><b>Building work</b> if:-</p> <p>(a) within a neighbourhood character area as identified on a Heritage and neighbourhood character overlay map; and</p> <p>(b) involving:-</p> <p>(i) the demolition, relocation or removal of a Victorian, Federation or Interwar building or structure; or</p> <p>(ii) any of the following external changes to a Victorian, Federation or Interwar building or structure:-</p> <p>(A) extensions forward of the existing front building alignment; or</p> <p>(B) extensions not forward of the existing front building but visible from the street; or</p> <p>(C) enclosing a front verandah; or</p> <p>(D) a change of external building material or cladding to the front or side elevation; or</p> <p>(E) raising the building.</p>	<b>Code assessment</b>	Heritage and neighbourhood character overlay code
<p><b>Operational work</b> involving excavating or filling exceeding 50m<sup>3</sup> if within a neighbourhood character area as identified on a Heritage and neighbourhood character overlay map.</p>	<b>No change</b>	Heritage and neighbourhood character overlay code
<p><b>Operational work</b> involving placing an advertising device on premises if within a neighbourhood character area as identified on a Heritage and neighbourhood character overlay map.</p>	<b>No change</b>	Heritage and neighbourhood character overlay code
<b>Infrastructure overlay – if within a gas pipeline buffer</b>		
<p><b>Material change of use</b> if within a gas pipeline buffer as identified on an Infrastructure overlay map, except where:-</p> <p>(a) in an existing building; or</p> <p>(b) a home based business, animal husbandry, cropping, permanent plantation, roadside stall or wholesale nursery.</p>	<b>No change</b>	Infrastructure overlay code
<p><b>Reconfiguring a lot</b> if:-</p> <p>(a) within a gas pipeline buffer as identified on an Infrastructure overlay map; and</p> <p>(b) increasing the number of lots.</p>	<b>No change</b>	Infrastructure overlay code
<p><b>Operational work</b> associated with reconfiguring a lot if within a gas pipeline buffer as identified on an Infrastructure overlay map.</p>	<b>No change</b>	Infrastructure overlay code
<p><b>Operational work</b> involving excavating or filling not associated with a material change of use or reconfiguring a lot if within a gas pipeline buffer as identified on an Infrastructure overlay map.</p>	<b>Code assessment</b>	Infrastructure overlay code

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Infrastructure overlay – electricity substations and major electricity infrastructure</b>		
<b>Material change of use</b> if within 40m of an electricity substation or major electricity infrastructure as identified in the SPP interactive mapping system (excluding powerlines 66kV or less), except where:- (a) in an existing building and not involving a sensitive land use <sup>21</sup> ; or (b) a home based business, animal husbandry, cropping, permanent plantation, roadside stall or wholesale nursery.	<b>No change</b>	Infrastructure overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Infrastructure overlay code
<b>Reconfiguring a lot if:-</b> (a) within 40m of an electricity substation or major electricity infrastructure as identified in the SPP interactive mapping system (excluding powerlines 66kV or less); and (b) increasing the number of lots.	<b>No change</b>	Infrastructure overlay code
<b>Operational work</b> associated with reconfiguring a lot if within 40m of an electricity substation or major electricity infrastructure as identified in the SPP interactive mapping system (excluding powerlines 66kV or less).	<b>No change</b>	Infrastructure overlay code
<b>Operational work</b> involving excavating or filling not associated with a material change of use or reconfiguring a lot if:- (a) within 40m of an electricity substation or major electricity infrastructure as identified in the SPP interactive mapping system (excluding powerlines 66kV or less); and (b) involving excavation or filling of more than 50m <sup>3</sup> of material.	<b>No change</b>	Infrastructure overlay code
<b>Infrastructure overlay – if within a wastewater treatment plant buffer</b>		
<b>Material change of use</b> if within a wastewater treatment plant buffer as identified on an Infrastructure overlay map, except where:- (a) in an existing building and not involving a sensitive land use <sup>22</sup> ; or (b) a home based business or a use in the industry activities activity group, rural activities activity group or other activities activity group.	<b>Code assessment</b> if the change of use involves a sensitive land use in the Rural zone and is provisionally made accepted or accepted subject to requirements by a table of assessment in section 5.4 (Categories of development and assessment – Material change of use). <b>No change</b> if not otherwise specified.	Infrastructure overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Infrastructure overlay code
<b>Reconfiguring a lot if:-</b> (a) within a wastewater treatment plant buffer as identified on an Infrastructure overlay map; and (b) increasing the number of lots.	<b>No change</b>	Infrastructure overlay code
<b>Infrastructure overlay – if within a waste management facility buffer</b>		
<b>Material change of use if:-</b> (a) within a waste management facility buffer as identified on an Infrastructure overlay map; and (b) involving a sensitive land use <sup>23</sup> .	<b>Code assessment</b> if in the Rural zone and the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in section 5.4 (Categories of development and assessment – Material change of use). <b>No change</b> if not otherwise specified.	Infrastructure overlay code  Note—for development that is accepted subject to requirements, no acceptable outcomes are identified in the Infrastructure overlay code
<b>Reconfiguring a lot if:-</b> (a) within a waste management facility buffer as identified on an Infrastructure overlay map; and (b) increasing the number of lots.	<b>No change</b>	Infrastructure overlay code

<sup>21</sup> Editor's note—the term "sensitive land use" is defined in **Schedule 1 (Definitions)**.

<sup>22</sup> Editor's note—the term "sensitive land use" is defined in **Schedule 1 (Definitions)**.

<sup>23</sup> Editor's note—the term "sensitive land use" is defined in **Schedule 1 (Definitions)**.

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
<b>Infrastructure overlay – State controlled road, railway and cane railway corridors</b>		
<p><b>Material change of use</b> involving a sensitive land use<sup>24</sup> if:-</p> <p>(a) within 25m of a State controlled road or railway corridor as identified in the SPP interactive mapping system, excluding where QDC MP4.4 applies; or</p> <p>(b) within a cane railway corridor buffer as identified on an Infrastructure overlay map, except where the development is sited and designed in accordance with a previous approval that has addressed noise impacts on the sensitive land use, and impacts on the infrastructure corridor.</p>	<p><b>Code assessment</b> if the change of use is provisionally made accepted or accepted subject to requirements by a table of assessment in section 5.4 (Categories of development and assessment – Material change of use).</p> <p><b>No change</b> if not otherwise specified.</p>	Infrastructure overlay code
<p><b>Reconfiguring a lot</b> increasing the number of lots if:-</p> <p>(a) within 25m of a State controlled road or railway corridor as identified in the SPP interactive mapping system; or</p> <p>(b) within a cane railway corridor buffer as identified on an Infrastructure overlay map.</p>	<b>No change</b>	Infrastructure overlay code
<b>Steep land (slopes &gt;15%) overlay</b>		
<p><b>Material change of use</b> if within an area identified as steep land on a Steep land (slopes &gt;15%) overlay map, other than if:-</p> <p>(a) in an existing building; or</p> <p>(b) for a dwelling house.</p>	<b>No change</b>	Steep land (slopes >15%) overlay code
<p><b>Reconfiguring a lot</b> if within an area identified as steep land on a Steep land (slopes &gt;15%) overlay map.</p>	<b>No change</b>	Steep land (slopes >15%) overlay code
<p><b>Building work</b> if within an area identified as steep land on a Steep land (slopes &gt;15%) overlay map.</p>	<b>No change</b>	Steep land (slopes >15%) overlay code
<p><b>Operational work</b> associated with a material change of use or reconfiguring a lot if:-</p> <p>(a) within an area identified as steep land on a Steep land (slopes &gt;15%) overlay map; and</p> <p>(b) involving:-</p> <p>(i) excavation or filling of more than 50m<sup>3</sup> of material;</p> <p>(ii) vegetation clearing; or</p> <p>(iii) redirecting the existing flow of surface or ground water.</p>	<b>No change</b>	Steep land (slopes >15%) overlay code
<p><b>Operational work</b> involving excavating or filling not associated with a material change of use or reconfiguring a lot if:-</p> <p>(a) within an area identified as steep land on a Steep land (slopes &gt;15%) overlay map; and</p> <p>(b) involving:-</p> <p>(i) excavation or filling of more than 50m<sup>3</sup> of material; or</p> <p>(ii) redirecting the existing flow of surface or ground water.</p>	<b>Code assessment</b>	Steep land (slopes >15%) overlay code
<b>Water resource catchments overlay</b>		
<p><b>Material change of use</b> if:-</p> <p>(a) within a water resource catchment area as identified on a Water resource catchments overlay map; and</p> <p>(b) involving any of the following uses:-</p> <p>(i) a use in the industry activities activity group;</p> <p>(ii) animal keeping;</p> <p>(iii) aquaculture (other than minor aquaculture);</p> <p>(iv) cemetery;</p> <p>(v) intensive animal industry;</p> <p>(vi) motor sport facility;</p> <p>(vii) service station; or</p> <p>(viii) utility installation (where a landfill or refuse transfer station)</p>	<b>No change</b>	Water resource catchment overlay code
<p><b>Reconfiguring a lot</b> if:-</p> <p>(a) within a water resource catchment area as</p>	<b>No change</b>	Water resource catchment overlay code

<sup>24</sup> Editor's note—the term “sensitive land use” is defined in **Schedule 1 (Definitions)**.

Development <sup>12</sup>	Category of assessment	Assessment benchmarks for assessable development and requirements for accepted development
identified on a Water resource catchments overlay map; and (b) increasing the number of lots.		
<b>Operational work</b> involving excavating or filling not associated with a material change of use or reconfiguring a lot if:- (a) within a water resource catchment area as identified on a Water resource catchments overlay map; and (b) involving excavating or filling of more than 50m <sup>3</sup> of material.	<b>No change</b>	Water resource catchment overlay code

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## Part 6 Zones

### 6.1 Preliminary

- (1) Zones organise the planning scheme area in a way that facilitates the location of preferred or acceptable land uses.
- (2) Zones are mapped and included in **Schedule 2 (Mapping)**.
- (3) The categories of development and assessment for development in a zone are in **Part 5 (Tables of assessment)**.
- (4) Assessment benchmarks for zones are contained in a zone code.
- (5) A precinct may be identified for part of a zone.
- (6) Precinct provisions are contained in the zone code.
- (7) Each zone code identifies the following:-
  - (a) the purpose of the code;
  - (b) the overall outcomes that achieve the purpose of the code;
  - (c) the performance outcomes that achieve the overall outcomes and the purpose of the code;
  - (d) the acceptable outcomes that achieve the performance and overall outcomes and the purpose of the code; and
  - (e) the performance and acceptable outcomes for the precinct.
- (8) The following are the zone codes for the planning scheme:-

#### **Residential zones category**

- (a) Low density residential zone code;
- (b) Medium density residential zone code;
- (c) High density residential zone code;

#### **Centre zones category**

- (d) Principal centre zone code;
- (e) Major centre zone code;
- (f) District centre zone code;
- (g) Local centre zone code;
- (h) Neighbourhood centre zone code;

#### **Industry zones category**

- (i) Industry zone code;
- (j) High impact industry zone code;

#### **Recreation zones category**

- (k) Sport and recreation zone code;
- (l) Open space zone code;

#### **Environmental zones category**

- (m) Environmental management and conservation zone code;

#### **Other zones category**

- (n) Community facilities zone code;
- (o) Emerging community zone code;
- (p) Limited development zone code;
- (q) Rural zone code;
- (r) Rural residential zone code;
- (s) Special purpose zone code; and
- (t) Specialised centre zone code.

## 6.2 Zone codes

### 6.2.1 Low density residential zone code

#### 6.2.1.1 Application

This code applies to development:-

- (a) within the Low density residential zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Low density residential zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

#### 6.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Low density residential zone is to provide for:-
  - (a) a variety of dwelling types, including dwelling houses; and
  - (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.
- (2) The purpose of the Low density residential zone code will be achieved through the following overall outcomes:-
  - (a) development provides for low density residential activities that promote variety in housing size and choice;
  - (b) development is predominantly for dwelling houses and dual occupancies, with limited other residential activities established in the zone, such as retirement and residential care facilities and relocatable home parks, where such activities are of a scale and intensity that is compatible with the scale and intensity of the prevailing residential housing forms and are located with good access to community facilities, employment, public open space and public and active transport facilities;
  - (c) limited non-residential activities may also be established in the zone, where such activities provide for the day to day needs of the immediate residential community and do not detract from the residential amenity and character of the area, having regard to such matters as the location, nature, scale and intensity of the development;
  - (d) the scale, density and layout of development provides for an attractive, open and low density form or urban residential settlement;
  - (e) development has a low-rise built form that maintains, and is compatible with, the existing low density residential character and amenity of the area;
  - (f) development is designed and located in a manner which makes a positive contribution to the streetscape, is sympathetic to its local setting, maintains the low intensity character of the zone and maintains a high level of residential amenity;
  - (g) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure; and
  - (h) within newly developing, greenfield areas:
    - (i) interim land uses and development in the zone does not compromise the future potential of for urban purposes, as a result of the fragmentation of land parcels, the encroachment or establishment of inappropriate land use activities or other cause;
    - (ii) development and infrastructure provision occurs in a logical, orderly and efficient manner and is appropriately integrated with, and connected to, the surrounding urban fabric;
    - (iii) development sensitively responds to inherent physical constraints, environmental constraints, natural hazards, scenic amenity values and landscape character elements;
    - (iv) development provides for efficient and effective transport networks that maximise accessibility within and to newly developing areas; and



- (v) development for sensitive purposes incorporates appropriate buffers to potentially conflicting land uses, including industry and enterprise areas, rural activities, and infrastructure.

### 6.2.1.3 Specific benchmarks for assessment

Table 6.2.1.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Residential uses</b>	
<p><b>PO1</b> Development provides for a compatible mix of low density residential activities.</p>	<p><b>AO1</b> Development is for:- (a) Caretaker's accommodation; (b) Dual occupancy; or (c) Dwelling house.</p>
<p><b>PO2</b> Development for residential purposes other than a dwelling house or a dual occupancy occur in the Low density residential zone only where they are of a nature, scale and intensity that is consistent with the low density character of the locality, and have good access to public and active transport, employment, community facilities and public open space.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<b>Non-residential uses</b>	
<p><b>PO3</b> A limited range of non-residential activities may be established in the Low density residential zone, provided that these uses:- (a) directly support the day to day needs of the immediate residential community; (b) are of a small-scale and low intensity; (c) are compatible with the prevailing residential character and amenity of the local area; (d) wherever possible, are co-located with other non-residential uses; and (e) are accessible to the population they serve and are located on the major road network rather than local residential streets.</p> <p>Note—such non-residential activities include community uses, parks, sales offices, shops (limited to corner stores) and utility installations (limited to local utilities).</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b>Building height and built form</b>	
<p><b>PO4</b> Development has a maximum building height of 2 storeys and 8.5m.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<p><b>PO5</b> Development has a built form and scale that is sympathetic to the low density residential character of the zone, positively contributes to the streetscape and maintains or provides a high level of residential amenity.</p> <p>Note—in assessing whether development maintains or provides a high level of residential amenity, the assessment manager will consider both the potential impacts on the amenity of nearby residents and premises, and the residential amenity for future residents of the proposed development, having regard to (amongst other things):- (a) adequate day light and ventilation to habitable rooms, the extent and duration of any overshadowing and other microclimatic impacts; (b) privacy and overlooking impacts; and (c) building mass and scale as seen from neighbouring premises, and from the street.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO6</b> Development is sited and designed in a manner which is responsive to the sub-tropical climate and is sympathetic to its local setting by complementing:-</p> <ul style="list-style-type: none"> <li>(a) the traditional Queensland 'timber and tin' architectural vernacular where located in a rural town or village; or</li> <li>(b) the Queensland 'coastal beach' vernacular where located in a coastal town or village.</li> </ul> <p>Editor's note – the publication <i>Subtropical Design in South East Queensland – A Handbook for Planners, Developers and Decision Makers</i>, prepared by the Centre for Subtropical Design, provides guidance about the application of sub-tropical design principles. These principles are considered to have relevance and applicability to development in the Bundaberg region.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<b>Residential density</b>	
<p><b>PO7</b> Development provides for an attractive, open and relatively low density form of urban residential settlement that maintains a high level of residential amenity.</p>	<p><b>AO7</b> In sewerred areas, development provides for a net residential density of:-</p> <ul style="list-style-type: none"> <li>(a) 7 to 15 dwellings per hectare for dwelling houses; and</li> <li>(b) 15 to 25 equivalent dwellings per hectare for other residential activities.</li> </ul> <p>Editor's note—lower net residential densities are likely to be achieved in unsewerred areas, with the primary consideration being the need to treat and dispose of effluent on-site.</p>
<b>Amenity</b>	
<p><b>PO8</b> Development maintains a high level of residential amenity and avoids or mitigates potential adverse impacts having regard to such matters as hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting, visual and privacy impacts.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO9</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water (where available), sewerage (where available), stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.</p>	<p><b>AO9</b> No acceptable outcome provided</p>
<p><b>PO10</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO10</b> No acceptable outcome provided</p>

Performance outcomes	Acceptable outcomes
<b><i>In newly developing, greenfield areas</i></b>	
<p><b>PO11</b> Prior to the granting of a development approval for urban purposes:-</p> <ul style="list-style-type: none"> <li>(a) interim land uses and other development in the zone is predominantly limited to existing uses and low-impact rural and domestic uses, to ensure that the future potential of land to be used for urban purposes is not compromised; and</li> <li>(b) development avoids the sporadic or premature creation of additional lots.</li> </ul>	<p><b>AO11</b> No acceptable outcome provided.</p>
<p><b>PO12</b> The layout and design of development ensures that:-</p> <ul style="list-style-type: none"> <li>(a) a sense of character and community inclusion is promoted;</li> <li>(b) a high level of residential amenity, personal health and safety and protection for property is provided; and</li> <li>(c) sensitive land uses are buffered from potentially conflicting land uses, including industry and enterprise areas, rural activities, and infrastructure</li> </ul>	<p><b>AO12</b> No acceptable outcome provided.</p>
<p><b>PO13</b> Development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, significant landmarks, and rural and coastal views and vistas.</p>	<p><b>AO13</b> No acceptable outcome provided.</p>
<p><b>PO14</b> Development sensitively responds to the physical constraints of the land and mitigates any adverse impacts on areas of environmental significance, including creeks, gullies, watercourses, wetlands, coastal areas, habitats and vegetation through location, design, operation and management.</p>	<p><b>AO14</b> No acceptable outcome provided.</p>
<p><b>PO15</b> The scale, density and layout of development facilitates an orderly and efficient land use pattern that:-</p> <ul style="list-style-type: none"> <li>(a) is well connected to other parts of the urban fabric and planned future development;</li> <li>(b) supports walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreation areas, community services and educational opportunities;</li> <li>(c) encourages public transport accessibility and use; and</li> <li>(d) maximises the efficient extension and safe operation of infrastructure.</li> </ul>	<p><b>AO15</b> No acceptable outcome provided.</p>

## 6.2.2 Medium density residential zone code

### 6.2.2.1 Application

This code applies to development:-

- (a) within the Medium density residential zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Medium density residential zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Medium density residential zone is to provide for:-

- (a) medium density multiple dwellings; and
- (b) community uses, and small-scale services, facilities and infrastructure, to support local residents.

Editor's note—the zone includes two precincts, being Precinct MDRZ1 (Bundaberg West medical/health hub) and Precinct MDRZ2 (Barolin Street office precinct), that also provide for particular business and community activities.

- (2) The purpose of the Medium density residential zone code will be achieved through the following overall outcomes:-

- (a) development provides for a range and mix of low and medium density residential dwelling choices and forms, predominantly for permanent living;
- (b) other medium density residential uses such as hostels, relocatable home parks, residential care facilities, retirement facilities, short-term accommodation and tourist parks may also be established in the zone;
- (c) residential activities that provide short-term accommodation are located in areas that are highly accessible to tourists and travellers, whilst avoiding areas that are predominantly used for permanent living;
- (d) limited non-residential activities may also be established in the zone, where such activities provide for the day to day needs of the immediate residential community and do not detract from the residential amenity and character of the area, having regard to such matters as the location, nature, scale and intensity of the development;
- (e) the scale, density and layout of development facilitates an efficient land use pattern that supports compact, safe and walkable neighbourhoods that are connected to employment nodes, activity centres, open space and recreational areas, community services and facilities, educational opportunities and transport options;
- (f) development encourages and facilitates the efficient provision and use of physical and social infrastructure;
- (g) development has a low-rise (up to three storeys) built form that is compatible with, and is sympathetic to, the existing and intended scale and character of the surrounding area, with non-residential built forms subservient to residential built forms in the locality;
- (h) development is designed and located in a manner which makes a positive contribution to the streetscape and maintains a high level of residential amenity; and
- (i) in addition to the overall outcomes for the zone generally:-
  - (i) development in **Precinct MDRZ1 (Bundaberg West medical/health hub)** provides for a cluster of medical, health care and allied services and facilities (including short-term accommodation) that complement and support the hospitals located in Bundaberg West; and

- (ii) development in **Precinct MDRZ2 (Barolin Street office precinct)** provides for small-scale business and community activities, predominantly in the form of offices and health care services, that take advantage of the precinct's prominent location along a major entry road into the Bundaberg CBD.

### 6.2.2.3 Specific benchmarks for assessment

Table 6.2.2.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Residential uses</b>	
<p><b>PO1</b> Development provides for a compatible mix of predominantly low and medium density residential activities.</p>	<p><b>AO1</b> Development provides for the following residential activities to occur in the Medium density residential zone:- (a) Caretaker's accommodation; (b) Dual occupancy; (c) Dwelling house; (d) Multiple dwelling; (e) Relocatable home park; (f) Residential care facility; (g) Retirement facility; (h) Rooming accommodation; (i) Short-term accommodation; or (j) Tourist park.</p>
<p><b>PO2</b> Short-term accommodation and tourist parks are located in tourism focus areas, within or adjacent to activity centres, or in other locations that are highly accessible and desirable to tourists or travellers, whilst avoiding locations that are predominantly used for permanent living.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<b>Non-residential uses</b>	
<p><b>PO3</b> Except where otherwise provided for in a zone precinct, a limited range of non-residential activities may be established in the Medium density residential zone, provided that these activities:- (a) directly support the day to day needs of the immediate residential community; (b) are of a small-scale and low intensity; (c) are compatible with the prevailing residential character and amenity of the local area; (d) wherever possible, are co-located with other non-residential uses; and (e) are accessible to the population they serve and are located on the major road network rather than local residential streets.</p> <p>Note—such non-residential activities include community uses, emergency services, sales offices, shops (limited to corner stores) and utility installations (limited to local utilities).</p> <p>Editor's note—as provided for elsewhere in this code, a wider range of non-residential activities may be established in the identified zone precincts.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b>Building height and built form</b>	
<p><b>PO4</b> (a) Residential development has a maximum building height of 3 storeys and 11m.  (b) Non-residential development has a maximum building height of:-</p>	<p><b>AO4</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<ul style="list-style-type: none"> <li>(i) 2 storeys and 8.5m; or</li> <li>(ii) 3 storeys and 11m if located in Precinct MDRZ1 (Bundaberg West medical/health hub).</li> </ul>	
<p><b>PO5</b>            Development has a built form and scale that is compatible with the existing and intended residential character of the zone, positively contributes to the streetscape and maintains or provides a high level of residential amenity.</p> <p>Note—in assessing whether development maintains or provides a high level of residential amenity, the assessment manager will consider both the potential impacts on the amenity of nearby residents and premises, and the residential amenity for future residents of the proposed development, having regard to (amongst other things):-</p> <ul style="list-style-type: none"> <li>(a) adequate day light and ventilation to habitable rooms, the extent and duration of any overshadowing and other microclimatic impacts;</li> <li>(b) privacy and overlooking impacts; and</li> <li>(c) building mass and scale as seen from neighbouring premises, and from the street.</li> </ul>	<p><b>AO5</b>            No acceptable outcome provided.</p>
<p><b>PO6</b>            Development is sited and designed in a manner which is responsive to the sub-tropical climate and is sympathetic to its local setting by complementing:-</p> <ul style="list-style-type: none"> <li>(a) the traditional Queensland ‘timber and tin’ architectural vernacular where located in a rural town or village; or</li> <li>(b) the Queensland ‘coastal beach’ vernacular where located in a coastal town or village.</li> </ul> <p>Editor’s note—the publication <i>Subtropical Design in South East Queensland – A Handbook for Planners, Developers and Decision Makers</i>, prepared by the Centre for Subtropical Design, provides guidance about the application of sub-tropical design principles. These principles are considered to have relevance and applicability to development in the Bundaberg region.</p>	<p><b>AO6</b>            No acceptable outcome provided.</p>
<b>Residential density</b>	
<p><b>PO7</b>            Development encourages urban consolidation and facilitates a compact land use pattern that increases the number of people living close to services and facilities, maximises the efficient use of infrastructure and maintains a high level of residential amenity, within a low rise environment and consistent with available or planned infrastructure capacity.</p>	<p><b>AO7</b>            In sewerred areas, development provides for a net residential density of 30 to 50 equivalent dwellings per hectare.</p> <p>Editor’s note—lower net residential densities are likely to be achieved in unsewerred areas, with the primary consideration being the need to treat and dispose of effluent on-site.</p>
<b>Amenity</b>	
<p><b>PO8</b>            Development maintains a high level of residential amenity and avoids or mitigates potential adverse impacts having regard to such matters as hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting, visual and privacy impacts.</p>	<p><b>AO8</b>            No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO9</b>            Development is provided with urban services to support the needs of the community, including parks, reticulated water (where available), sewerage (where available), stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.</p>	<p><b>AO9</b>            No acceptable outcome provided</p>

Performance outcomes	Acceptable outcomes
<p><b>PO10</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO10</b> No acceptable outcome provided</p>
<b>Additional requirements for Precinct MDRZ1 (Bundaberg West medical/health hub)</b>	
<p><b>PO11</b> In addition to providing for low and medium density residential accommodation, development in Precinct <b>MDRZ1 (Bundaberg West medical/health hub)</b>:-</p> <ul style="list-style-type: none"> <li>(a) facilitates hospital expansion;</li> <li>(b) provides for a wide range of medical and health-related business and community activities that complement and support the nearby hospitals;</li> <li>(c) provides for a limited range of other business and community activities which provide a service to the health-related uses and residential uses in the immediate area;</li> <li>(d) is of a scale and intensity that minimises impacts on surrounding land uses and does not detract from the role and function of higher order activity centres; and</li> <li>(e) provides a high level of accessibility, safety and permeability for pedestrians.</li> </ul>	<p><b>AO11</b> No acceptable outcome provided.</p>
<b>Additional requirements for Precinct MDRZ2 (Barolin Street office precinct)</b>	
<p><b>PO12</b> In addition to providing for low and medium density residential accommodation, development in Precinct <b>MDRZ2 (Barolin Street office precinct)</b>:-</p> <ul style="list-style-type: none"> <li>(a) provides for small-scale business and community activities predominantly in the form of offices and health care services;</li> <li>(b) provides for a limited range of ancillary business activities (e.g. small scale food and drink outlets such as take-away stores and coffee shops) which provide supporting services to the predominant uses in the precinct;</li> <li>(c) is accommodated in modern, well-designed buildings that contribute to an attractive and coherent streetscape and appropriately respond to the broader residential context and setting;</li> <li>(d) is of a scale and intensity that minimises impacts on surrounding land uses and does not detract from the role and function of higher order activity centres; and</li> <li>(e) does not impact on the role and function of Barolin Street as a major entry road into the Bundaberg CBD.</li> </ul>	<p><b>AO12</b> No acceptable outcome provided.</p>

## 6.2.3 High density residential zone code

### 6.2.3.1 Application

This code applies to development:-

- (a) within the High density residential zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the High density residential zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.3.2 Purpose and overall outcomes

- (1) The purpose of the High density residential zone code is to provide for high density residential uses for permanent residents and visitors in close proximity to the activity centres of Bundaberg and Bargara, supported by community uses, facilities, infrastructure and a range of retail, commercial and entertainment activities to service the needs of both visitors and surrounding residents.
- (2) The purpose of the High density residential zone code will be achieved through the following overall outcomes:-
  - (a) development provides a range of higher density residential dwelling choices in multi-storey, generally medium rise, formats;
  - (b) mixed use development is facilitated in the zone to help create vibrant and active streets and public spaces;
  - (c) non-residential uses that occur as part of a mixed use development may provide for a range of activities that:-
    - (i) complement tourist accommodation and enhance the attractiveness and function of the area as a visitor destination; and
    - (ii) offer food, shopping, entertainment and personal services to residents and visitors;
  - (d) other non-residential activities may also be established in the zone, where such activities provide for the day to day needs of the immediate residential community and do not detract from the residential amenity and character of the area, having regard to such matters as the location, nature, scale and intensity of the development;
  - (e) development encourages and facilitates urban consolidation and the efficient provision and use of physical and social infrastructure;
  - (f) the scale, density and layout of development facilitates an efficient land use pattern that supports compact, safe and walkable neighbourhoods that are connected to employment nodes, activity centres, open space and recreational areas, community services and facilities, educational opportunities and transport options;
  - (g) residential and mixed use development has a medium-rise built form that is compatible with, and is sympathetic to, the existing and intended scale and character of the surrounding area, with non-residential built forms subservient to residential built forms in the locality;
  - (h) development is designed and located in a manner which makes a positive contribution to the streetscape and maintains a high level of residential amenity; and
  - (i) development provides and maintains a high level of residential amenity, safety and design quality and is set amongst attractive landscaped grounds.

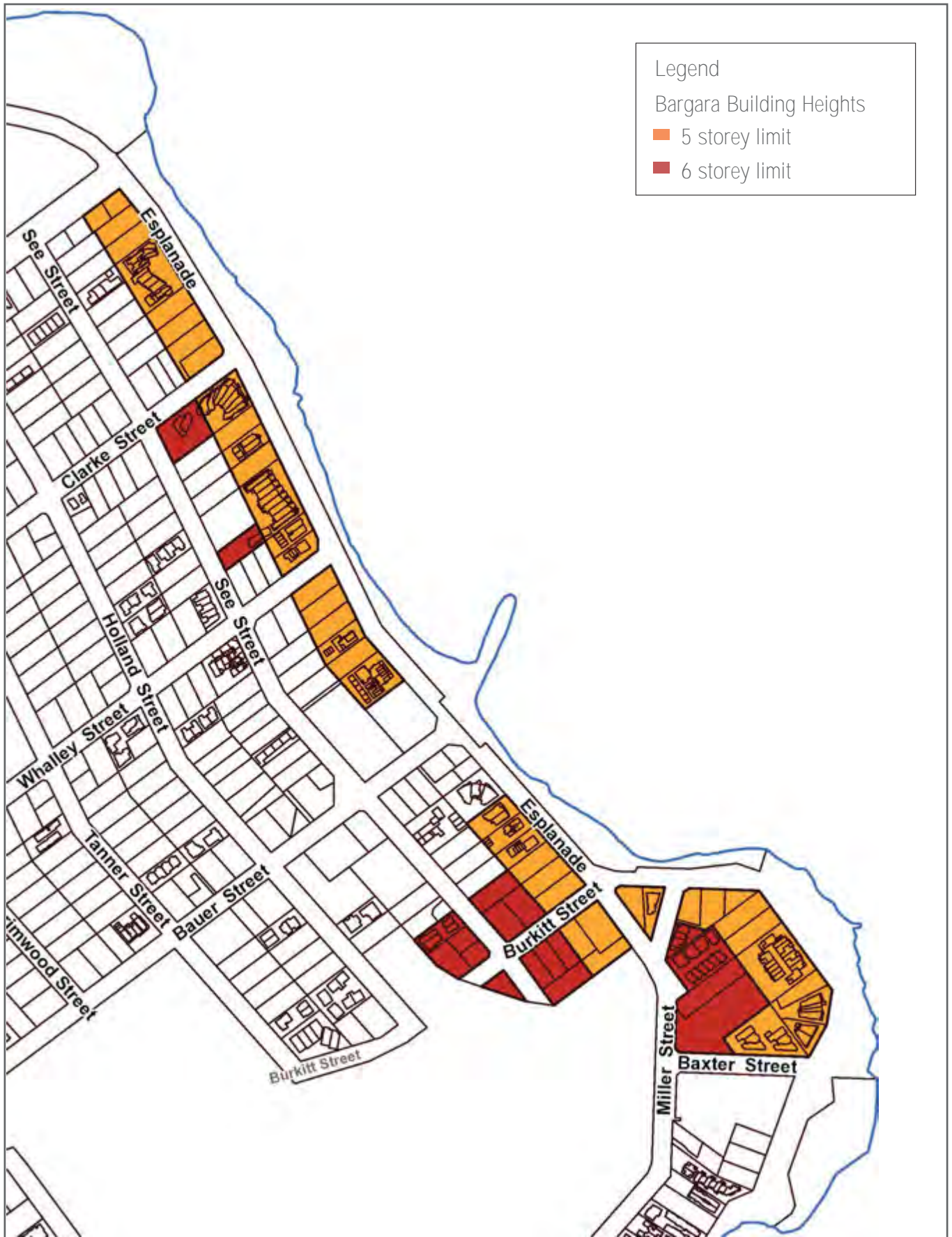


### 6.2.3.3 Specific benchmarks for assessment

Table 6.2.3.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Residential uses</b>	
<p><b>PO1</b> Development provides for a compatible mix of higher density residential activities catering for both permanent residents and tourists and visitors.</p>	<p><b>AO1</b> Development provides for the following residential activities to occur in the High density residential zone:- (a) Caretaker's accommodation; (b) Dual occupancy (where forming part of a mixed use building); (c) Dwelling house; (d) Dwelling unit; (e) Multiple dwelling; (f) Residential care facility; (g) Resort complex; (h) Retirement facility; (i) Rooming accommodation; or (j) Short-term accommodation.</p>
<b>Mixed use development and non-residential uses</b>	
<p><b>PO2</b> Where mixed use development is proposed, active, non-residential uses are provided at street level such as small-scale shops and food and drink outlets (e.g. cafes and restaurants) and residential uses are located above or behind street level active, non-residential uses.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> The type, scale and intensity of business activities in mixed use development does not undermine the Bundaberg Region activity centre network, and primarily service the needs of residents and visitors in the immediate neighbourhood</p>	<p><b>AO3</b> Development ensures: (a) shops or offices, have a gross leasable floor area not exceeding 400m<sup>2</sup>; and (b) in the case of a shopping centre, gross leasable floor area does not exceed 1,200m<sup>2</sup> for all tenancies and 400m<sup>2</sup> for any single tenancy.</p>
<p><b>PO4</b> Non-residential activities not forming part of a mixed use development may also be established in the High density residential zone, provided that these activities:- (a) directly support the day to day needs of the immediate residential community; (b) are of a small-scale and low intensity; (c) are compatible with the prevailing residential character and amenity of the local area; (d) wherever possible, are co-located with other non-residential uses; and (e) are accessible to the population they serve and are located on the major road network rather than local residential streets.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<b>Building height and built form</b>	
<p><b>PO5</b> (a) Residential development and mixed use buildings have a maximum building height:- (i) up to 6 storeys and 20m in Bundaberg; and (ii) in accordance with the building height limits for Bargara identified in <b>Figure 6.2.3 (Bargara Building Heights)</b>. (b) Non-residential development has a maximum building height of 2 storeys and 8.5m.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<p><b>PO6</b> Development has a built form and scale that is compatible with the existing and intended residential character of the area, positively</p>	<p><b>AO6</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<p>contributes to the streetscape and maintains or provides a high level of residential amenity.</p> <p>Note—in assessing whether development maintains or provides a high level of residential amenity, the assessment manager will consider both the potential impacts on the amenity of nearby residents and premises, and the residential amenity for future residents of the proposed development, having regard to (amongst other things):-</p> <p>(a) adequate day light and ventilation to habitable rooms, the extent and duration of any overshadowing and other microclimatic impacts;</p> <p>(b) privacy and overlooking impacts; and</p> <p>(c) building mass and scale as seen from neighbouring premises, and from the street.</p>	
<p><b>PO7</b> Development is sited and designed in a manner which is responsive to the sub-tropical climate and is sympathetic to the scale and character of surrounding development, including the Queensland 'coastal beach' vernacular where located in Bargara.</p> <p>Editor's note – the publication <i>Subtropical Design in South East Queensland – A Handbook for Planners, Developers and Decision Makers</i>, prepared by the Centre for Subtropical Design, provides guidance about the application of sub-tropical design principles. These principles are considered to have relevance and applicability to development in the Bundaberg region.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<b>Residential density</b>	
<p><b>PO8</b> Development encourages urban consolidation and facilitates a compact land use pattern that increases the number of people living close to services and facilities, maximises the efficient use of infrastructure and maintains a high level of residential amenity, within a medium rise environment and consistent with available or planned infrastructure capacity.</p>	<p><b>AO8</b> Development provides for a maximum net residential density of 110 equivalent dwellings per hectare.</p>
<b>Amenity</b>	
<p><b>PO9</b> Development maintains a high level of residential amenity and avoids or mitigates potential adverse impacts having regard to such matters as hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting, visual and privacy impacts.</p>	<p><b>AO9</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO10</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>
<p><b>PO11</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>



**Figure 6.2.3**  
**Bargara Building Heights**

Version 6.0 effective 10 March 2023

Scale - 1:6000

## 6.2.4 Principal centre zone code

### 6.2.4.1 Application

This code applies to development:-

- (a) within the Principal centre zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Principal centre zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.4.2 Purpose and overall outcomes

- (1) The purpose of the Principal centre zone code is to accommodate a wide range of business uses, entertainment uses, multi-unit residential uses and community uses within an active and vibrant mixed use environment.

The scale and level of intensity of such development should reinforce the intended role and function of Bundaberg CBD as the principal activity centre for the planning scheme area servicing the whole of the regional council area as well as areas outside of the regional council area.

- (2) The purpose of the Principal centre zone code will be achieved through the following overall outcomes:-
  - (a) development supports the role of the zone as the regional focus and location of the highest order retailing, entertainment, commercial, administrative and government services, and community and cultural facilities;
  - (b) any future full-line department store will be located in the principal activity centre, within Precinct PCZ1 (City Centre Core);
  - (c) higher density residential activities may be established where these activities complement the other functions of the zone;
  - (d) development provides for an efficient pattern of land use with high levels of accessibility and connectivity to transport networks;
  - (e) development has a built form, height and scale that is compatible with the prevailing character of the principal activity centre, incorporating high quality design elements that protect and respond to important heritage features, and contribute to a cohesive but visually interesting streetscape and skyline;
  - (f) development facilitates the creation of a vibrant and safe activity centre, with attractive and functional buildings that address the street, open space and other public places at a human scale, and provide active pedestrian friendly frontages, befitting of the zone's focus as a regional hub;
  - (g) development provides for efficient and effective transport networks that maximise accessibility within and to the centre;
  - (h) development encourages and facilitates the efficient provision and use of physical and social infrastructure; and
  - (i) in addition to the overall outcomes for the zone generally:-
    - (i) development in **Precinct PCZ1 (City centre core)** provides for, and has a building height and form that supports, the highest intensity and diversity of business activities and other uses to be accommodated in the precinct in a configuration that reinforces the role and function of the city centre core and is sympathetic to the character and scale of surrounding development and the existing streetscape;
    - (ii) development in **Precinct PCZ2 (City centre riverfront)** has a building height and form that is compatible with the character of the area and positively contributes to the streetscape, provides for a range of uses that take advantage of the riverfront setting, and is configured in a manner that increases activity levels in the area and enhances public accessibility to, and appreciation of, the Burnett River; and

- (iii) development in **Precinct PCZ3 (City centre frame)** has a building height and form that positively contributes to the streetscape amenity, character and function and provides for a range of lower intensity activities that complement and support the higher order activities provided in the city centre core.

### 6.2.4.3 Specific benchmarks for assessment

**Table 6.2.4.3.1 Benchmarks for assessable development**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b><i>Land use composition and activity centre network</i></b>	
<p><b>PO1</b> Development in the Principal centre zone provides for the highest order of business activities (particularly retailing and offices), entertainment activities and community activities within the Bundaberg region.</p>	<p><b>AO1</b> No acceptable outcome provided.</p>
<p><b>PO2</b> Development provides a mix of medium and high density residential activities and short-term accommodation uses that are complementary to the predominant non-residential uses and business functions of the zone.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> Development provides for an efficient pattern of land use where:- (a) the greatest mix of uses and highest intensity of development is located in areas with relatively high levels of access to public transport facilities; and (b) all development has a clear connection to the pedestrian, bicycle, public transport and road transport networks.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b><i>Built form and urban design</i></b>	
<p><b>PO4</b> The built form and urban design of development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places in keeping with the primary role and focus of the zone as a regional hub.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<p><b>PO5</b> Development contributes to the creation of an active, safe and legible public realm, incorporating significant public open spaces including plazas, parks and gardens.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<p><b>PO6</b> Building height and design contributes to a coherent, functional and visually interesting streetscape by:- (a) maintaining a low-rise built form along the street frontage; (b) ensuring that new development does not dominate the streetscape, but instead protects and respects existing heritage features and character values; and (c) enhancing the walkability of the centre, and the enjoyment of streets and public spaces.</p>	<p><b>AO6.1</b> Development integrates with adjoining and nearby development within the centre and:- (a) is built to the front boundary for any building (or part) up to 2 storeys in height; (b) for any part of a building exceeding 2 storeys in height, is set back from the front boundary to ensure the existing streetscape character and heritage facades are not impacted or dominated; and (c) maintains pedestrian comfort through the continuation of awnings or other footpath coverings that:- (i) extend for the full length of all street frontages to provide all-weather protection; (ii) cover the full width of the footpath; and (iii) are contiguous with adjoining buildings and awnings.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
	<b>AO6.2</b> Where adjoining a national, Queensland or local heritage place, development incorporates a podium height that complements the adjoining heritage building facade.
<b>Transport networks</b>	
<b>PO7</b> Development encourages public transport accessibility and use and also provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to the centre.	<b>AO7</b> No acceptable outcome provided.
<b>Infrastructure and services</b>	
<b>PO8</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO8</b> No acceptable outcome provided.
<b>PO9</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.	<b>AO9</b> No acceptable outcome provided.
<b>Additional requirements for Precinct PCZ1 (City centre core)</b>	
<b>PO10</b> Development in <b>Precinct PCZ1 (City centre core)</b> provides for:- (a) significant high order shopping facilities, including a full line department store and discount department stores, to be accommodated in the precinct; (b) residential uses to be located at the upper levels of mixed-use buildings, with complementary non-residential uses and activities at street level offering food, shopping, entertainment and personal services to residents, visitors, and workers; and (c) uses and activities at street level that contribute to an active frontage and maintain pedestrian comfort through continuation of awnings or other footpath coverings.	<b>AO10</b> No acceptable outcome provided.
<b>PO11</b> Development in <b>Precinct PCZ1 (City centre core)</b> has a maximum building height of 9 storeys and 30m.	<b>AO11</b> No acceptable outcome provided.
<b>Additional requirements for Precinct PCZ2 (City centre riverfront)</b>	
<b>PO12</b> Development in <b>Precinct PCZ2 (City centre riverfront)</b> provides for:- (a) a range of recreation, tourism, open space and other uses that take advantage of the riverfront setting to be accommodated in the precinct; (b) a mix of non-residential uses at street level to establish a vibrant interface between the city centre core and the Burnett River; (c) an attractive and useable public interface between the city centre core and the Burnett River; (d) enhanced public access to the Burnett River; and (e) the establishment of a movement corridor along the waterfront that links to the broader pedestrian movement network.	<b>AO12</b> No acceptable outcome provided.

Performance outcomes	Acceptable outcomes
<p><b>PO13</b> Development in <b>Precinct PCZ2 (City centre riverfront)</b>:-</p> <ul style="list-style-type: none"> <li>(a) has a maximum building height of 9 storeys and 30m; and</li> <li>(b) is sited and designed to maintain and frame views and sightlines to the Burnett River from public areas.</li> </ul>	<p><b>AO13</b> No acceptable outcome provided.</p>
<b>Additional requirements for Precinct PCZ3 (City centre frame)</b>	
<p><b>PO14</b> Development in <b>Precinct PCZ3 (City centre frame)</b> provides for:-</p> <ul style="list-style-type: none"> <li>(a) a wide range of predominantly land consumptive business, community and other uses that complement and support the higher order retail, commercial and other facilities provided in the city centre core and contribute to the depth and breadth of activities offered by the principal activity centre; and</li> <li>(b) low impact industry and service industry uses that complement the range of activities contained in the principal activity centre and do not unreasonably impact on the amenity of any residential activities in the zone.</li> </ul>	<p><b>AO14</b> No acceptable outcome provided.</p>
<p><b>PO15</b> Development in <b>Precinct PCZ3 (City centre frame)</b>:-</p> <ul style="list-style-type: none"> <li>(a) has a maximum building height of 4 storeys and 15m; and</li> <li>(b) is of a lower intensity and scale relative to the city centre core precinct and city centre riverfront precinct.</li> </ul>	<p><b>AO15</b> No acceptable outcome provided.</p>

## 6.2.5 Major centre zone code

### 6.2.5.1 Application

This code applies to development:-

- (a) within the Major centre zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Major centre zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.5.2 Purpose and overall outcomes

- (1) The purpose of the Major centre zone code is to accommodate a wide mix of uses including higher order retail, entertainment and commercial facilities in the major retail centre that services a sub-regional catchment population.

The zone may accommodate concentrations of higher order retail, professional offices, residential, administrative and health services, community and other uses capable of servicing a significant part of the planning scheme area, provided that these facilities and uses should not more appropriately be accommodated in the Bundaberg CBD.

The major centre is developed as a well-designed, safe and visually attractive business, community and employment centre.

The major centre complements and does not undermine the role and function of Bundaberg CBD as the principal activity centre for the region.

- (2) The purpose of the Major centre zone code will be achieved through the following overall outcomes:-
  - (a) development supports the role of the zone as a sub-regional focus and location of a wide mix of higher order retailing, entertainment and commercial activities that service a sub-regional population, and supports and strengthens linkages with nearby specialised activity centres, community facilities and industry areas, including the Bundaberg Airport, Bundaberg Recreational Precinct and CQUniversity;
  - (b) a department store may be established within the major activity centre only once such a store is established in the principal activity centre;
  - (c) higher density residential activities may be established where these activities complement the other functions of the zone;
  - (d) major land uses contributing to employment, education and services in the Bundaberg Region are located in the centre commensurate with its subregional role and function. Development does not undermine or compromise the activity centre network by proposing a higher order or larger scale of uses than intended for the centre;
  - (e) new regional level State government facilities for justice, education, health, community, administration and employment activities serving the Bundaberg Region are located in the Bundaberg CBD as the principal activity centre rather than in this centre;
  - (f) development facilitates the creation of a vibrant and safe activity centre, with attractive and functional buildings, streets, open space and other public places provided, befitting of the zone's focus as a sub-regional hub;
  - (g) development creates a cohesive and walkable centre that reduces and mitigates barriers to pedestrian movement, including roads, vehicle movement and car parking, and reduces the need for additional vehicle trips within the centre;
  - (h) development ensures that the relationship between uses and the public realm is enhanced and that the centre is more outwardly focused over time;
  - (i) buildings and structures in the Major centre zone have a medium rise built form and do not unduly dominate their setting;



- (j) development encourages and facilitates urban consolidation;
- (k) development provides for efficient and effective transport networks that maximise accessibility within and to the centre; and
- (l) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.5.3 Specific benchmarks for assessment

**Table 6.2.5.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition and activity centre network</b>	
<b>PO1</b> Development in the Major centre zone provides for higher order business activities (particularly retailing uses) and entertainment activities.	<b>AO1</b> No acceptable outcome provided.
<b>PO2</b> Development for business activities is of a scale and intensity that is consistent with the intended role and function of the major activity centre as a sub-regional centre which is subordinate to, and does not undermine the intended role and function of the principal activity centre.	<b>AO2</b> No acceptable outcome provided.
<b>PO3</b> Development ensures that a department store is not established in the Major centre zone unless such a use has already been established in the Bundaberg CBD.	<b>AO3</b> No acceptable outcome provided.
<b>PO4</b> As part of mixed use premises, development may provide for a mix of medium and high density residential activities and short-term accommodation uses that are complementary to the predominant non-residential uses and business functions of the zone.	<b>AO4</b> No acceptable outcome provided.
<b>Building height, built form and urban design</b>	
<b>PO5</b> Development has a maximum building height of 3 storeys and 12m.	<b>AO5</b> No acceptable outcome provided.
<b>PO6</b> The structure and form of development within the zone is progressively improved to provide better connectivity between uses and the public realm and enhance the centre so that it does not function only as a conventional enclosed shopping centre with internalised malls and inward facing retail uses.	<b>AO6</b> No acceptable outcome provided.
<b>PO7</b> The built form and urban design of development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places in keeping with the role and function of the zone as a sub-regional hub.	<b>AO7</b> No acceptable outcome provided.
<b>PO8</b> Development contributes to the creation of an active, safe and legible public realm, incorporating public open spaces including outdoor plazas or other breakout areas, where appropriate and practicable.	<b>AO8</b> No acceptable outcome provided.
<b>PO9</b> Where located in the zone, residential buildings incorporate non-residential uses at street level to activate the public realm.	<b>AO9</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b><i>Transport networks</i></b>	
<b>PO10</b> Development encourages public transport accessibility and use and also provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to the centre.	<b>AO10</b> No acceptable outcome provided.
<b><i>Infrastructure and services</i></b>	
<b>PO11</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO11</b> No acceptable outcome provided.
<b>PO12</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.	<b>AO12</b> No acceptable outcome provided.

## 6.2.6 District centre zone code

### 6.2.6.1 Application

This code applies to development:-

- (a) within the District centre zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the District centre zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.6.2 Purpose and overall outcomes

- (1) The purpose of the District centre zone code is to provide for a range of uses and activities that service the needs of district catchments in centres that are highly accessible and well connected to the catchment areas that they serve.

The zone may accommodate a concentration of land uses including retail, commercial, residential, offices, administrative and health services, community, small-scale entertainment and recreational facilities capable of servicing the day-to-day and weekly shopping and service needs of a district or subregion, provided that those facilities and uses should not more appropriately be accommodated in the Bundaberg CBD or the major activity centre.

District centres are developed as well-designed, safe and visually attractive business, community and employment centres, predominantly in a low rise building format, where significant off-site impacts are avoided.

District centres complement and do not undermine the role and function of Bundaberg CBD as the principal activity centre for the region and the major activity centre focussed on the Sugarland Shopping Centre and environs.

Note—the District centre zone comprises both district activity centres (rural) and district activity centres (urban).

- (2) The purpose of the District centre zone code will be achieved through the following overall outcomes:-
  - (a) development provides for a range of retail uses that does not include a department store, and discount department stores are only established in the zone where there is demonstrated need;
  - (b) land use composition in the zone promotes an active, mixed use environment;
  - (c) development provides for a range of residential activities that are ancillary to and support the predominant business functions of the zone;
  - (d) land uses contributing to employment, education and services in the Bundaberg Region are located in the centre. However, development does not undermine or compromise the activity centre network by proposing higher order or larger scale of uses that are more appropriately located in the principal activity centre or major activity centre;
  - (e) new regional level State government facilities for justice, education, health, community, administration and employment activities serving the Bundaberg Region are located in the Bundaberg CBD as the principal activity centre rather than in district centres;
  - (f) district activity centres at Childers and Gin Gin contain a concentration of shopping, business, community, entertainment and government uses that serve residents, tourists and primary industries in the town and its rural hinterland;
  - (g) the Kepnock district activity centre services the existing eastern suburbs of Bundaberg City, the growth corridor of Kalkie Ashfield, and the central coastal area towns with shopping facilities and other complimentary uses. Development of the centre is to ensure that:
    - (i) it is well connected to surrounding residential areas through a walkable and cycle friendly pathway network;

**6.2.6 District centre zone code**

- (ii) multi-unit and other residential uses (such as shop top living and mixed use residential activities) contribute to the creation of an active main street / town centre; and
  - (iii) activities such as cafés and smaller retail shops encourage the use of the main street and community space areas outside normal business hours.
- (h) development encourages and facilitates urban consolidation;
  - (i) development facilitates the creation of vibrant and safe activity centres, with attractive and functional buildings, streets, open space and other public places provided;
  - (j) development ensures that the relationship between uses and the public realm is enhanced and that each activity centre is outwardly focused;
  - (k) where the zone includes a traditional “main street” character, development maintains and reinforces this established character;
  - (l) development has a predominantly low-rise built form that is compatible with the existing and intended scale and character of the streetscape and surrounding area;
  - (m) development provides for efficient and effective transport networks that maximise accessibility within and to the centre; and
  - (n) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

**6.2.6.3 Specific benchmarks for assessment****Table 6.2.6.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition and activity centre network</b>	
<b>PO1</b> Development in the District centre zone provides for a range of retail business activities, including shops and shopping centres, which service the day to day and weekly shopping needs of coastal and rural towns and villages or groups of residential neighbourhoods in Bundaberg.	<b>AO1</b> No acceptable outcome provided.
<b>PO2</b> Development for business activities is of a scale and intensity that is consistent with the intended role and function of a district activity centre.	<b>AO2</b> No acceptable outcome provided.
<b>PO3</b> Development ensures that higher order shopping facilities, including department stores, are not established in the District centre zone and discount department stores are only established in the zone where there is demonstrated need.	<b>AO3</b> No acceptable outcome provided.
<b>PO4</b> In addition to retail uses, development provides for a mix of other business activities and community activities to promote an active, mixed use environment.	<b>AO4</b> Development provides for the following activities:- (a) food and drink outlets (e.g. local restaurant and dining facilities); (b) local health care services; (c) offices (e.g. banks and real estate agencies); (d) entertainment uses (e.g. a club, function facility or theatre); and (e) an appropriate range of community activities and support services.
<b>PO5</b> Development for offices in urban district activity centres is of a scale and intensity that does not adversely impact on the Bundaberg principal activity centre's ability to attract, support and maintain the highest order and intensity of	<b>AO5</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
commercial and government office space in the region.	
<b>PO6</b> Development provides for a range of residential activities, primarily accommodated in mixed use buildings, where such activities are ancillary to and support the predominant business functions of the zone.	<b>AO6</b> Development provides for one or more of the following residential activities, accommodated in a mixed use building format:- (a) caretaker's accommodation; (b) dual occupancies; (c) dwelling units (e.g. shop top housing); (d) multiple dwellings; (e) rooming accommodation; and (f) short-term accommodation.
<b>Building height, built form and urban design</b>	
<b>PO7</b> Development has a maximum building height of 3 storeys and 12m.	<b>AO7</b> No acceptable outcome provided.
<b>PO8</b> The structure and form of development within the zone provides high levels of connectivity between uses and the public realm so that each district activity centre does not function as a conventional enclosed shopping centre with internalised malls and inward facing retail uses.	<b>AO8</b> No acceptable outcome provided.
<b>PO9</b> The built form and urban design of development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places.	<b>AO9</b> No acceptable outcome provided.
<b>PO10</b> Development contributes to the creation of an active, safe and legible public realm, incorporating public open spaces including outdoor plazas or other breakout areas, where appropriate and practicable.	<b>AO10</b> No acceptable outcome provided.
<b>PO11</b> Development in the rural district activity centres of Childers and Gin Gin maintains and reinforces the traditional "main street" character of these towns and is sensitive to their rural setting and historical context.	<b>AO11</b> No acceptable outcome provided.
<b>PO12</b> District centre may include permanent and short-term residential activities provided that buildings incorporate non-residential uses at street level to activate the public realm.	<b>AO12</b> No acceptable outcome provided.
<b>Transport networks</b>	
<b>PO13</b> Development encourages public transport accessibility and use and also provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to the centre.	<b>AO13</b> No acceptable outcome provided.
<b>Infrastructure and services</b>	
<b>PO14</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO14</b> No acceptable outcome provided.
<b>PO15</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.	<b>AO15</b> No acceptable outcome provided.

Performance outcomes	Acceptable outcomes
Additional requirements for the Kepnock district activity centre	
<p><b>PO16</b>            Development in the Kepnock district activity centre:-</p> <ul style="list-style-type: none"> <li>(a) services residents of the Kalkie-Ashfield local development area and the eastern suburbs of the Bundaberg urban area;</li> <li>(b) includes one full line supermarket and other retail uses servicing weekly shopping needs;</li> <li>(c) includes a mix of commercial and community services meeting a range of convenience needs, in addition to entertainment and recreational facilities; and</li> <li>(d) in the longer term, may also include a discount department store, subject to demonstrated need and avoidance of undue adverse impacts on the Bundaberg CBD principal activity centre and the Sugarland shopping centre and environs major activity centre.</li> </ul>	<p><b>AO16</b>            No acceptable outcome provided.</p>
<p><b>PO17</b>            Development within the Kepnock district activity centre has a physical form generally in accordance with Figure 6.2.6 (Kepnock district activity centre concept plan), including:</p> <ul style="list-style-type: none"> <li>(a) bulky goods retailing (showrooms and bulky goods outlets and other large format retail and business activities such as garden centres, hardware and trade supplies) and a service station in the eastern part of the site;</li> <li>(b) community activities, such as a child care centre or educational facilities in the south eastern corner of the site on the corner of Kepnock and Greathead Roads; and</li> <li>(c) residential development to provide a buffer between the commercial land uses and the existing low density residential area of Liddell Court and Scherer Boulevard.</li> </ul> <p>Note—the land use areas and infrastructure elements shown on this figure are indicative only and represent a conceptual response to the overall outcomes and assessment benchmarks of the District centre zone code. The exact location and spatial extent of the various land use areas and infrastructure elements within the Kepnock district activity centre will be subject to more detailed ground truthing and site-specific assessments undertaken as part of future development application processes.</p>	<p><b>AO17</b>            No acceptable outcome provided.</p>
<p><b>PO18</b>            Residential development within the Kepnock district activity centre:-</p> <ul style="list-style-type: none"> <li>(a) provides sufficient local residential population to support the primary commercial function of the centre;</li> <li>(b) provides medium density housing options within close proximity of retail and other shopping and community facilities;</li> <li>(c) provides landscape buffering to Scherer Boulevard and existing residences on Liddell Street;</li> <li>(d) when located within the retail/mixed use area, is integrated with commercial uses to contribute to a dynamic main street and provide affordable housing options;</li> <li>(e) in the medium density residential area, includes non-residential activities, provided they are of a small scale and low intensity,</li> </ul>	<p><b>AO18</b>            No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<p>are compatible with the prevailing residential character and amenity, and are located to front the major internal roads; and</p> <p>(f) is well connected via pedestrian and cycle paths to the adjoining commercial uses.</p>	
<p><b>PO19</b> Buildings in the medium density residential area consist of single and two storey housing with 3 storey (maximum of 11m) where setback a minimum of 20m from Scherer Boulevard and land within the Low density residential zone so as to provide a transition between the commercial uses of the District centre and the existing adjoining low density residential areas.</p>	<p><b>AO19</b> No acceptable outcome is provided.</p>
<p><b>PO20</b> Development contributes to a traditional, fine grained, pedestrian orientated 'main street' character, established through design elements including:</p> <p>(a) built form directly adjoining the site frontage at street level on an internal road or with limited setbacks at street level to accommodate pedestrian movement and shelter or outdoor business activities;</p> <p>(b) regular street and footpath grid layout to promote permeability and legibility</p> <p>(c) vehicle parking on the street, at the rear of buildings or underground;</p> <p>(d) narrow frontages to the street and footpath for individual business premises;</p> <p>(e) larger format business uses and less intensive functions such as storage, administration and building services sleeved behind finer grain development along street frontages;</p> <p>(f) continuous awnings or other all-weather protection over footpaths;</p> <p>(g) limited vehicle crossing of footpaths to minimise interruption of pedestrian movement;</p> <p>(h) building openings and display windows that engage pedestrians and allow views to and from businesses and the street.</p>	<p><b>AO20</b> No acceptable outcome provided.</p>
<p><b>PO21</b> Development includes a public square or plaza to act as an informal meeting place and a gathering place for community events, adjoined by active retail and commercial uses.</p>	<p><b>AO21</b> No acceptable outcome provided.</p>
<p><b>PO22</b> The shopping centre integrates with the active retail/mixed uses in the main street town centre through a high quality pathway network.</p>	<p><b>AO22</b> No acceptable outcome provided.</p>
<p><b>PO23</b> Development is to be accessed via internal roads with restricted access to Greathead Road, FE Walker Street or Kepnock Road.</p>	<p><b>AO23</b> No acceptable outcome provided.</p>
<p><b>PO24</b> Building setbacks and landscaping facilitate:</p> <p>(a) buffering to the major external roads</p> <p>(b) complement the setbacks of nearby residential development on Scherer Boulevard; and</p> <p>(c) an attractive pedestrian friendly interface with internal open space</p>	<p><b>AO24</b> Building setbacks are:-</p> <p>(a) 4m vegetated buffer where fronting Greathead Road and Bundaberg Ring Road;</p> <p>(b) 20m vegetated buffer where fronting FE Walker Street;</p> <p>(c) 2.5m when within the Retail / Mixed Use areas and fronting open space. If a commercial use has direct access to the open space an awning built to the boundary is to be provided for the full width of the building;</p>

**6.2.6 District centre zone code**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
	(d) in accordance with the setbacks prescribed within the Medium density residential zone code when within the Medium Density Residential area; and (e) 6m from any road frontage, and 2m from any side or rear boundary where not specified above.
<b>PO25</b> Drainage areas provide opportunity to integrate water sensitive urban design infrastructure, and open space associated with commercial uses into attractive green spaces in and around the district centre. The primary functions of the drainage and detention areas are not to be undermined by commercial development encroachment.	<b>AO25</b> No acceptable outcome provided.
<b>AO26</b> Any activity accessing and/or fronting Kepnock Road is designed to ensure impacts on the Residents located opposite on the southern side of Kepnock Road are minimised through built form design, landscaping and appropriately located access points.	<b>AO26</b> No acceptable outcome provided.





**INDICATIVE LAND USE ELEMENTS**

- 1** Bulky Goods/Retail
- 2** Medium Density Residential
- 3** Community Uses, Childcare or Educational
- 4** Retail / Mixed Use
- 5** District Centre Shopping Centre
-  Drainage Path
-  Bus Stop



**Figure 6.2.6  
Kepnock District  
Activity Centre  
Concept Plan**

Version 5.0 effective 10 February 2020

## 6.2.7 Local centre zone code

### 6.2.7.1 Application

This code applies to development:-

- (a) within the Local centre zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Local centre zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.7.2 Purpose and overall outcomes

- (1) The purpose of the Local centre zone code is to provide for a limited range of land uses and activities to meet the local level retail, business and community needs of coastal towns and their surrounding rural catchments and residential neighbourhoods within Bundaberg.

The zone accommodates local shopping and commercial activities, cafes and dining, community services and residential development where it can integrate and enhance the fabric of the activity centre, but is not the predominant use.

Local centres are developed as well-designed, safe and visually attractive centres, predominantly in a low rise building format, where significant off-site impacts are avoided.

Local centres complement and do not undermine the role and function of higher order activity centres.


- (2) The purpose of the Local centre zone code will be achieved through the following overall outcomes:-
  - (a) development provides for a range of business activities that are compatible with the intended role and function of the Local centre zone, but does not include a department store or discount department store, and full-line supermarkets are only established in the zone where there is demonstrated need;
  - (b) development provides for a range of complementary uses in appropriate locations to support community wellbeing and local employment opportunities;
  - (c) development provides for a limited range of residential activities that are ancillary to and support the predominant business functions of the zone, with short-term accommodation provided in appropriate locations to meet the needs of tourists and travellers;
  - (d) development within the Bargara and Burnett Heads town centres:-
    - (i) provides for an active and vibrant public realm accommodating a variety of shopping, dining and entertainment activities;
    - (ii) contributes to an attractive and functional streetscape incorporating high quality urban design and landscaping to retain and build upon the character of these coastal towns; and
    - (iii) provides an appropriate density of residential development to accommodate an immediate resident population to support these local centres;
  - (e) land uses contributing to employment, education and services in the Bundaberg Region are located in the centre commensurate with its local role and function. However, development does not undermine or compromise the activity centre network by proposing higher order or larger scale of uses that are more appropriately located in the principal activity centre, major activity centre or district centres;
  - (f) new regional level State government facilities for justice, education, health, community, administration and employment activities serving the Bundaberg Region are located in the Bundaberg CBD as the principal activity centre rather than in local centres;
  - (g) development has a built form that: -
    - (i) is predominantly low-rise, with a low to medium rise built form in the Bargara and Burnett Heads town centres; and

- (ii) is compatible with the existing and intended scale and character of the streetscape and surrounding area;
- (h) development incorporates a high standard of architecture, urban design and landscaping that creates an attractive and functional “main street” setting or otherwise provides an attractive streetfront address;
- (i) development provides for efficient and effective transport networks that maximise accessibility within and to the centre; and
- (j) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.7.3 Specific benchmarks for assessment

Table 6.2.7.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Land use composition and activity centre network</b>	
<p><b>PO1</b> Development provides for a range of business activities that service the local level convenience needs of residents and surrounding tourism or primary production industries, and offers locally-based employment opportunities.</p> <p>Note—such business activities include, but are not limited to, food and drink outlets, small-scale offices, shops, small shopping centres and veterinary services.</p>	<p><b>AO1</b> No acceptable outcome provided.</p>
<p><b>PO2</b> Development for business activities is of a scale and intensity that is consistent with the intended role and function of the local activity centre.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> Development ensures that:- (a) higher order shopping facilities, including department stores and discount department stores, are not established in the zone; and (b) major full-line supermarkets are only established in the zone where there is demonstrated need.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<p><b>PO4</b> Development provides for a range of complementary community activities in appropriate locations to encourage community interaction and support the health, safety and wellbeing of local residents.</p> <p>Note—such community activities include community uses, emergency services and health care services.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<p><b>PO5</b> Service industry and utility uses may also be established in the zone where such uses are compatible with the character and amenity of surrounding development.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<p><b>PO6</b> Development provides for a limited range of residential activities, primarily accommodated in mixed use buildings, where such activities are ancillary to and support the predominant business functions of the zone.</p>	<p><b>AO6</b> Development provides for one or more of the following residential activities, accommodated in a mixed use building format:- (a) caretaker’s accommodation; (b) dual occupancies; (c) dwelling units (e.g. shop top housing); (d) multiple dwellings; and (e) short-term accommodation.</p>
<p><b>PO7</b> Short-term accommodation is established in those parts of the zone located in tourism focus areas and in locations that are highly accessible to</p>	<p><b>AO7</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
tourists or travellers (e.g. Moore Park Beach, Burnett Heads, Bargara and Elliott Heads).	
<b>Building height, built form and urban design</b>	
<p><b>PO8</b> Development, other than in the Burnett Heads and Bargara town centres, has a maximum building height of 2 storeys and 10m.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<p><b>PO9</b> Development in the Bargara town centre has a maximum building height of 5 storeys.</p>	<p><b>AO9</b> No acceptable outcome provided.</p>
<p><b>PO10</b> Development in the Burnett Heads town centre has a building height, awnings, and front setbacks in accordance with <b>Figure 6.2.7A (Burnett Heads town centre alternative Building Heights and Setbacks)</b>.</p> <p><b>Figure 6.2.7A Burnett Heads town centre alternative Building Heights and Setbacks</b></p> 	<p><b>AO10</b> No acceptable outcome provided.</p>
<p><b>PO11</b> Development in the Burnett Heads and Bargara town centres: -</p> <ul style="list-style-type: none"> <li>(a) positively contributes to the streetscape and maintains a high level of residential amenity; and</li> <li>(b) provides for buildings that are built to the street frontage and designed to promote activity, including wide awnings to provide for footpath dining and all-weather protection for pedestrians.</li> </ul> <p>Note—in assessing whether development maintains or provides a high level of residential amenity, the assessment manager will consider both the potential impacts on the amenity of nearby residents and premises, and the residential amenity for future residents of the proposed development, having regard to (amongst other things):-</p> <ul style="list-style-type: none"> <li>(a) adequate day light and ventilation to habitable rooms, the extent and duration of any overshadowing and other microclimatic impacts;</li> <li>(b) privacy and overlooking impacts; and</li> <li>(c) building mass and scale as seen from neighbouring premises, and from the street.</li> </ul>	<p><b>AO11</b> No acceptable outcome provided.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO12</b> The built form and urban design of development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places.</p>	<p><b>AO12</b> No acceptable outcome provided.</p>
<p><b>PO13</b> Where existing development in the zone exhibits a traditional “main street” character, new development maintains and reinforces this established character.</p>	<p><b>AO13</b> No acceptable outcome provided.</p>
<b>Transport networks</b>	
<p><b>PO14</b> Development encourages public transport accessibility and use and also provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to the centre.</p>	<p><b>AO14</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO15</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.</p>	<p><b>AO15</b> No acceptable outcome provided.</p>
<p><b>PO16</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.</p>	<p><b>AO16</b> No acceptable outcome provided.</p>

## 6.2.8 Neighbourhood centre zone code

### 6.2.8.1 Application

This code applies to development:-

- (a) within the Neighbourhood centre zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Neighbourhood centre zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.8.2 Purpose and overall outcomes

- (1) The purpose of the Neighbourhood centre zone code is to provide for a small range of land uses and activities to support the basic convenience needs of local neighbourhoods or parts of neighbourhoods.

The zone accommodates small-scale convenience shopping, offices, community activities and other uses which directly support the basic convenience needs of the immediate community.

The zone also accommodates existing standalone business or entertainment activities, such as general stores, service stations and hotels, which do not form part of a higher order activity centre.

Where located in a village setting, the zone may contain a larger range of uses and activities that cater to and support the basic convenience needs of both village residents and the immediately surrounding rural and rural residential areas as well as the needs of tourists, visitors and the travelling public.

Neighbourhood centres complement and do not undermine the role and function of higher order activity centres.

- (2) The purpose of the Neighbourhood centre zone code will be achieved through the following overall outcomes:-
  - (a) development provides for a small range of business activities that service the day-to-day needs of localised catchments and are compatible with the intended role and function of the Neighbourhood centre zone;
  - (b) land uses contributing to employment, education and services in the Bundaberg Region are located in the centre commensurate with its local role and function. However, development does not undermine or compromise the activity centre network by proposing higher order or larger scale of uses that are more appropriately located in the principal activity centre, major activity centre, district centres or local centres;
  - (c) new regional level State government facilities for justice, education, health, community, administration and employment activities serving the Bundaberg Region are located in the Bundaberg CBD as the principal activity centre rather than in neighbourhood centres;
  - (d) development provides for a limited range of complementary uses in appropriate locations to support community wellbeing and local employment opportunities;
  - (e) development provides for a limited range of residential activities that are ancillary to and support the predominant business functions of the zone;
  - (f) development has a low-rise built form that: -
    - (i) is compatible with the existing and intended scale and character of the streetscape and surrounding area; and
    - (ii) incorporates a high standard of architecture, urban design and landscaping that is compatible with and sympathetic to its setting and context;
  - (g) development does not unreasonably impact on the amenity of surrounding premises; and
  - (h) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.8.3 Specific benchmarks for assessment

Table 6.2.8.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Land use composition and activity centre network</b>	
<b>PO1</b> Development provides for the day-to-day retail and commercial needs of localised residential catchments, with uses including shops, food and drink outlets, health care services and offices.	<b>AO1</b> No acceptable outcome provided.
<b>PO2</b> In a village setting, development in the zone also services:- (a) the day-to-day retail and commercial needs of residents in the immediately surrounding rural and rural residential areas; and (b) the needs of tourists, visitors and the travelling public.	<b>AO2</b> No acceptable outcome provided.
<b>PO3</b> Business activities are of a small-scale and do not compete with higher order activity centres as the preferred location for retail and business activities in the Bundaberg region.	<b>AO3</b> No acceptable outcome provided.
<b>PO4</b> Service industry, utility, and emergency services uses may also be established in the zone where they are compatible with the amenity of surrounding residential development.	<b>AO4</b> No acceptable outcome provided.
<b>PO5</b> Where possible, development provides for the clustering of business activities and community activities to create a vibrant neighbourhood hub to service the immediate needs of residents.	<b>AO5</b> No acceptable outcome provided.
<b>Building height, built form and urban design</b>	
<b>PO6</b> Development has a maximum building height of 2 storeys and 8.5m.	<b>AO6</b> No acceptable outcome provided.
<b>PO7</b> The built form and urban design of development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places.	<b>AO7</b> No acceptable outcome provided.
<b>PO8</b> Development in a village setting maintains and reinforces the traditional "main street" character of the village and is sensitive to its rural setting and context.	<b>AO8</b> No acceptable outcome provided.
<b>Amenity</b>	
<b>PO9</b> Development is located, designed and operated in a manner that does not unreasonably impact on the amenity of surrounding premises, having regard to matters such as traffic, noise, lighting, waste, fumes, odours, hours of operation, privacy, overlooking and public health and safety.	<b>AO9</b> No acceptable outcome provided.
<b>Infrastructure and services</b>	
<b>PO10</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO10</b> No acceptable outcome provided.
<b>PO11</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.	<b>AO11</b> No acceptable outcome provided.

## 6.2.9 Industry zone code

### 6.2.9.1 Application

This code applies to development:-

- (a) within the Industry zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Industry zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.9.2 Purpose and overall outcomes

- (1) The purpose of the Industry zone is to provide for:-
  - (a) a variety of industry activities; and
  - (b) other uses and activities that:-
    - (i) support industry activities; and
    - (ii) do not compromise the future use of premises for industry activities.
- (2) The purpose of the Industry zone code will be achieved through the following overall outcomes:-
  - (a) uses in the zone are predominantly for low to medium intensity industrial activities;
  - (b) high impact industry uses are only established in the zone where adverse impacts can be avoided or mitigated;
  - (c) special industry and those industrial uses with the potential to generate significant off-site impacts are not established in the zone;
  - (d) a limited range of non-industrial uses may be established in zone where:-
    - (i) ancillary to and directly supporting the ongoing industrial use of the zone; and/or
    - (ii) allied and compatible with industrial uses;
  - (e) development in the zone is protected from intrusion by incompatible land uses and land fragmentation;
  - (f) industry areas are well designed, make efficient use of available industrial land and provide a range of lot sizes and adaptable building configurations that cater for a variety of industry needs;
  - (g) development has a predominantly low-rise built form that is sympathetic to the existing and intended scale and character of the streetscape and surrounding area and provides for a modern, safe and functional industrial environment;
  - (h) development maintains public health and safety and avoids or mitigates significant adverse environmental or amenity impacts;
  - (i) development provides for efficient and effective transport networks that maximise accessibility within and to the zone; and
  - (j) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.9.3 Specific benchmarks for assessment

**Table 6.2.9.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<b>PO1</b> Uses in the zone are predominantly for low to medium intensity industrial activities.	<b>AO1</b> No acceptable outcome provided.



<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
Note—such activities include low impact industry, marine industry, medium impact industry, research and technology industry, service industry, transport depot and warehouse.	
<b>PO2</b> High impact industry uses are only established in the zone where such uses:- (a) are appropriately separated from adjoining or nearby sensitive land uses; and (b) can operate without impacting on other industry or non-industry uses within the zone.	<b>AO2</b> No acceptable outcome provided.
<b>PO3</b> Non-industrial uses may be established where ancillary to and directly supporting the ongoing industrial use of the zone.  Note—such non-industrial uses include caretaker's accommodation and food and drink outlets (e.g. take-away stores and snack bars).	<b>AO3</b> No acceptable outcome provided.
<b>PO4</b> Other non-industrial uses which are allied or compatible with industry activities may also be established in the zone, provided that such uses are appropriately located and designed to ensure that they do not compromise the ongoing operation and viability of industry activities.  Note—such non-industrial uses include agricultural supplies stores, car wash, hardware and trade supplies, indoor sport and recreation, service stations and veterinary services.	<b>AO4</b> No acceptable outcome provided.
<b>PO5</b> Existing and planned industrial uses in the zone are protected from the intrusion of incompatible uses that may compromise or conflict with the primary use of premises for industry purposes.	<b>AO5</b> No acceptable outcome provided.
<b><i>Building height, built form and urban design</i></b>	
<b>PO6</b> Development has a maximum building height of 12m.	<b>AO6</b> No acceptable outcome provided.
<b>PO7</b> Industrial activities contribute positively to the image of the Bundaberg Region through a high quality of built form and landscaping, particularly where visible from the street or other public places, in keeping with the expectations of a modern, safe, and functional industrial environment.	<b>AO7</b> No acceptable outcome provided.
<b><i>Effects of development</i></b>	
<b>PO8</b> Development ensures that uses and works for industrial purposes are located, designed and managed to maintain public health and safety, avoid significant adverse effects on the natural environment, and minimise impacts on non-industrial land and sensitive land uses.	<b>AO8</b> No acceptable outcome provided.
<b><i>Transport networks</i></b>	
<b>PO9</b> Industrial activities have access to the appropriate level of transport infrastructure, including encouragement of public and active transport accessibility and use, and do not interfere with the safe and efficient operation of the surrounding road network.	<b>AO9</b> No acceptable outcome provided.
<b><i>Infrastructure and services</i></b>	
<b>PO10</b> Development is provided with urban services to support industry and employment activities, including parks, reticulated water, sewerage (where available), stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO10</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b>PO11</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.	<b>AO11</b> No acceptable outcome provided.

## 6.2.10 High impact industry zone code

### 6.2.10.1 Application

This code applies to development:-

- (a) within the High impact industry zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the High impact industry zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.10.2 Purpose and overall outcomes

- (1) The purpose of the High impact industry zone is to provide for:-
  - (a) high impact industry; and
  - (b) other uses and activities that:-
    - (i) support industry activities; and
    - (ii) do not compromise the future use of premises for industry activities.
- (2) The purpose of the High impact industry zone code will be achieved through the following overall outcomes:-
  - (a) uses in the zone are predominantly for higher intensity industry activities;
  - (b) other industry activities, compatible with higher intensity industry activities, may also be established in the zone;
  - (c) a limited range of non-industrial uses may be established in zone where:-
    - (i) ancillary to and directly supporting the ongoing industrial use of the zone; and/or
    - (ii) allied and compatible with industry activities;
  - (d) development in the zone is protected from intrusion by incompatible land uses and land fragmentation;
  - (e) development maintains public health and safety and avoids or mitigates significant adverse environmental or amenity impacts;
  - (f) development has a predominantly medium-rise built form that is sympathetic to the existing and intended scale and character of the streetscape and surrounding area and provides for a modern, safe and functional industrial environment;
  - (g) industry areas are well designed, and make efficient use of available industrial land;
  - (h) development provides for efficient and effective transport networks that maximise accessibility within and to the zone; and
  - (i) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.10.3 Specific benchmarks for assessment

**Table 6.2.10.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<b>PO1</b> Uses in the zone are predominantly for higher intensity industry activities, recognising that some of these activities may have the potential to generate significant off-site impacts.	<b>AO1</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
Note—such activities include marine industry, medium impact industry and high impact industry.	
<p><b>PO2</b> Other industry activities may also be established in the zone where compatible with higher intensity industry activities.</p> <p>Note—such activities include low impact industry, research and technology industry, transport depot and warehouse.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> Non-industrial uses may be established where ancillary to and directly supporting the ongoing industrial use of the zone.</p> <p>Note—such non-industrial uses include caretaker's accommodation and food and drink outlets (e.g. take-away stores and snack bars).</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<p><b>PO4</b> Other non-industrial uses which are allied or compatible with industry activities may also be established in the zone, provided that such uses are appropriately located and designed to ensure that they do not compromise the ongoing operation and viability of industry activities.</p> <p>Note—such non-industrial uses include a service station.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<p><b>PO5</b> Existing and planned industrial uses in the zone are protected from the intrusion of incompatible uses that may compromise or conflict with the primary use of premises for industry purposes.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<b>Building height, built form and urban design</b>	
<p><b>PO6</b> Development has a maximum building height of 20m.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<p><b>PO7</b> Industrial activities contribute positively to the image of the Bundaberg Region through a high quality of built form and landscaping, particularly where visible from the street or other public places, in keeping with the expectations of a modern, safe, and functional industrial environment.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<b>Effects of development</b>	
<p><b>PO8</b> Development ensures that uses and works for industrial purposes are located, designed and managed to maintain public health and safety, avoid significant adverse effects on the natural environment, and minimise impacts on non-industrial land and sensitive land uses.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Transport networks</b>	
<p><b>PO9</b> Industrial activities have access to the appropriate level of transport infrastructure, including encouragement of public and active transport accessibility and use, and do not interfere with the safe and efficient operation of the surrounding road network.</p>	<p><b>AO9</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO10</b> Development is provided with urban services to support industry and employment activities, including parks, reticulated water, sewerage (where available), stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>
<p><b>PO11</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>

## 6.2.11 Sport and recreation zone code

### 6.2.11.1 Application

This code applies to development:-

- (a) within the Sport and recreation zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Sport and recreation zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.11.2 Purpose and overall outcomes

- (1) The purpose of the Sport and recreation zone is to provide for:-
  - (a) a variety of cultural, educational, recreation and sporting uses and activities that require built infrastructure, including, for example, clubhouses, gymnasiums, swimming pools or tennis courts; and
  - (b) facilities and infrastructure to support the uses and activities stated in paragraph (a).
- (2) The purpose of the Sport and recreation zone code will be achieved through the following overall outcomes:-
  - (a) development in the zone provides for a range of recreation activities that meet the active sport and recreational needs of residents and visitors;
  - (b) ancillary uses and facilities that support the predominant recreation activities may also be established in the zone;
  - (c) sport and recreation open space may be used for temporary or periodical uses, where compatible with the role and function of the zone;
  - (d) development facilitates and encourages the efficient and effective provision and use of indoor and outdoor sport and recreation facilities and their integration with the broader regional open space network;
  - (e) development in the zone is protected from intrusion by incompatible land uses;
  - (f) development maintains public health and safety and avoids or mitigates significant adverse environmental or amenity impacts;
  - (g) development provides for efficient and effective transport networks that maximise accessibility within and to sport and recreation areas; and
  - (h) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.11.3 Specific benchmarks for assessment

**Table 6.2.11.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<b>PO1</b> Development in the Sport and recreation zone predominantly accommodates formalised recreation facilities that support organised team and individual sports and recreational pursuits including sporting fields, golf courses, outdoor courts, indoor sport centres, public swimming pools, equestrian facilities, and active leisure facilities such as water parks.	<b>AO1</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO2</b> Ancillary uses and facilities that support the predominant recreation activities may be established in the zone where they contribute to the ongoing safe, comfortable and efficient operation of recreation activities.</p> <p>Note—such ancillary uses and facilities includes caretaker's accommodation, clubs, community uses, function facilities, amenities blocks, kiosks, shelters, spectator stands, picnic tables and lighting infrastructure.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> Sport and recreation open space may be used for temporary or periodical uses, such as markets or outdoor entertainment events, where these uses:- (a) are of a scale that can be reasonably accommodated by the existing facilities; and (b) do not unduly impact on the amenity and character of the surrounding area.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<p><b>PO4</b> Existing and planned recreation activities are protected from the intrusion of incompatible land uses that may compromise or conflict with the primary use of premises for sport and recreation purposes.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<p><b>PO5</b> Where possible, development encourages and facilitates the co-location and multiple use of sport and recreation fields and facilities by complementary recreation activities.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<b>Regional open space network</b>	
<p><b>PO6</b> Areas used for recreation activities complement and, where possible, are connected to other parts of the broader regional open space network, including land in the Open space zone and the Environmental management and conservation zone.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<b>Built form and urban design</b>	
<p><b>PO7</b> The scale, intensity and built form of development is compatible with the existing and intended scale and character of the streetscape and surrounding area.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<b>Effects of development</b>	
<p><b>PO8</b> Development in the zone provides a high level of amenity and avoids or mitigates the potential for land use conflicts with existing and planned development in the locality.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Transport networks</b>	
<p><b>PO9</b> Development encourages public transport accessibility and use and provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to sport and recreation open space areas.</p>	<p><b>AO9</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO10</b> Development provides for infrastructure and services that are commensurate with the location and setting of the sport and recreation open space and the nature and scale of development that is intended to occur in the zone.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>
<p><b>PO11</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>

## 6.2.12 Open space zone code

### 6.2.12.1 Application

This code applies to development:-

- (a) within the Open space zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Open space zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.12.2 Purpose and overall outcomes

(1) The purpose of the Open space zone is to provide for:-

- (a) local, district and regional parks for the use of residents and visitors; and
- (b) facilities and infrastructure that support, and are required by, users of the parks.

Editor's note—facilities and infrastructure that support, and are required by, users of the parks include shelters, amenity facilities, picnic tables, playgrounds and infrastructure to provide safe access and essential management of parks.

(2) The purpose of the Open space zone code will be achieved through the following overall outcomes:-

- (a) development in the zone predominantly provides for the informal active recreational needs of residents and visitors;
- (b) limited other uses and facilities that support the use and enjoyment of open space may also be established in the zone;
- (c) open space may be used for temporary or periodical uses, where compatible with the role and function of the zone;
- (d) open space is protected from the intrusion of incompatible uses and land use conflicts are avoided;
- (e) development facilitates and encourages the efficient and effective provision and use of open space and its integration with the broader regional open space network;
- (f) development provides a high level of amenity and is compatible with the existing and intended scale and character of the streetscape and surrounding area;
- (g) development provides for efficient and effective transport networks that maximise accessibility within and to sport and recreation areas; and
- (h) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.12.3 Specific benchmarks for assessment

**Table 6.2.12.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<i>Land use composition</i>	
<b>PO1</b> Development in the Open space zone predominantly provides for parks and other small-scale and low intensity recreation activities that primarily cater for the informal active recreational needs of residents and visitors.	<b>AO1</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO2</b> Limited other uses which are ancillary to and support the use and enjoyment of open space may also be established in the zone.</p> <p>Note—such ancillary uses include small scale food and drink outlets (such as kiosks) and community uses.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> Open space may be used for temporary or periodical uses, such as markets or outdoor entertainment events, where these uses:- (a) are of a scale that can be reasonably accommodated by the existing open space facilities; and (b) do not unduly impact on the amenity and character of the surrounding area.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<p><b>PO4</b> Open space is protected from the intrusion of incompatible uses that may compromise or conflict with the primary use of premises for open space purposes.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<b>Regional open space network</b>	
<p><b>PO5</b> Open space areas, where possible, are connected to other parts of the broader regional open space network including land in the Sport and recreation zone and the Environmental management and conservation zone.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<b>Built form and urban design</b>	
<p><b>PO6</b> The scale, intensity and built form of development are compatible with the existing and intended scale and character of the streetscape and surrounding area.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<b>Effects of development</b>	
<p><b>PO7</b> Development in the zone provides a high level of amenity and avoids or mitigates the potential for land use conflicts with existing and planned development in the locality.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<b>Transport networks</b>	
<p><b>PO8</b> Development encourages public transport accessibility and use and provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to sport and recreation open space areas.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO9</b> Development provides for infrastructure and services that are commensurate with the location and setting of the open space and the nature and scale of development that is intended to occur in the zone.</p>	<p><b>AO9</b> No acceptable outcome provided.</p>
<p><b>PO10</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>



## 6.2.13 Environmental management and conservation zone code

### 6.2.13.1 Application

This code applies to development:-

- (a) within the Environmental management and conservation zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Environmental management and conservation zone code by the tables of assessment in Part 5 (Tables of assessment).

### 6.2.13.2 Purpose and overall outcomes

- (1) The purpose of the Environmental management and conservation zone is to provide for the protection and maintenance of areas that support one or more of the following:-
  - (a) biological diversity;
  - (b) ecological integrity;
  - (c) naturally occurring land forms;
  - (d) coastal processes.
- (2) The purpose of the Environmental management and conservation zone code will be achieved through the following overall outcomes:-
  - (a) significant natural environmental values in the zone are protected for their importance in contributing to ecological sustainability;
  - (b) development provides for the preservation, protection and rehabilitation of land to maintain biodiversity, ecological processes, wildlife movement corridors, coastal processes, water quality, scenic amenity, cultural heritage significance and community wellbeing;
  - (c) small scale and low key activities that support the community's appreciation and enjoyment of environmental values are facilitated;
  - (d) low impact utility installations may be provided where significant adverse impacts are avoided or mitigated;
  - (e) development maintains scenic values and landscape character; and
  - (f) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure and ensures that public safety and environmental health is maintained.

### 6.2.13.3 Specific benchmarks for assessment

**Table 6.2.13.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<b>PO1</b> Most forms of development do not occur in the Environmental management and conservation zone to ensure that significant natural environmental values for biological diversity, water catchment, ecological functioning, beach protection or coastal management, and historical or cultural significance are protected and appropriately managed.	<b>AO1</b> No acceptable outcome provided.
<b>PO2</b> Parks and associated recreation activities and facilities may be established in the zone, where such development:- <ul style="list-style-type: none"> <li>(a) supports environmental values and provides opportunities for appreciation or study of those values;</li> </ul>	<b>AO2</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>(b) promotes nature-based tourism activities and other low intensity, low key activities that are compatible with and have a direct connection with the environmental values; and</p> <p>(c) provides opportunities for recreational pursuits that have a direct connection with the environmental values of the land.</p>	
<p><b>PO3</b> Low impact utility installations may be provided where such activities are located, designed and operated to avoid or mitigate significant adverse impacts on ecological systems and processes.</p>	<p><b>A03</b> No acceptable outcome provided.</p>
<b>Scenic values and landscape character</b>	
<p><b>PO4</b> Development maintains the scenic values and landscape character of the zone, particularly prominent ridgelines, escarpments, significant landmarks, and important views and vistas.</p>	<p><b>A04</b> No acceptable outcome provided.</p>
<b>Protection and buffering of natural features</b>	
<p><b>PO5</b> Natural features such as creeks, gullies, watercourses, wetlands, flora and fauna communities, habitats, vegetation and bushland are protected and buffered from activities in the zone and adjoining land uses.</p>	<p><b>A05</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO6</b> Where infrastructure and services are to be provided to service development in the zone, they are:-</p> <p>(a) commensurate with the very limited range of small scale and low-key activities that are intended to occur in the zone; and</p> <p>(b) designed, installed and operated to maintain public safety and environmental health.</p>	<p><b>A06</b> No acceptable outcome provided.</p>
<p><b>PO7</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.</p>	<p><b>A07</b> No acceptable outcome provided.</p>

## 6.2.14 Community facilities zone code

### 6.2.14.1 Application

This code applies to development:-

- (a) within the Community facilities zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Community facilities zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.14.2 Purpose and overall outcomes

- (1) The purpose of the Community facilities zone is to provide for community-related uses, activities and facilities, whether publicly or privately owned, including, for example:-
  - (a) educational establishments;
  - (b) hospitals;
  - (c) transport and telecommunication networks;
  - (d) utility installations.
- (2) The purpose of the Community facilities zone code will be achieved through the following overall outcomes:-
  - (a) development in the zone caters primarily for specified uses, facilities and works which provide a service or function to the social, educational, health, and cultural needs of the community, in addition to a limited range of allied and compatible uses;
  - (b) community facilities and associated uses are appropriately located, provide a high level of amenity, are safe and are compatible with surrounding development;
  - (c) development contributes a built form design and building height that is of a character, intensity and scale consistent with existing and intended development in the surrounding area;
  - (d) community facilities are protected from the intrusion of incompatible uses and land use conflicts are avoided;
  - (e) development provides for efficient and effective transport networks that maximise accessibility within and to community facilities; and
  - (f) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.14.3 Specific benchmarks for assessment

**Table 6.2.14.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<b>PO1</b> Development in the zone caters primarily for specified uses, facilities and works which include:- <ul style="list-style-type: none"> <li>(a) land used, owned or operated by Federal, State or local government for purposes such as air services, cemeteries, community uses, educational establishments, emergency services, public hospitals, utility installations, electricity infrastructure, substation and transport networks;</li> <li>(b) uses, facilities and works which by virtue of their location, intensity, combination of uses, operations or site characteristics are best managed in a use-specific land use allocation; or</li> </ul>	<b>AO1</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
(c) private community services and facilities including educational establishments, places of worship, private hospitals and community uses.	
<b>PO2</b> Development provides for a limited range of allied and compatible uses to fulfil ancillary functions required for community facilities land to function effectively.	<b>AO2</b> No acceptable outcome provided.
<b>PO3</b> Existing and planned community facilities and associated uses are protected from the intrusion of incompatible uses that could limit the ongoing operation of existing community facilities or prejudice appropriate new activities.	<b>AO3</b> No acceptable outcome provided.
<b>Location, operational needs and effects of development</b>	
<b>PO4</b> Community facilities and associated uses are located to optimise their accessibility, operational efficiency and benefit to the public.	<b>AO4</b> No acceptable outcome provided.
<b>PO5</b> Development accommodates the specific operational, functional and locational needs of the particular use, whilst being of a building height, scale, appearance and intensity that is compatible with existing and intended development in the surrounding area and adjacent zones.	<b>AO5</b> No acceptable outcome provided.
<b>PO6</b> Development provides a high level of amenity, maintains the safety of people, buildings and works, and effectively manages the potential for land use conflict with existing and intended surrounding development.	<b>AO6</b> No acceptable outcome provided.
<b>Transport networks</b>	
<b>PO7</b> Development encourages public transport accessibility and use and provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to community facilities.	<b>AO7</b> No acceptable outcome provided.
<b>Infrastructure and services</b>	
<b>PO8</b> Where infrastructure and services are to be provided, they are:- (a) commensurate with location and setting of the community facility; and (b) the nature and scale of development that is intended to occur in the zone.	<b>AO8</b> No acceptable outcome provided.
<b>PO9</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.	<b>AO9</b> No acceptable outcome provided.

## 6.2.15 Emerging community zone code

### 6.2.15.1 Application

This code applies to development:-

- (a) within the Emerging community zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Emerging community zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.15.2 Purpose and overall outcomes

- (1) The purpose of the Emerging community zone is to:-
  - (a) identify land that is intended for an urban purpose in the future;
  - (b) protect land that is identified for an urban purpose in the future from incompatible uses; and
  - (c) provide for the timely conversion of non-urban land to land for urban purposes.
- (2) The purpose of the Emerging community zone code will be achieved through the following overall outcomes:-
  - (a) land converted to urban purposes is developed in an efficient, coordinated and sustainable manner to facilitate the creation of complete and vibrant communities that:-
    - (i) comprise interconnected residential neighbourhoods;
    - (ii) are effectively integrated with existing communities; and
    - (iii) are provided with necessary supporting services, facilities, infrastructure and open space;
  - (b) interim land uses and development in the zone do not compromise the future potential use of land for urban purposes, as a result of the fragmentation of land parcels, the encroachment or establishment of inappropriate land use activities or other cause;
  - (c) development is undertaken in accordance with a plan of development that appropriately addresses the matters identified in the performance outcomes of this code and any applicable local plan code at **Part 7 (Local plans)**, and which may be implemented via a preliminary approval pursuant to section 49 of the Act that includes a variation approval;
  - (d) the Branyan identified growth area is not developed for urban purposes until such time as further investigations into the suitability of the land for urban development, and local structure planning has been undertaken by the Council.  
  
Editor's note—the Branyan identified growth area is described in the regional plan and is identified on Strategic Framework Map SFM-001 (Settlement pattern elements) as a Major urban expansion area.
  - (e) unless otherwise specified in a local plan code, development provides for a predominantly low rise building form that is compatible with the character of the surrounding area;
  - (f) development and infrastructure provision in the zone occurs in a logical, orderly and efficient manner and is appropriately integrated with, and connected to, the surrounding urban fabric;
  - (g) development in the zone sensitively responds to inherent physical constraints, environmental constraints, natural hazards, scenic amenity values and landscape character elements;
  - (h) development provides for efficient and effective transport networks that maximise accessibility within and to emerging community areas; and
  - (i) development for residential or other sensitive purposes incorporates appropriate buffers to potentially conflicting land uses, including industry and enterprise areas, rural activities, and infrastructure.

### 6.2.15.3 Specific benchmarks for assessment

Table 6.2.15.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Local area planning</b>	
<b>PO1</b> Where applicable, development occurs in accordance with any local area planning undertaken by the Council, as specified in a local plan code.	<b>AO1</b> No acceptable outcome provided.
<b>Interim land uses and development</b>	
<b>PO2</b> Prior to the granting of a development approval for urban purposes:- (a) interim land uses and other development in the zone are predominantly limited to existing uses and low-impact rural and domestic uses, to ensure that the future potential of land to be used for urban purposes is not compromised; and (b) development avoids the sporadic or premature creation of additional lots.	<b>AO2</b> No acceptable outcome provided.
<b>Land use mix</b>	
<b>PO3</b> A mix of land uses and housing types is provided to meet the needs of the community.	<b>AO3</b> No acceptable outcome provided.
<b>Layout and design of development</b>	
<b>PO4</b> The layout and design of development ensures that:- (a) a sense of character and community inclusion is promoted; and (b) a high level of residential amenity, personal health and safety and protection for property is provided.	<b>AO4</b> No acceptable outcome provided.
<b>Building height</b>	
<b>PO5</b> Unless otherwise specified in a local plan code, development has a maximum building height of 2 storeys and 8.5m.	<b>AO5</b> No acceptable outcome provided.
<b>Density</b>	
<b>PO6</b> Development encourages urban consolidation and facilitates a compact land use pattern that increases the number of people living close to services and facilities, maximises the efficient use of infrastructure and maintains a high level of residential amenity.	<b>AO6</b> Unless otherwise specified in a local plan code, residential development provides for a net residential density of between 12 and 15 equivalent dwellings per hectare.
<b>Scenic amenity and landscape character</b>	
<b>PO7</b> Development sensitively responds to scenic values and landscape character elements, particularly prominent ridgelines, significant landmarks, and rural and coastal views and vistas.	<b>AO7</b> No acceptable outcome provided.
<b>Physical and environmental constraints</b>	
<b>PO8</b> Development sensitively responds to the physical constraints of the land and mitigates any adverse impacts on areas of environmental significance, including creeks, gullies, watercourses, wetlands, coastal areas, habitats and vegetation through location, design, operation and management.	<b>AO8</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b>Land use pattern</b>	
<p><b>PO9</b> The scale, density and layout of development facilitates an orderly and efficient land use pattern that:-</p> <ul style="list-style-type: none"> <li>(a) is well connected to other parts of the urban fabric and planned future development;</li> <li>(b) supports walkable neighbourhoods that are well connected to employment nodes, centres, open space and recreation areas, community services and educational opportunities;</li> <li>(c) encourages public transport accessibility and use; and</li> <li>(d) maximises the efficient extension and safe operation of infrastructure.</li> </ul>	<p><b>AO9</b> No acceptable outcome provided.</p>
<b>Integration and connectivity of development</b>	
<p><b>PO10</b> New development is effectively integrated with existing development by:-</p> <ul style="list-style-type: none"> <li>(a) connecting and extending movement and open space networks;</li> <li>(b) making provision for future linkages; and</li> <li>(c) enhancing linkages between disconnected areas.</li> </ul>	<p><b>AO10</b> No acceptable outcome provided.</p>
<b>Land use conflicts</b>	
<p><b>PO11</b> Development in the zone ensures that conflicts with the existing or potential productive use of adjoining or nearby rural lands and economic resource areas, or with other potentially conflicting land uses including industry and enterprise areas, rural activities, and infrastructure, are avoided or appropriately managed.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>
<b>Transport networks</b>	
<p><b>PO12</b> Development provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within emerging community areas and to existing urban areas.</p>	<p><b>AO12</b> No acceptable outcome provided.</p>
<b>Development sequencing</b>	
<p><b>PO13</b> Development occurs in a logical sequence and facilitates the efficient and timely provision of infrastructure and services prior to, or in conjunction with, the initial stages of the development</p>	<p><b>AO13</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO14</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.</p>	<p><b>AO14</b> No acceptable outcome provided.</p>
<p><b>PO15</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO15</b> No acceptable outcome provided.</p>

## 6.2.16 Limited development zone code

### 6.2.16.1 Application

This code applies to development:-

- (a) within the Limited development zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Limited development zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.16.2 Purpose and overall outcomes

- (1) The purpose of the Limited development zone code is to identify land that is significantly affected by one or more development constraints, including, for example, constraints relating to defence requirements, flooding, historical subdivisions, land contamination, past or future mining activities or topography.

Such constraints pose severe restrictions on the ability of the land to be developed for urban purposes.

More specifically, the purpose of the Limited development zone code is to limit development on land that is subject to the following circumstances:-

- (a) land located in an urban setting but is unsuitable for such purposes due to significant flooding constraints, access limitations or exposure to adverse amenity impacts; or
  - (b) land subject to a historical subdivision that is unsuitable for residential purposes in its current configuration due to servicing, physical, environmental or other development constraints.
- (2) The purpose of the Limited development zone code will be achieved through the following overall outcomes:-
    - (a) development is generally limited to pre-existing uses or new uses of a low-intensity, non-urban or rural nature;
    - (b) individual dwelling houses may only be established in the zone under limited circumstances;
    - (c) where development is proposed, it is of a low-intensity and scale and is compatible with the nature of the constraints present on the site;
    - (d) no additional lots are created in the zone, unless for accommodating essential infrastructure, services or facilities;
    - (e) historical subdivisions included in the zone may only be further developed for residential purposes subject to appropriate servicing arrangements and the provision of a more contemporary and responsive subdivision pattern and layout;
    - (f) development predominantly has a low-rise built form and maintains the low intensity character of the zone, incorporates a high level of residential amenity, and provides for the personal health of residents and safety and protection for property;
    - (g) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure; and
    - (h) in addition to the overall outcomes for the zone generally, development in **Precinct LDZ1 (Limited residential precinct)** does not materially intensify residential activities on premises located in high flood hazard areas.



### 6.2.16.3 Specific benchmarks for assessment

Table 6.2.16.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<p><b>PO1</b> Development in the zone is generally limited to pre-existing uses or new uses of a low-intensity, non-urban or rural nature.</p> <p>Notes—such uses include animal husbandry, cropping, wholesale nursery, park, environment facility and utility installation.</p>	<p><b>AO1</b> No acceptable outcome provided.</p>
<p><b>PO2</b> Individual dwelling houses may only be established in the zone where they are located, sited and designed to mitigate the impact of the constraints on the safety and wellbeing of residents.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<b>Reconfiguring a lot</b>	
<p><b>PO3</b> No additional lots are created in the zone, unless the subdivision is for the purposes of accommodating any of the following uses:- (a) emergency services; (b) water cycle management infrastructure; (c) a telecommunications facility; or (d) electricity infrastructure.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b>Historical subdivisions</b>	
<p><b>PO4</b> Historical subdivisions included in the zone may only be further developed for residential purposes subject to appropriate address of the following matters:- (a) the availability and provision of supporting infrastructure and services to adequately service the development; and (b) the need to potentially reconfigure the historical subdivision pattern and layout to provide a more contemporary response to:- (i) physical and environmental constraints; (ii) natural hazards; (iii) topography; (iv) on-site effluent treatment and disposal (where sewerage is not available); (v) accessibility; and (vi) management of potential land use conflicts.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<b>Building height</b>	
<p><b>PO5</b> Development has a maximum building height of 2 storeys and 8.5m.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<b>Amenity</b>	
<p><b>PO6</b> Development maintains a high level of amenity and avoids or mitigates potential adverse impacts having regard to such matters as hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting, visual and privacy impacts.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO7</b> Development provides for infrastructure and services that are commensurate with the very limited range of small scale and low-key activities that are expected to occur in the zone.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<p><b>PO8</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Additional requirements for Precinct LDZ1 (Limited residential precinct)</b>	
<p><b>PO9</b> Development in <b>Precinct LDZ1 (Limited residential precinct)</b>:-</p> <ul style="list-style-type: none"> <li>(a) provides for the re-establishment of dwelling houses and refurbishment of existing dwelling houses on premises located in high flood hazard areas; and</li> <li>(b) avoids intensification of other residential activities.</li> </ul>	<p><b>AO9</b> No acceptable outcome provided.</p>

## 6.2.17 Rural zone code

### 6.2.17.1 Application

This code applies to development:-

- (a) within the Rural zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Rural zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.17.2 Purpose and overall outcomes

- (1) The purpose of the Rural zone is to:-
  - (a) provide for rural uses and activities; and
  - (b) provide for other uses and activities that are compatible with:-
    - (i) existing and future rural uses and activities; and
    - (ii) the character and environmental features of the zone; and
  - (c) maintain the capacity of land for rural uses and activities by protecting and managing significant natural resources and processes.
- (2) The purpose of the Rural zone code will be achieved through the following overall outcomes:-
  - (a) development provides for a broad range of rural activities as well as more intensive rural activities, provided that adverse environmental and amenity impacts are avoided or appropriately managed;
  - (b) permanent residential accommodation in the zone is generally limited in scale and intensity;
  - (c) complementary uses such as on-farm rural workers' accommodation, visitor accommodation and non-rural uses that support rural enterprise or rural tourism activities may be established in the zone;
  - (d) development minimises conflicts with existing and future rural uses and activities on the surrounding rural lands and ensures that the productive capacity of rural land is protected for rural uses and associated value adding industries;
  - (e) development provides for the protection of agricultural land classification (ALC) Class A and Class B land for sustainable agricultural use;
  - (f) further subdivision of rural lands is minimised and fragmentation is prevented, to maintain viable farm sizes and to support the ability of landowners to continue rural pursuits;
  - (g) development maintains the rural and landscape character, scale and amenity of the zone;
  - (h) development has a predominantly low rise built form to maintain the rural character and amenity of the zone; and
  - (i) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.17.3 Specific benchmarks for assessment

**Table 6.2.17.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<b>PO1</b> Development in the Rural zone provides for a broad range of rural activities to support the ongoing productive use of rural lands.	<b>AO1</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
Note—such rural activities include animal husbandry, aquaculture, cropping, permanent plantations, intensive horticulture, roadside stalls, wholesale nurseries and wineries.	
<p><b>PO2</b> More intensive rural activities are supported in the zone, provided that adverse environmental and amenity impacts are avoided or appropriately managed.</p> <p>Note—such activities include animal keeping, intensive animal industry and rural industry.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> Permanent forms of residential accommodation in the zone are generally limited to dwelling houses and caretaker's accommodation on existing lots.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<p><b>PO4</b> Visitor accommodation and other non-rural uses that support rural enterprise or rural based tourism activities may be established in the zone where such uses:-</p> <ul style="list-style-type: none"> <li>(a) complement rural uses;</li> <li>(b) promote the sustainable use of rural land;</li> <li>(c) do not compromise the use of the land for rural activities; and</li> <li>(d) would not be more appropriately located in, and do not undermine the role of, a nearby rural town or village.</li> </ul>	<p><b>AO4</b> No acceptable outcome provided.</p>
<b>Effects of development</b>	
<p><b>PO5</b> Non-rural uses are located, designed and operated to minimise conflicts with existing and future rural uses and activities on the surrounding rural lands.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<p><b>PO6</b> Intensive rural activities are not located adjacent to sensitive land uses, and are designed and operated to maintain the rural character and amenity of the zone.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<p><b>PO7</b> Development for extractive industry uses is appropriately designed, operated and managed to minimise significant nuisance and environmental impacts on surrounding premises.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<b>Protection of agricultural land</b>	
<p><b>PO8</b> Development does not alienate, fragment or diminish productivity of agricultural land classification (ALC) Class A and Class B land, unless:-</p> <ul style="list-style-type: none"> <li>(a) there is an overriding need for the development in terms of public benefit; and</li> <li>(b) no other site is suitable for the particular purpose.</li> </ul>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Building height and built form</b>	
<p><b>PO9</b> Development has a maximum building height of:-</p> <ul style="list-style-type: none"> <li>(a) 2 storeys and 8.5m for residential and other non-rural activities; and</li> <li>(b) 10m for rural activities.</li> </ul>	<p><b>AO9</b> No acceptable outcome provided.</p>
<p><b>PO10</b> The built form of development:-</p> <ul style="list-style-type: none"> <li>(a) integrates with and complements the predominant rural character and scale of the zone; and</li> <li>(b) sensitively responds to the environmental and topographical features of the landscape.</li> </ul>	<p><b>AO10</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<b>Infrastructure and services</b>	
<p><b>PO11</b> Development provides for infrastructure and services that are commensurate with the very limited range of small scale and low-key activities that are expected to occur in the zone.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>
<p><b>PO12</b> Irrigation areas and associated infrastructure are protected from potential damage or encroachment by incompatible rural and non-rural uses.</p>	<p><b>AO12</b> No acceptable outcome provided.</p>
<p><b>PO13</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO13</b> No acceptable outcome provided.</p>

## 6.2.18 Rural residential zone code

### 6.2.18.1 Application

This code applies to development:-

- (a) within the Rural residential zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Rural residential zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.18.2 Purpose and overall outcomes

- (1) The purpose of the Rural residential zone is to provide for residential uses and activities on large lots, including lots for which the local government has not provided infrastructure and services.
- (2) The purpose of the Rural residential zone code will be achieved through the following overall outcomes:-
  - (a) development provides for low density residential activities and a range of relatively large residential lot sizes;
  - (b) limited other residential activities and non-residential uses may be established in the zone where they are small in scale, and the intensity and nature of the activity does not disturb the rural residential character and amenity of the surrounding locality, and if for a shop, services the daily needs of residents;
  - (c) development has a low-rise built form that maintains the low intensity character and rural residential amenity of the zone;
  - (d) development for residential uses adjacent to rural land does not interfere with the existing or ongoing use of the rural land for rural purposes;
  - (e) development ensures each identified rural residential precinct maintains the particular lifestyle option, local character, topography and constraints of the precinct, and generally maintain the following lot sizes:-
    - (i) precinct RRZ1 – 2,000m<sup>2</sup> lot size;
    - (ii) precinct RRZ2 – 4,000m<sup>2</sup> lot size; and
    - (iii) precinct RRZ3 – 4ha lot size;
  - (f) where not in a precinct, development maintains the existing residential density of the rural residential neighbourhood; and
  - (g) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.18.3 Specific benchmarks for assessment

**Table 6.2.18.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Land use composition</b>	
<b>PO1</b> Development provides for low density residential activities, primarily in the form of dwelling houses within a semi-rural setting.	<b>AO1</b> No acceptable outcome provided.
<b>PO2</b> Home based businesses and nature-based tourism may be established in the zone where the scale, intensity and nature of the activity do not disturb the rural residential character and amenity of the surrounding locality.	<b>AO2</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO3</b> Non-residential uses are limited to small-scale and low intensity rural activities and other uses that are compatible with the prevailing rural residential character and amenity of the zone. Shops are limited to those that service the daily needs of residents.</p> <p>Note—such uses include sales office, community uses, emergency services and utility installation.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b>Reconfiguring a lot</b>	
<p><b>PO4</b> Development provides for large residential lot sizes to maintain the lower residential density of the zone, cater for the different lifestyle options and localised character, topography and other site constraints. Lot size is generally in accordance with:</p> <p>(a) Precinct RRZ1 – 2,000m<sup>2</sup> minimum lot size area;            (b) Precinct RRZ2 – 4,000m<sup>2</sup> minimum lot size area;            (c) Precinct RRZ3 – 4ha minimum lot size area; and            (d) where not in a precinct – 2ha minimum lot size.</p>	<p><b>AO4</b> No acceptable outcome provided.</p>
<b>Effects of development</b>	
<p><b>PO5</b> Development for residential uses adjacent to rural land does not interfere with the existing or ongoing use of the rural land for productive agricultural purposes.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<p><b>PO6</b> Development incorporates a high level of rural residential amenity, personal health and safety and protection for property.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<b>Building height and built form</b>	
<p><b>PO7</b> Development has a maximum building height of 2 storeys and 8.5m.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<p><b>PO8</b> The built form of development:-</p> <p>(a) integrates with and complements the predominant rural residential character and scale of the zone; and            (b) is sympathetic to the environmental and topographical features of the landscape.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Amenity</b>	
<p><b>PO9</b> Development maintains a high level of residential amenity and avoids or mitigates potential adverse impacts having regard to such matters as hours of operation, generation of odours, noise, waste products, dust, traffic, electrical interference, lighting, visual and privacy impacts.</p>	<p><b>AO9</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO10</b> Development provides for infrastructure and services that are commensurate with a rural residential location and the nature and scale of development that is intended to occur in the zone.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>
<p><b>PO11</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including rural infrastructure) or compromise the future provision of planned infrastructure.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>

## 6.2.19 Special purpose zone code

### 6.2.19.1 Application

This code applies to development:-

- (a) within the Special purpose zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Special purpose zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.19.2 Purpose and overall outcomes

- (1) The purpose of the Special purpose zone code is to:-
  - (a) recognise and facilitate industrial development of a regional, state and national significance within the Port of Bundaberg and Bundaberg State Development Area;
  - (b) facilitate and maintain linkages to the Port of Bundaberg and major freight routes;
  - (c) ensure that incompatible development does not encroach on or prejudice development within the Port of Bundaberg and the State Development Area; and
  - (d) ensure that development complements the role of the Port of Bundaberg as an economic, freight and logistics hub, and is consistent with the preferred development intent of the precincts within the Port of Bundaberg Land Use Plan and the State Development Area Development Scheme.

Editor's note—the Material change of use of premises regulated by the Bundaberg State Development Area Development Scheme is administered by the Coordinator-General. In this area, the planning scheme only regulates development for reconfiguring a lot, building work and operational work, and then, only if the area is not Strategic Port Land.

Editor's note—development on Strategic Port Land not regulated by the Bundaberg State Development Area Development Scheme is regulated by the Port of Bundaberg Land Use Plan and is administered by the Port Authority.

- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) the Port of Bundaberg and Bundaberg State Development Area accommodate a wide range of large-scale industry uses, particularly those which support or have a nexus with the Port;
  - (b) development associated with other non-industrial uses is consistent with the preferred development intent of the precincts within the State Development Area or the Port of Bundaberg Land Use Plan, and is limited in extent;
  - (c) development maintains public health and safety and avoids or mitigates significant adverse environmental or amenity impacts;
  - (d) development provides for the efficient use of land, with lot sizes that cater for a range of large format industrial uses and discourage take up of land for smaller scale activities better suited to other zones;
  - (e) development provides for efficient and effective transport networks that maximise accessibility within and to the Port of Bundaberg and the Bundaberg State Development Area;
  - (f) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure; and
  - (g) areas within the Bundaberg State Development Area that are intended for an urban purpose are limited to the urban areas identified in the Development Scheme for the Bundaberg State Development Area.



### 6.2.19.3 Specific benchmarks for assessment

- (1) No performance outcomes or acceptable outcomes are provided. Development is required to demonstrate compliance with the purpose and overall outcomes of this code.

## 6.2.20 Specialised centre zone code

### 6.2.20.1 Application

This code applies to development:-

- (a) within the Specialised centre zone as identified on the zone maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Specialised centre zone code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 6.2.20.2 Purpose and overall outcomes

- (1) The purpose of the Specialised centre zone code is to provide for large floor plate retail business activities and other activities which because of their size, requirement for high levels of accessibility to private motor vehicle traffic, or other characteristics, are best located outside of identified activity centres and adjacent to major road transport corridors.
- (2) The purpose of the Specialised centre zone code will be achieved through the following overall outcomes:-
  - (a) development provides for a range of retail business uses that have large floor plates and require high levels of visibility and accessibility to major roads;
  - (b) development also provides for other business uses, some residential uses and some industrial uses which are well suited to establish in the zone;
  - (c) development in the zone does not provide for higher order and other retail facilities better suited to establishing within an activity centre;
  - (d) land uses contributing to employment, education and services in the Bundaberg Region are located in the centre commensurate with its local role and function. However, development does not undermine or compromise the activity centre network by proposing a higher order, larger scale or different types of uses than intended for the centre;
  - (e) new regional level State government facilities for justice, education, health, community, administration and employment activities serving the Bundaberg Region are located in the Bundaberg CBD as the principal activity centre rather than in a specialised centre;
  - (f) development incorporates a high standard of built form, urban design and landscaping which makes a positive contribution to the streetscape and is sympathetic to the existing and intended scale and character of the surrounding area; and
  - (g) development encourages and facilitates the efficient provision and safe operation of physical and social infrastructure.

### 6.2.20.3 Specific benchmarks for assessment

**Table 6.2.20.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<i>Land use composition and activity centre network</i>	
<b>PO1</b> Development provides for a range of retail business uses predominantly in the form of showrooms, garden centres, hardware and trade supplies and outdoor sales that have large floor plates and require high levels of visibility and accessibility to major roads.	<b>AO1</b> No acceptable outcome provided.
<b>PO2</b> Development also provides for other business uses (including food and drink outlets), some residential uses (particularly short-term accommodation) and some industrial uses which, because of their scale or	<b>AO2</b> No acceptable outcome provided.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
characteristics, are well suited to establish in the zone.	
<b>PO3</b> Development does not provide for higher order and other retail facilities better suited to establishing within an activity centre, including supermarkets, department stores and discount department stores, to be established in the Specialised centre zone.	<b>AO3</b> No acceptable outcome provided.
<b>Building height, built form and urban design</b>	
<b>PO4</b> Development has a maximum building height of 2 storeys and 11m.	<b>AO4</b> No acceptable outcome provided.
<b>PO5</b> The built form and urban design of development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places.	<b>AO5</b> No acceptable outcome provided.
<b>Effects of development</b>	
<b>PO6</b> Development is located, designed and operated in a manner that does not adversely impact on the amenity of surrounding premises, having regard to matters such as noise, lighting, waste, fumes, odours, overlooking and public health and safety.	<b>AO6</b> No acceptable outcome provided.
<b>Transport networks</b>	
<b>PO7</b> Development encourages public transport accessibility and use and also provides for pedestrian, bicycle and vehicular movement networks that maximise connectivity, permeability and ease of movement within and to a specialised centre.	<b>AO7</b> No acceptable outcome provided.
<b>Infrastructure and services</b>	
<b>PO8</b> Development is provided with urban services to support the needs of the community, including parks, reticulated water, sewerage, stormwater drainage, sealed roads, pathways, electricity and telecommunication infrastructure.	<b>AO8</b> No acceptable outcome provided.
<b>PO9</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure or compromise the future provision of planned infrastructure.	<b>AO9</b> No acceptable outcome provided.

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## Part 7 Local plans

### 7.1 Preliminary

- (1) Local plans address matters at the local or district level and may provide more detailed planning for the zones.
- (2) Local plans are mapped and included as figures within this part.
- (3) A precinct may be identified for part of a local plan.
- (4) The categories of development and assessment for development in a local plan are in **Part 5 (Tables of assessment)**.

Editor's note—tables of assessment for local plans are only provided where there is a variation to the categories of development and assessment provided under the standard zone. There are currently no local plans in the planning scheme that change the categories of development and assessment from that stated in a zone.

- (5) Assessment benchmarks for local plans are contained in a local plan code.
- (6) Each local plan code identifies the following:-
  - (a) the application of the local plan code;
  - (b) the purpose of the local plan code;
  - (c) the overall outcomes that achieve the purpose of the local plan code;
  - (d) the performance outcomes that achieve the overall outcomes of the local plan code;
  - (e) the acceptable outcomes that achieve the performance outcomes of the local plan code.
- (7) The following are the local plan codes for the planning scheme:-
  - (a) Central coastal urban growth area local plan code;
  - (b) Kalkie-Ashfield local development area local plan code.

## 7.2 Local plan codes

### 7.2.1 Central coastal urban growth area local plan code

#### 7.2.1.1 Application

This code applies to development:-

- (a) Within the Central coastal urban growth area local plan area as identified on the zoning maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Central coastal urban growth area local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.

Editor's note—this code seeks to provide a local structure planning framework for the Central coastal urban growth area local plan area. This may include development applications for preliminary approval including a variation request or development applications for reconfiguring a lot.

#### 7.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Central coastal urban growth area local plan code is to provide for the logical, orderly, efficient and sustainable development of the central coastal urban growth area in a manner that:-
  - (a) facilitates the creation of complete and vibrant communities comprising of interconnected residential neighbourhoods and supporting local services, community facilities and open space;
  - (b) maintains the discrete identity of individual communities that comprise the central coastal urban growth area; and
  - (c) ensures that the pattern of settlement, land use composition and configuration of movement networks and other major infrastructure and open space corridors appropriately reflects local area structure planning undertaken by the Council.
- (2) The purpose of the Central coastal urban growth area local plan code will be achieved through the following overall outcomes:-
  - (a) development for urban purposes occurs only in areas identified for urban development so as to protect the natural environment, preserve areas of open space, minimise impact on economic resources, avoid highly constrained land, maintain separation between discrete communities along the coast and provide for the efficient provision of infrastructure and services;
  - (b) development contributes to a pattern of settlement that maintains and reinforces the local character and identity of discrete communities and neighbourhoods along the central coastal urban growth area by:-
    - (i) preserving two large non-urban areas (inter-urban breaks), between Burnett Heads and Bargara in the north and Coral Cove and Elliott Heads in the south; and
    - (ii) retaining and enhancing smaller non-urban areas (intra-urban breaks) that help to distinguish individual places within the urban fabric;

Editor's note—**Figure 7.2.1 (Central coastal urban growth area structure plan concept)** identifies the indicative location and extent of inter-urban breaks and intra-urban breaks within the central coastal urban growth area.

- (c) development maintains and protects significant natural features and landscape values in the central coastal urban growth area, including coastal foreshores, coastal streams and wetland areas, dunes and rocky headlands;
- (d) development provides for the establishment of a functional and integrated movement network to efficiently and effectively service the central coastal urban growth area;
- (e) development provides for the establishment of a continuous coastal esplanade to:-
  - (i) enhance accessibility to existing and proposed residential communities along the coast;

- (ii) enhance the public's appreciation and enjoyment of the coastline; and
  - (iii) enhance recreational experiences;
- (f) development provides for a high level of integration between the open space networks and the pedestrian and bicycle path network;
- (g) public access to the coast is maintained and, where possible, enhanced by development;
- (h) development supports the establishment of a network of centres for the broader Central coastal area, comprising:-
- (i) a district activity centre at Bargara;
  - (ii) local activity centres at Burnett Heads, Bargara town centre, Bargara South and Elliott Heads; and
  - (iii) a series of well-located neighbourhood centres at other strategic locations throughout the area as required to satisfy community need;
- (i) development provides for any new activity centres to establish as vibrant, mixed use places with both residential and non-residential activities appropriate to their role and location, and displaying high quality urban design and landscaping;
- (j) development provides for a specialised activity centre comprising a service station and low impact service industries to establish in Bargara, situated at the corner of Bargara Road and Hughes Road;
- (k) subject to demonstrated need, a further specialised activity centre/low impact industry area may be established at an appropriate location within the Central coastal urban growth area to predominantly service central coastal area residents and provide local employment opportunities;
- (l) development in the specialised activity centre/low impact industry areas:-
- (i) complements, but does not compete with, Bargara's district activity centre;
  - (ii) does not adversely impact on the amenity of any surrounding sensitive land uses; and
  - (iii) makes a positive contribution to the visual character of the area, particularly as viewed from major road frontages;
- (m) where provided, multi-unit residential development sensitively responds to the scale and intensity of existing and planned development and is well-located relative to:-
- (i) existing and planned activity centres, community facilities and/or transport nodes; and
  - (ii) higher order elements of the road network;
- (n) environmental, open space and rural and landscape protection areas are maintained in the local plan area to provide for the protection and enhancement of rural landscape and scenic amenity values and the maintenance of inter-urban breaks;
- (o) development provides for an integrated environmental open space network incorporating coastal foreshore areas, watercourses, wetlands and remnant vegetation to provide low impact recreational experiences in addition to habitat protection, rehabilitation, wildlife movement, maintenance of coastal processes, flood conveyance and landscape protection functions;
- (p) development in Bargara in the vicinity of Seaview Road and Wessells Road protects the rural residential character of expansive homes on spacious grounds in a rural setting;
- (q) appropriate physical separation, landscape buffering and/or acoustic attenuation is provided within the Central coastal urban growth area to minimise land use conflicts, maintain residential amenity and protect landscape character values, with a particular focus on:-
- (i) maintaining the long-term productive use of agricultural land surrounding the Central coastal urban growth area;
  - (ii) maintaining the short to medium term productive use of agricultural land within the Central coastal urban growth area; and
  - (iii) protecting the visual and acoustic amenity of urban areas adjoining major roads and other conflicting land uses within the Central coastal urban growth area;


- (r) development provides for community uses and activities in appropriate locations to service the needs of the community, including:-
  - (i) the opportunity for a sizable community or institutional facility to be established at the northern end of Hughes Road, potentially accommodating a school, hospital, nursing home, sporting complex or similar activity to service the needs of the community; and
  - (ii) the adaptive re-use of Council buildings and facilities near the intersection of Hughes Road and Watsons Road, where these buildings are no longer required for local government purposes.
- (s) extractive industry sites that are no longer used for extractive industry purposes are protected from unsuitable land uses and fragmentation, and are subject to further investigation to determine suitability for urban development;
- (t) development of the Burnett Heads Boat Harbour and adjacent foreshore:-
  - (i) provides for an integrated resort development with a range of tourism and related uses including function and entertainment facilities, hotel, retail, residential and marina related businesses; and
  - (ii) sensitively responds to and integrates with the Burnett Heads town centre and broader township of Burnett Heads;
- (u) development within the Central coastal urban growth area does not prejudice or constrain development of the Bundaberg State Development Area, the Port of Bundaberg and Strategic Port Land for port-related and industrial activities and supporting infrastructure, including transport corridors.

### 7.2.1.3 Specific benchmarks for assessment

**Table 7.2.1.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Pattern of settlement and land use structure</b>	
<p><b>PO1</b>            The pattern of settlement and land use structure:-</p> <ul style="list-style-type: none"> <li>(a) appropriately responds to structure planning undertaken by the Council;</li> <li>(b) provides for the growth area to be developed as a series of high quality and discrete residential neighbourhoods offering a diverse mix of generally low to medium density accommodation ranging from dwelling houses on conventional size lots to appropriately located multi-unit residential development in various configurations;</li> <li>(c) occurs in a logical sequence that ensures the timely and efficient use of land and provision of infrastructure;</li> <li>(d) avoids environmentally significant areas, and areas subject to an unacceptable risk from natural hazards;</li> <li>(e) preserves significant natural features and landscape values including coastal foreshores, coastal streams and wetland areas, dunes and rocky headlands;</li> <li>(f) incorporates adequate buffering and separation between incompatible land uses; and</li> <li>(g) provides physical separation within and between the different communities that comprise the Central coastal urban growth area.</li> </ul>	<p><b>AO1</b>  <i>In partial fulfilment only of Performance outcome PO1:-</i></p> <p>Development conforms to a pattern of settlement and land use structure that is generally in accordance with the structure planning elements identified on <b>Figure 7.2.1 (Central coastal urban growth area structure plan concept) and Figure 7.2.1A (Hughes and Seaview Barga structure plan)</b>.</p>
<b>Movement network</b>	
<p><b>PO2</b>            Development supports the establishment of an efficient, functional and integrated movement network that:-</p> <ul style="list-style-type: none"> <li>(a) strengthens north-south and east-west road connections, with a particular focus on</li> </ul>	<p><b>AO2</b>  <i>In partial fulfilment only of Performance outcome PO2:-</i></p> <p>Development provides for the major transport infrastructure networks in a configuration</p>

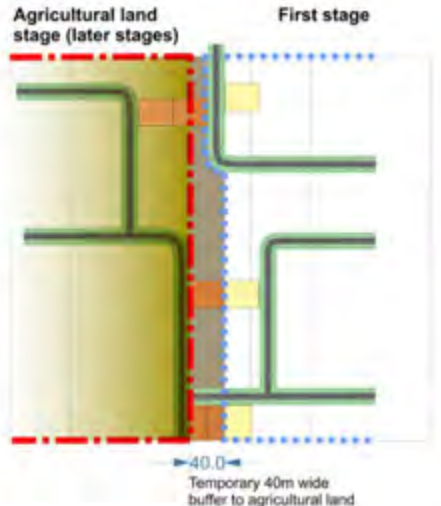


Performance outcomes	Acceptable outcomes
<p>establishing a north-south coastal link connecting the coastal communities between Burnett Heads and Elliott Heads;</p> <p>(b) extends and upgrades Hughes Road to a sub-arterial trunk road linking Bargara and the central coastal southern suburbs and townships;</p> <p>(c) improves connectivity between residential neighbourhoods and to existing and proposed activity centres within the Central coastal urban growth area;</p> <p>(d) contributes to the efficient and safe functioning of major roads by providing access to development via local roads; and</p> <p>(e) promotes the use of pedestrian, cycle and public transport modes.</p>	<p>generally in accordance with <b>Figure 7.2.1 (Central coastal urban growth area structure plan concept) and Figure 7.2.1A (Hughes and Seaview Bargara structure plan)</b>.</p> <p>Editor's Note—temporary road connection/s may be permitted to major roads pending the availability of permanent access via an internal road, at which point the temporary road connection/s will be removed. Example treatments for temporary road connections are shown at <b>Figure 7.2.1B (Conceptual illustration of temporary road connections)</b>.</p> <p><b>Figure 7.2.1B Conceptual illustration of temporary road connections</b></p> 
<p><b>PO3</b> Direct access to major roads is limited to ensure the safe and efficient movement of traffic and safe vehicle access.</p>	<p><b>AO3</b> <i>In partial fulfilment only of Performance outcome PO3:-</i></p> <p>Where located in the Hughes and Seaview Bargara structure plan area, no direct access is permitted to new residential lots from Bargara Road, Seaview Road and Hughes Road, except for a small number of additional rural residential lots fronting Seaview Road where new shared access is provided to service the new and existing lot/s, avoiding the creation of new access points.</p>
<b>Continuous coastal esplanade</b>	
<p><b>PO4</b> Development helps facilitate the provision of a continuous coastal esplanade to provide a scenic drive, pedestrian and bicycle pathway and a walkable waterfront.</p>	<p><b>AO4</b> Development provides for the provision of a continuous coastal esplanade, on an alignment generally in accordance with <b>Figure 7.2.1 (Central coastal urban growth area structure plan concept)</b>.</p>
<p><b>PO5</b> Development provides for the continuous coastal esplanade to be linked with strong east-west pedestrian and bicycle connections in public open space and road corridors.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>
<b>Activity centres</b>	
<p><b>PO6</b> New activity centres:-</p> <p>(a) are well-located relative to the catchments they are intended to serve and other existing or proposed centres;</p> <p>(b) are integrated with community facilities wherever possible;</p> <p>(c) have high levels of accessibility to and from the higher order elements of the transport network;</p> <p>(d) perform a role and function and have an intensity and scale commensurate with demonstrated need; and</p> <p>(e) do not detrimentally impact on existing or approved activity centres.</p>	<p><b>AO6</b> <i>In partial fulfilment only of Performance outcome PO6:-</i></p> <p>Development provides for a network of activity centres with a function and location generally in accordance with <b>Figure 7.2.1 (Central coastal urban growth area structure plan concept)</b>.</p>
<p><b>PO7</b> Development provides for the proposed local activity centres at Bargara South and Elliott Heads to be established and consolidated as pedestrian-</p>	<p><b>AO7</b> No acceptable outcome provided.</p>



Performance outcomes	Acceptable outcomes
based lifestyle centres located at the heart of their respective communities.	
<p><b>PO8</b> Development ensures that any new activity centre:-</p> <ul style="list-style-type: none"> <li>(a) has a configuration and includes a range of uses that help create an active, vibrant centre and focal point for the community;</li> <li>(b) is compatible with the scale and intensity of existing or planned development in the neighbourhood; and</li> <li>(c) provides for active modes of transport including the provision of sheltered and comfortable spaces for pedestrians with footpaths, walkways and other public spaces adequately sheltered from excessive sunlight and inclement weather.</li> </ul>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Specialised activity centre/low impact industry area</b>	
<p><b>PO9</b> Development provides for the establishment of a specialised activity centre including a service station and low impact/service industries near the intersection of Bargara Road and Hughes Road, Bargara.</p>	<p><b>AO9</b> Development of a service activity centre/low impact industry area is located generally in accordance with <b>Figure 7.2.1A (Hughes and Seaview Bargara structure plan)</b>.</p> <p>Note—expansion of the specialised activity centre further along the Bargara Road frontage to accommodate other commercial and large format development is not anticipated.</p>
<p><b>PO10</b> Subject to demonstrated need, a further specialised activity centre/low impact industry area may establish within the Central coastal urban growth area, suitably located to service the broader central coastal area.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>
<p><b>PO11</b> Development in the specialised activity centre/low impact industry area predominantly accommodates:-</p> <ul style="list-style-type: none"> <li>(a) a service station, small-scale showrooms and other lower-order business activities (e.g. garden centres, hardware and trade supplies and outdoor sales uses) that are not otherwise suited to being located in Bargara’s district activity centre; and</li> <li>(b) low impact industry activities and service industries.</li> </ul>	<p><b>AO11</b> No acceptable outcome provided.</p>
<p><b>PO12</b> Development in the specialised activity centre/low impact industry area:-</p> <ul style="list-style-type: none"> <li>(a) provides an attractive street-front address and makes a positive contribution to the visual character of the area through appropriate built form, urban design and landscaping treatment, especially where located on a major road or entry to a township; and</li> <li>(b) does not adversely impact on the amenity of surrounding sensitive land uses, having regard to such matters as traffic, noise, lighting, waste, fumes, odours, hours of operation, privacy, overlooking and public health and safety.</li> </ul>	<p><b>AO12</b> No acceptable outcome provided.</p>
<b>Medium density residential development</b>	
<p><b>PO13</b> Where provided, medium density residential development:-</p> <ul style="list-style-type: none"> <li>(a) has a low-rise built form compatible with the existing and intended scale and character of the surrounding area;</li> </ul>	<p><b>AO13</b> Multi-unit residential development:-</p> <ul style="list-style-type: none"> <li>(a) occurs in the Medium density residential areas identified in <b>Figure 7.2.1 (Central Coastal urban growth area structure plan concept)</b> and <b>Figure 7.2.1A (Hughes and Seaview Bargara structure plan)</b>;</li> </ul>

Performance outcomes	Acceptable outcomes
<p>(b) has high levels of accessibility, increasing the number of people living close (i.e. predominantly within the primary walking catchment) to an existing or planned activity centre, community facility or public open space; and</p> <p>(c) is readily accessible to, and capable of being well-serviced by, public transport, bicycle and pedestrian routes.</p>	<p>(b) provides for a net residential density of 30 to 50 equivalent dwellings per hectare; and</p> <p>(c) has a maximum building height of 3 storeys and 11m.</p>
<p><b>PO14</b> Where provided, medium density residential development:-</p> <p>(a) provides for a range of multi-unit residential dwelling types and small lot housing;</p> <p>(b) is designed to complement the existing and intended character of the area, positively contribute to the streetscape and maintain a high level of residential amenity;</p> <p>(c) provides a high quality presentation to major roads with well-articulated built form, high quality landscaping within the set back, and high quality fencing utilising a range of materials and articulation measures.</p>	<p><b>AO14</b> No acceptable outcome provided</p>
<b>Community areas and activities</b>	
<p><b>PO15</b> Community areas:-</p> <p>(a) provide for community or institutional activities, including education, health, sport and recreation and residential care and retirement facilities, that support the needs of the community and are integrated with their surrounding area; and</p> <p>(b) where not required for community activities, may be developed for residential and limited non-residential activities consistent with the surrounding area.</p>	<p><b>AO15.1</b> Community areas identified in <b>Figure 7.2.1 (Central coastal urban growth area structure plan concept)</b> and <b>Figure 7.2.1A (Hughes and Seaview Bargara structure plan)</b> are developed for community activities.</p> <p><b>AO15.2</b> Development within identified Community areas caters for the needs of the community, and is connected to and forms part of the surrounding neighbourhood, rather than being established as a private enclave.</p> <p><b>AO15.3</b> Where not required for local government purposes, existing Council offices at Bargara, near the intersection of Hughes Road and Watsons Road are adaptively re-used for other community activities.</p>
<b>Other development</b>	
<p><b>PO16</b> Other forms of development not anticipated by this local plan may be supported if compliance with the following principles can be demonstrated:-</p> <p>(a) development does not interfere with the long-term expectations of the local plan or the logical rollout of urban infrastructure, including water, wastewater, stormwater drainage and roads;</p> <p>(b) development does not create unmanageable amenity conflicts, including visual amenity or the release of contaminants from a site; and</p> <p>(c) small-scale, non-residential activities that provide a local service may be acceptable in discrete locations.</p>	<p><b>AO16</b> No acceptable outcome provided.</p>
<b>Environmental and open space network</b>	
<p><b>PO17</b> Development provides for an integrated environmental and open space network that:-</p> <p>(a) effectively protects and links major areas of open space and areas of environmental significance;</p>	<p><b>AO17.1</b> Development provides for open space/ environment protection areas generally in accordance with <b>Figure 7.2.1 (Central coastal urban growth area structure plan concept)</b> and</p>

Performance outcomes	Acceptable outcomes
<p>(b) retains and protects coastal foreshores and riparian areas for their environmental values and to support a walkable waterfront;</p> <p>(c) where practical, contributes to the multimodal pedestrian and cycling network;</p> <p>(d) accommodates and conveys major stormwater flows, flood events and drainage affected areas;</p> <p>(e) provides physical separation within and between the different communities that comprise the Central coastal urban growth area; and</p> <p>(f) contributes to the visual amenity and character of the urban landscape, including at the entrances to coastal townships.</p>	<p><b>Figure 7.2.1A (Hughes and Seaview Bargara structure plan).</b></p> <p>Editor's note—the extent of the open space/environmental protection areas, including local flood and drainage affected areas, is indicative only and is to be determined at the time of any development application involving the affected land.</p> <p><b>AO17.2</b> The environmental and open space network, including watercourses, flowpaths and local flood and drainage affected areas, is protected from development to ensure the drainage and flood conveyance functions of the network are retained, and where practical:-</p> <p>(a) environmental values are retained, enhanced or restored to their natural state;</p> <p>(b) provides linear open space that contributes to the open space, pedestrian and cycling networks; and</p> <p>(c) where not required as part of the open space or pedestrian and cycle pathway networks, are retained in private ownership.</p> <p><b>AO17.3</b> Open space located within the Bargara Road reserve at the corner of Bargara Road and Seaview Road remains passive in nature and contributes to the landscaped gateway entry statement to Bargara.</p>
<b>Rural and landscape protection area</b>	
<p><b>PO18</b> A Rural and landscape protection area is maintained in the Central coastal urban growth area so as to:-</p> <p>(a) protect and enhance rural landscape and scenic amenity values;</p> <p>(b) retain land for rural production and other non-urban uses that are compatible with the retention of the area's rural and natural landscape character; and</p> <p>(c) facilitate the proper and orderly planning of the Central coastal urban growth area.</p>	<p><b>AO18.1</b> Development for urban purposes does not occur in the Rural and landscape protection area identified on <b>Figure 7.2.1 (Central coastal urban growth area structure plan concept).</b></p> <p><b>AO18.2</b> Development in the Rural and landscape protection area does not compromise the provision of potential future road connections and other infrastructure corridors required to support and service urban development in the central coastal area.</p>
<b>Further investigation area</b>	
<p><b>PO19</b> Extractive industry sites that are no longer used for extractive industry purposes:-</p> <p>(a) are protected from fragmentation and inappropriate land uses that may compromise their potential longer-term use;</p> <p>(b) are not developed for urban purposes until such time as further investigations into the suitability of the land for urban development has been undertaken by Council; and</p> <p>(c) contribute towards the retention and creation of intra-urban breaks, and otherwise facilitate the proper and orderly planning of the Central coastal urban growth area.</p>	<p><b>AO19</b> No acceptable outcome provided.</p>
<b>Buffering and separation</b>	
<p><b>PO20</b> Development incorporates adequate buffering and separation to surrounding rural production areas so as to:-</p> <p>(a) maintain the productive use of agricultural land classification (ALC) Class A and Class B land;</p>	<p><b>AO20</b> Buffers and separation areas to ALC Class A and Class B land and other rural production areas are designed, established and maintained:-</p> <p>(a) to provide a minimum 20 metre wide densely landscaped buffer incorporated within the development and held in private ownership, with dwellings or other sensitive receptors set</p>

Performance outcomes	Acceptable outcomes
<p>(b) mitigate land use conflicts between rural activities and sensitive land uses within the Central coastal urban growth area; and</p> <p>(c) protect the amenity and wellbeing of prospective residents within the broader Central coastal urban growth area.</p>	<p>back 30 metres from the road frontage or property boundary; or</p> <p>(b) in accordance with an assessment report prepared by an appropriately qualified consultant that demonstrates, to the Council's satisfaction, compliance with the performance outcome.</p> <p>Note—<b>Figure 7.2.1 (Central coastal urban growth area structure plan concept)</b> identifies the indicative locations where agricultural land buffers will be required.</p>
<p><b>PO21</b></p> <p>Development is appropriately staged and designed to ensure that land use conflicts are minimised between the proposed urban residential development and existing farming operations within the Central coastal urban growth area.</p>	<p><b>AO21</b></p> <p>Where development abuts land used for agricultural purposes within the Central coastal urban growth area, temporary buffer treatments and separation areas are:-</p> <p>(a) designed, established and maintained to provide a temporary separation area or buffer of 40 metres to the existing agricultural activity consistent with <b>Figure 7.2.1C (Temporary agricultural land buffer concept)</b>; and</p> <p>(b) designed such that the buffer may be extinguished and developed following the cessation of the adjoining agricultural activity.</p> <p>Editor's note—it is envisaged that the 40m wide buffer area would form a stage of the urban development and would be conditioned accordingly by Council through the development approval that the stage that sits over the buffer area cannot be commenced until the adjoining agricultural activity is permanently ceased.</p> <p><b>Figure 7.2.1C Temporary agricultural land buffer concept</b></p> 
<p><b>PO22</b></p> <p>Development provides for acoustic and/or amenity buffers and setbacks to be established and maintained adjacent to major roads and at gateway entrances to townships so as to:-</p> <p>(a) protect the amenity and wellbeing of prospective residents and other sensitive receptors within the local plan area;</p> <p>(b) protect the function of the road network; and</p> <p>(c) enhance roadside amenity and contribute to the visual amenity and character of the coastal townships.</p>	<p><b>AO22</b></p> <p>Development located on a major road incorporates amenity or gateway buffer treatments and setbacks in accordance with the following:-</p> <p>(a) acoustic fencing, noise barriers, earth mounding or other treatments are provided where required to ensure road noise does not adversely impact on surrounding sensitive land uses;</p> <p>(b) fencing fronting the road, including any required acoustic fencing, is articulated and executed to a high standard commensurate with their prominent position in the landscape;</p>

Performance outcomes	Acceptable outcomes
	(c) a landscaped area (including dense planting with or without earth mounding) of at least 10 metres width is provided between the major road and any fencing provided; (d) buildings and structures are set back 6 metres from a major road, except for Bargara Road where buildings must be set back at least 10 metres from the road frontage; (e) street tree planting along the adjacent road reserve contributes to a consistent and appealing streetscape.
<b>Additional requirements for development in the Hughes and Seaview Bargara structure plan area</b>	
<b>PO23</b> Rural residential development is generally located in the vicinity of Wessells Road and consists of low density residential activities where:- (a) large residential lots cater for a mix of low density housing choices compatible with the large lot character and amenity of the area, drainage paths and other site constraints; (b) additional lots created along Seaview Road comprise of wide street frontages and shared vehicle access; and (c) adequate infrastructure is provided, appropriate to the scale of development and applicable site constraints.	<b>AO23</b> Rural residential development is limited to the large lot residential area identified in <b>Figure 7.2.1A (Hughes and Seaview Bargara structure plan)</b> and achieves the following outcomes:- (a) lots are generally not less than 4,000m <sup>2</sup> , except where it can be demonstrated that lots smaller than 4,000m <sup>2</sup> (not less than 2,000m <sup>2</sup> ) are warranted or appropriate having regard to lot design, site constraints and amenity outcomes; (b) each new lot is capable of accommodating a dwelling, associated outbuildings and effluent disposal areas (where on-site wastewater treatment and disposal is accepted), located outside any identified flood hazard area; (c) where affected by waterways or overland flow paths, adequate stormwater drainage is provided; and (d) where not required as part of the public open space and pathway network, drainage paths remain in private ownership but are included in a drainage easement in favour of Council.  Editor's note—the extent of the drainage corridors as depicted on <b>Figure 7.2.1A (Hughes and Seaview Bargara structure plan)</b> is indicative only. The exact extent of the drainage corridor is to be determined at the time of any development application.
<b>PO24</b> The existing access easement/s off Wessells Road known as Brumby Lane is to be provided as a public road that:- (a) provides local vehicle access and pedestrian and cycle connectivity with the broader pathway network; and (b) is protected from encroachment by buildings and other development, with buildings set back to provide a streetscape consistent with a conventional low density residential area.	<b>AO24</b> Brumby Lane is dedicated as a public road consistent with <b>Figure 7.2.1D Brumby Lane concept</b> , and:- (a) is designed and constructed as a residential access place and remains a 'no through road' for vehicles; (b) provides a pedestrian and cycle link between Wessells Road and the low density residential area to the north; and (c) new dwellings and appurtenant buildings on the eastern and western side of Brumby Lane (whether access is gained via Brumby Lane or not) are setback in accordance with <b>Figure 7.2.1E Brumby Lane setbacks</b> to allow for future resumptions and widening of Brumby Lane.  Editor's note—vehicle access from Wessells Road to the low density residential area to the north is not required.

Performance outcomes	Acceptable outcomes
	<p><b>Figure 7.2.1D Brumby Lane concept</b></p>  <p><b>Figure 7.2.1E Brumby Lane setbacks</b></p> 
<b>Additional requirements for development of the Burnett Heads Boat Harbour development site</b>	
<p><b>PO25</b>                  Development within the Burnett Heads Boat Harbour development site:-</p> <ul style="list-style-type: none"> <li>(a) provides the opportunity for a new integrated resort development with a range of related uses including function and entertainment facilities, hotel, retail, tourist attractions, residential, and marina related businesses;</li> <li>(b) incorporates a mix of compatible land uses amongst open space areas that are accessible to the broader community;</li> <li>(c) provides opportunities for the existing Burnett Heads community through connections and integration with the existing urban form of the locality; and</li> <li>(d) manages conflicts between land uses through design elements, buffering and other separation measures.</li> </ul> <p>Editor's note—land uses that support and complement the boat harbour's primary use and location are to be integrated so as to minimise potential conflicts.</p>	<p><b>AO25</b>                  No acceptable outcome provided.</p>
<p><b>PO26</b>                  Development of the Burnett Heads Boat Harbour development site:-</p> <ul style="list-style-type: none"> <li>(a) reflects and promotes a recognisable local character and identity which attracts local, interstate and international visitors;</li> </ul>	<p><b>AO26</b>                  No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
(b) incorporates sub-tropical architecture and landscaping; (c) is sensitive to the interface and relationship with the Burnett Heads town centre and the broader community; and (d) provides continuous public access and high levels of pedestrian amenity along the boat harbour/marina foreshore, connecting with the Burnett Heads town centre and surrounding area; (e) provides activity nodes and points of interest along the foreshore; and (f) provides active frontages which relate to the waterfront promenade, Harbour Esplanade, and the extensions of Moss and Somerville Streets as pedestrian and view corridors.	
<b>PO27</b> Interim uses may be appropriate in the Burnett Heads Boat Harbour development site where the following outcomes are addressed:- (a) interim uses are not separately subdivided; (b) demonstrates that the use will not prejudice the development potential of the boat harbour; and (c) interim land uses will not adversely impact on the amenity of the area, including the established township.	<b>AO27</b> No acceptable outcome provided.
<b><i>Movement network in the vicinity of the Burnett Heads town centre and Boat Harbour development site</i></b>	
<b>PO28</b> Development at Burnett Heads supports the establishment of an efficient, functional and integrated movement network that:- (a) provides improved connectivity to the boat harbour and the Port of Bundaberg by extending Zunker Street (via Lutz Street) to connect with Harbour Esplanade at or near Finucane Street; (b) protects the Young Street extension corridor as a potential longer-term town centre by-pass connecting with the Zunker Street extension; (c) recognises the importance of Hermans Road in linking the Port of Bundaberg side of Burnett Heads with the Burnett Heads town centre; and (d) promotes the continuation of a grid network for local roads, albeit with local streets strategically cul-de-saced to encourage active transport options (i.e. walking or cycling).	<b>AO28</b> No acceptable outcome provided.
<b>PO29</b> Development of the Burnett Heads Boat Harbour development site supports the establishment of an efficient, functional and integrated movement network for active transport (walking and cycling) and passenger transport that:- (a) provides a community accessible promenade for the full length of the waterfront; (b) facilitates pedestrian access and protects sightlines and views of the boat harbour from Somerville and Moss Streets; (c) is easily navigable with a well-connected, logical and legible active transport network that minimises the need for directional signage; (d) provides equitable access for all and where practical, separates vehicles from pedestrians and cyclists; and (e) caters for buses and service vehicles on site.	<b>AO29</b> No acceptable outcome provided.



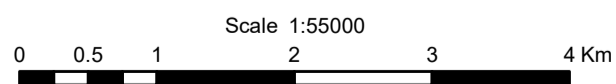
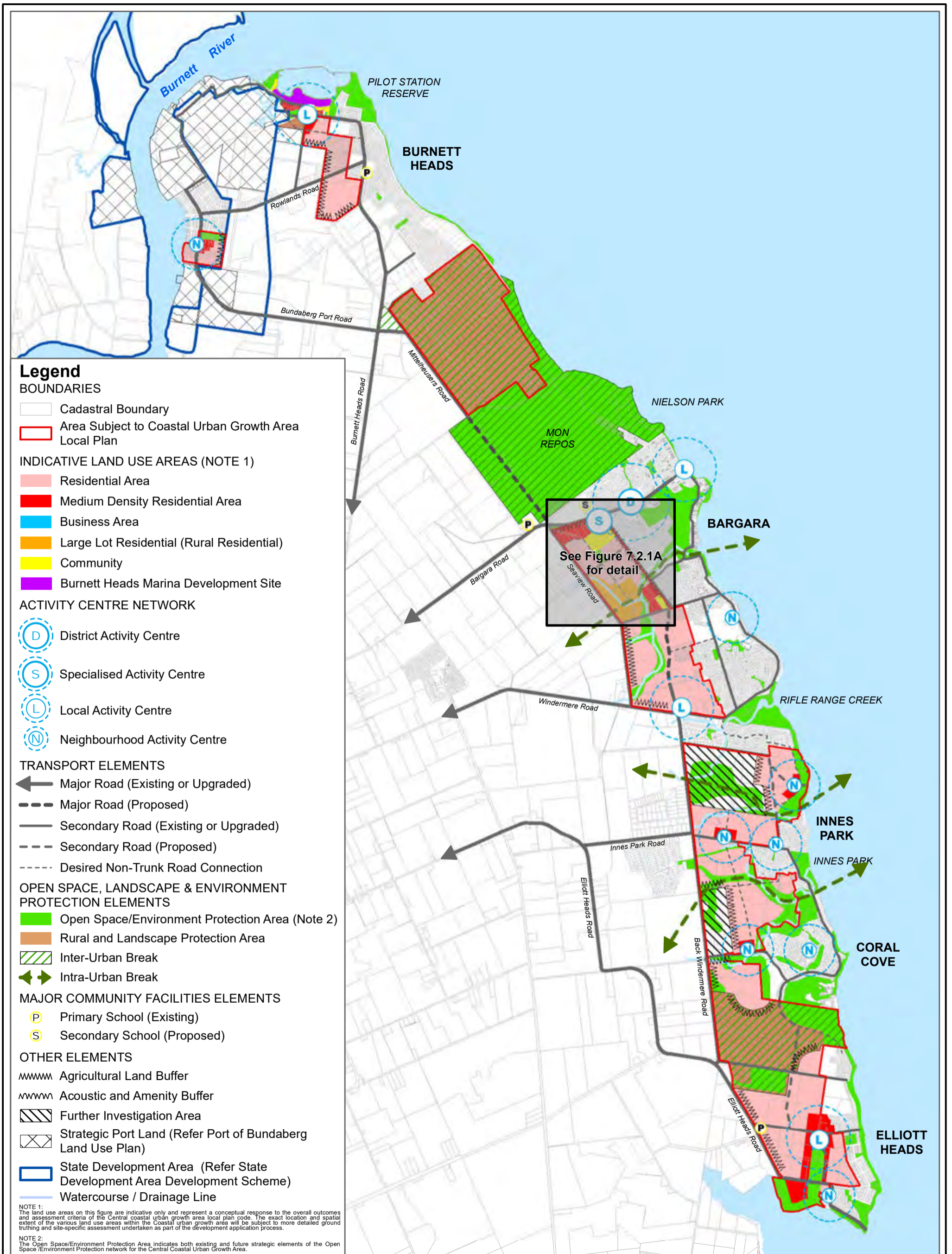


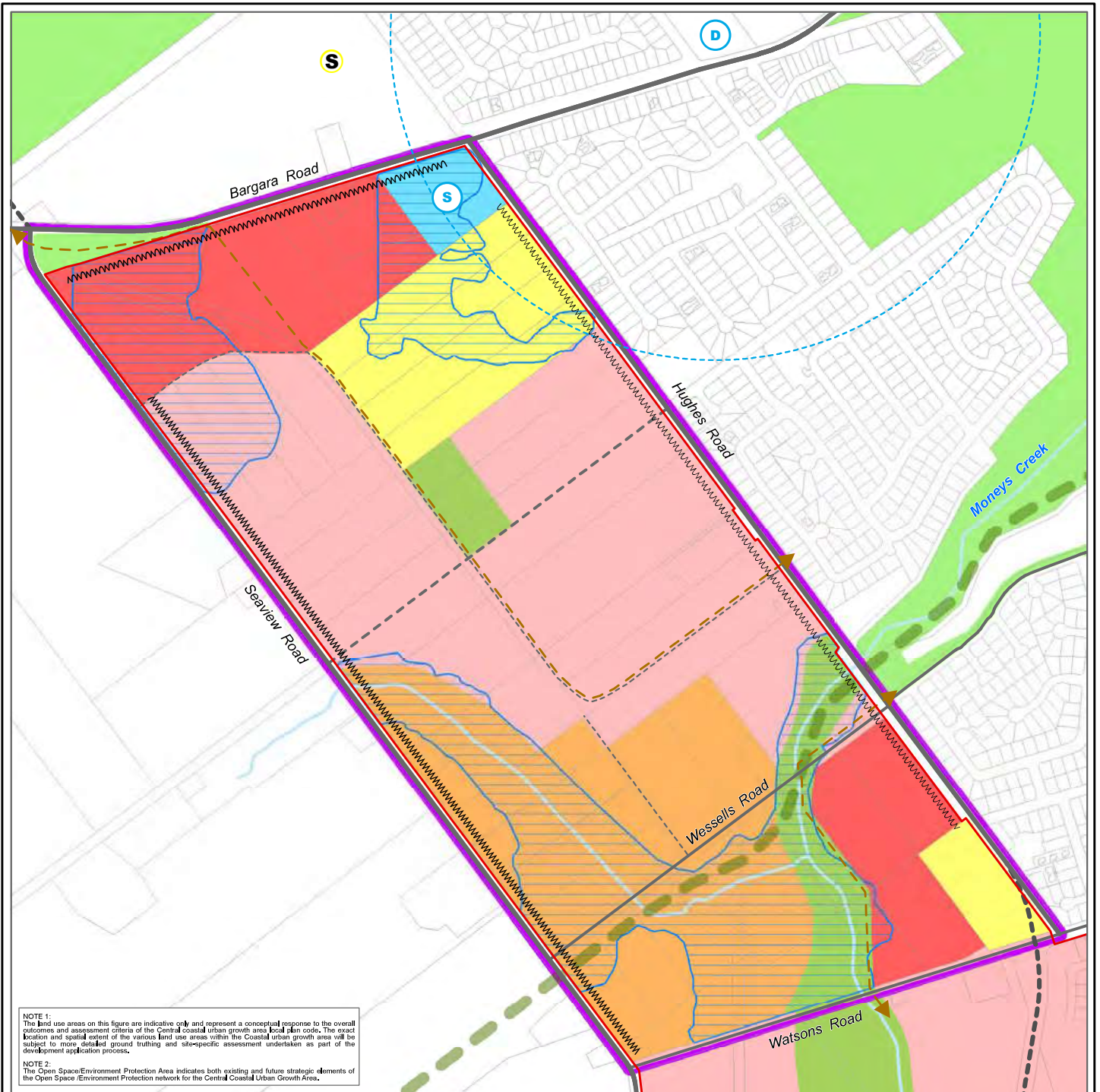
Figure 7.2.1  
Central Coastal Urban Growth Area Structure Plan Concept

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**NOTE 1:**  
The land use areas on this figure are indicative only and represent a conceptual response to the overall outcomes and assessment criteria of the Central coastal urban growth area local plan code. The exact location and spatial extent of the various land use areas within the Coastal urban growth area will be subject to more detailed ground truthing and site-specific assessment undertaken as part of the development application process.

**NOTE 2:**  
The Open Space/Environment Protection Area indicates both existing and future strategic elements of the Open Space/Environment Protection network for the Central Coastal Urban Growth Area.

**Legend**

**BOUNDARIES**

- Cadastral Boundary
- Area Subject to Coastal Urban Growth Area Local Plan
- Hughes and Seaview Bargara Structure Plan Area

**INDICATIVE LAND USE AREAS (NOTE 1)**

- Residential Area
- Medium Density Residential Area
- Business Area
- Large Lot Residential (Rural Residential)
- Community

**ACTIVITY CENTRE NETWORK**

- District Activity Centre
- Specialised Activity Centre

**TRANSPORT ELEMENTS**

- Major Road (Existing or Upgraded)
- Major Road (Proposed)
- Secondary Road (Existing or Upgraded)
- Non-Trunk / Desired Non-Trunk Road
- Secondary Road (Proposed)
- Desired Non-Trunk Road
- Desired Pathway

**OPEN SPACE, LANDSCAPE & ENVIRONMENT PROTECTION ELEMENTS**

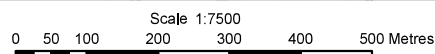
- Open Space (Note 2)
- Local Flood / Drainage Investigation Area
- Intra-Urban Break

**MAJOR COMMUNITY FACILITIES ELEMENTS**

- Secondary School (Proposed)

**OTHER ELEMENTS**

- Agricultural Land Buffer
- Acoustic and Amenity Buffer
- Watercourse / Drainage Line



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Figure 7.2.1A  
Hughes and Seaview Bargara Structure Plan

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## 7.2.2 Kalkie-Ashfield local development area local plan code

### 7.2.2.1 Application

This code applies to development:-

- (a) within the Kalkie-Ashfield local development area local plan area as identified on the zoning maps contained in **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Kalkie-Ashfield local development area local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.

Editor's note—this code seeks to provide a local structure planning framework for the Kalkie-Ashfield local development area local plan area. This may include development applications for preliminary approval including a variation request or development applications for reconfiguring a lot.

### 7.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Kalkie-Ashfield local development area local plan code is to provide for the logical, orderly, efficient and sustainable development of the Kalkie-Ashfield local development area in a manner that:-
  - (a) facilitates the creation of complete and vibrant communities comprising of interconnected residential neighbourhoods and supporting local services, community facilities and open space; and
  - (b) ensures that the pattern of settlement, land use composition and configuration of movement networks and other major infrastructure and open space corridors appropriately reflects local area structure planning undertaken by the Council.
- (2) The purpose of the Kalkie-Ashfield local development area local plan code will be achieved through the following overall outcomes:-
  - (a) development for urban purposes occurs only in areas identified for urban development so as to protect the natural environment, preserve areas of open space, minimise impact on economic resources, avoid highly constrained land and provide for the efficient provision of infrastructure and services;
  - (b) development maintains and protects significant natural features and landscape values in the Kalkie-Ashfield local development area, including the Burnett River foreshore, the ridgeline east of the river in Kalkie, surrounding areas of rural landscape character, the natural path of defined watercourses and areas of environmental significance (including areas of Woongarra Scrub);
  - (c) development provides for the establishment of a functional and integrated movement network to efficiently and effectively service the Kalkie-Ashfield local development area;
  - (d) a continuous Burnett River esplanade is maintained and improved to:-
    - (i) enhance accessibility to open space and recreational opportunities along the riverside; and
    - (ii) enhance the public's appreciation and enjoyment of the Burnett River;
  - (e) development provides for a high level of integration between the open space networks and the pedestrian and bicycle path network, including connecting the Kalkie-Ashfield local development area to the Bundaberg CBD via Baldwin Swamp Environmental Park;
  - (f) development provides short and long distance views over the Burnett River, farmland and the non-urban setting of Bundaberg for residents and the public by establishing a continuous avenue along the ridgeline between Jealous Road and Sauers Road in Kalkie;
  - (g) development supports the establishment of a network of centres for the Kalkie-Ashfield local development area, comprising:-
    - (i) a local activity centre located at or near the midpoint of FE Walker Street/Bundaberg Port Road within the Kalkie-Ashfield local development area; and
    - (ii) a series of well-located neighbourhood centres at other strategic locations throughout the area as required to satisfy community need;

- (h) development provides for any new activity centres to establish as vibrant, mixed use places with both residential and non-residential activities appropriate to their role and location, and displaying high quality urban design and landscaping;
- (i) development in the local activity centre:-
  - (i) does not adversely impact on the amenity of any surrounding sensitive land uses;
  - (ii) makes a positive contribution to the visual character of the area, particularly as viewed from major road frontages; and
  - (iii) may provide for a full-line supermarket where forming part of the local activity centre; and
  - (iv) does not contain any other uses that would be more appropriately located in the Bundaberg principal activity centre;
- (j) where provided, multi-unit residential development sensitively responds to the scale and intensity of existing and planned development and is well-located relative to:-
  - (i) existing and planned activity centres, community facilities and/or transport nodes; and
  - (ii) higher order elements of the road network;
- (k) a Rural and landscape protection area is maintained along the Burnett River flats, extending from Jealous Road to Kirbys Road to provide for the protection and enhancement of rural landscape, primary production and scenic amenity values and, subject to appropriate address of flooding constraints, the longer term potential of the area adjacent to the Burnett River to accommodate higher order sport and recreation facilities for the Bundaberg Region with a riverfront setting;
- (l) development provides for an integrated environmental open space network incorporating riverine foreshore areas, watercourses, wetlands and remnant vegetation to provide low impact recreational experiences in addition to habitat protection, rehabilitation, wildlife movement, maintenance of riverine and coastal processes, flood conveyance and landscape protection functions;
- (m) rural residential development is limited to a small area in the northern portion of Kalkie to ensure that predominantly urban residential development within the Kalkie-Ashfield local development area is of an appropriate density to benefit from its proximity to Rubyanna Wastewater Treatment Plant, able to conveniently connect to urban services;
- (n) the open space network in the Kalkie-Ashfield local development area connects with and complements the existing active and passive open space system extending along Bundaberg Creek and Baldwin Swamp Environmental Park into Bundaberg East and Bundaberg South;
- (o) development maintains and enhances opportunities for an improved linear open space and pedestrian and bicycle path network extending along the Burnett River providing connectivity between the Kalkie-Ashfield local development area and the Bundaberg CBD via East Bundaberg;
- (p) subject to ensuring the safe and efficient operation of rural infrastructure, development aligns components of the road, open space and pedestrian and cycle path networks with the irrigation channel network and cane rail network through Ashfield, to add visual interest to neighbourhoods and establish a cultural connection between urban development and the agricultural heritage of the area;
- (q) the Bargara Road/Gahans Road/Kingsford Street/Jealous Road intersection is redesigned to improve access and traffic circulation to support the development of new neighbourhoods in Kalkie;
- (r) appropriate physical separation, landscape buffering and/or acoustic attenuation is provided within the local plan area to minimise land use conflicts, maintain residential amenity and protect landscape character values, with a particular focus on:-
  - (i) maintaining the long-term productive use of agricultural land surrounding the Kalkie-Ashfield local development area;
  - (ii) maintaining the short to medium term productive use of agricultural land within the Kalkie-Ashfield local development area;

- (iii) separation and buffering of sensitive land uses to industrial activity in Bundaberg East to the south of Jealous Road and in the vicinity of Alexandra Street; and
- (iv) the interface between urban development, major roads and the sugar cane rail network.

### 7.2.2.3 Specific benchmarks for assessment

Table 7.2.2.3.1 Benchmarks for assessable development

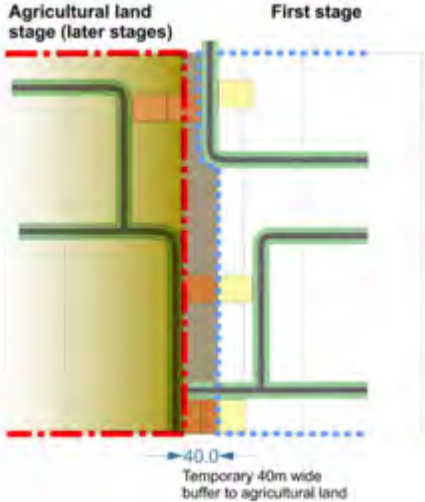
Performance outcomes	Acceptable outcomes
<b>Pattern of settlement and land use structure</b>	
<p><b>PO1</b> The pattern of settlement and land use structure:-</p> <ul style="list-style-type: none"> <li>(a) appropriately responds to structure planning undertaken by the Council;</li> <li>(b) provides for the growth area to be developed as a series of high quality, interconnected residential neighbourhoods offering a diverse mix of generally low to medium density accommodation ranging from dwelling houses on conventional size lots to appropriately located multi-unit residential development in various configurations;</li> <li>(c) occurs in a logical sequence that ensures the timely and efficient use of land and provision of infrastructure;</li> <li>(d) avoids environmentally significant areas, and areas subject to an unacceptable risk from natural hazards;</li> <li>(e) preserves significant natural features and landscape values including the Burnett River foreshore, the ridgeline east of the river in Kalkie, surrounding areas of rural landscape character, the natural path of defined watercourses and areas of environmental significance (including Woongarra Scrub);</li> <li>(f) incorporates adequate buffering and separation between incompatible land uses; and</li> <li>(g) provides connections to and continuity with the established Bundaberg settlement pattern through integration between new and existing components of the movement network and the open space network.</li> </ul>	<p><b>AO1</b> <i>In partial fulfilment only of Performance outcome PO1:-</i></p> <p>Development conforms to a pattern of settlement and land use structure that is generally in accordance with the structure planning elements identified on <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b>.</p>
<b>Movement network</b>	
<p><b>PO2</b> Development supports the establishment of an efficient, functional and integrated movement network that:-</p> <ul style="list-style-type: none"> <li>(a) strengthens road and other connections internally within the Kalkie-Ashfield local development area and externally to the established Bundaberg settlement pattern;</li> <li>(b) improves north-south connectivity between existing and new residential neighbourhoods to the proposed local activity centre for the Kalkie-Ashfield local development area on FE Walker Street/Bundaberg Port Road;</li> <li>(c) strengthens east-west connectivity by providing an integrated movement network that links the Kalkie-Ashfield local development area to the Burnett River, the Bundaberg CBD and surrounding residential neighbourhoods;</li> <li>(d) promotes the use of pedestrian, cycle and public transport modes; and</li> <li>(e) provides for pedestrian and bicycle path connections between the Kalkie-Ashfield local development area and the Bundaberg CBD via a</li> </ul>	<p><b>AO2</b> <i>In partial fulfilment only of Performance outcome PO2:-</i></p> <p>Development provides for the major transport infrastructure networks in a configuration generally in accordance with <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b>.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
linear network of open space including Baldwin Swamp Environmental Park.	
<b>Esplanades and avenues</b>	
<b>PO3</b> A continuous esplanade is maintained along the Burnett River bank to provide a scenic drive, pedestrian and bicycle pathway and a walkable waterfront.	<b>AO3</b> A continuous Burnett River esplanade is maintained generally in accordance with <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> .
<b>PO4</b> Development provides a continuous avenue along the north-south ridgeline in Kalkie between Jealous Road and Sauers Road to:- (a) provide a scenic drive and pedestrian and bicycle pathway; and (b) secure and retain important views over the Burnett River, farmland and the non-urban setting of Bundaberg for residential and scenic amenity.	<b>AO4</b> A continuous avenue is provided along the Kalkie ridgeline generally in accordance with <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> .
<b>PO5</b> Development provides for the Kalkie ridgeline scenic avenue to be linked with strong east-west pedestrian and bicycle connections in public open space and road corridors.	<b>AO5</b> No acceptable outcome provided.
<b>Activity centres</b>	
<b>PO6</b> New activity centres:- (a) are well-located relative to the catchments they are intended to serve and other existing or proposed centres; (b) are integrated with community facilities and the open space network wherever possible; (c) have high levels of accessibility to and from the higher order elements of the transport network; (d) perform a role and function and have an intensity and scale commensurate with demonstrated need; and (e) do not detrimentally impact on existing or approved activity centres.	<b>AO6</b> <i>In partial fulfilment only of Performance outcome PO6:-</i>  Development provides for a network of activity centres with a function and location generally in accordance with <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> .
<b>PO7</b> Development ensures that any new activity centre:- (a) has a configuration and includes a range of uses that help create an active, vibrant centre and focal point for the community; (b) is compatible with the scale and intensity of existing or planned development in the neighbourhood; and (c) provides for active modes of transport including the provision of sheltered and comfortable spaces for pedestrians with footpaths, walkways and other public spaces adequately sheltered from excessive sunlight and inclement weather.	<b>AO7</b> No acceptable outcome provided.
<b>PO8</b> A local activity centre is established centrally within the Kalkie-Ashfield local development area at or near the midpoint of FE Walker Street/Bundaberg Port Road.	<b>AO8</b> <i>In partial fulfilment only of Performance outcome PO8:-</i>  The local activity centre is located on the southern side of FE Walker Street/Bundaberg Port Road at the midpoint of this road within the Kalkie-Ashfield local development area generally in accordance with <b>Figure 7.2.2. (Kalkie-Ashfield local development area structure plan concept)</b> .
<b>PO9</b> Neighbourhood activity centres provide small scale convenience 'top up' shopping and local food and	<b>AO9</b> No acceptable outcome provided.

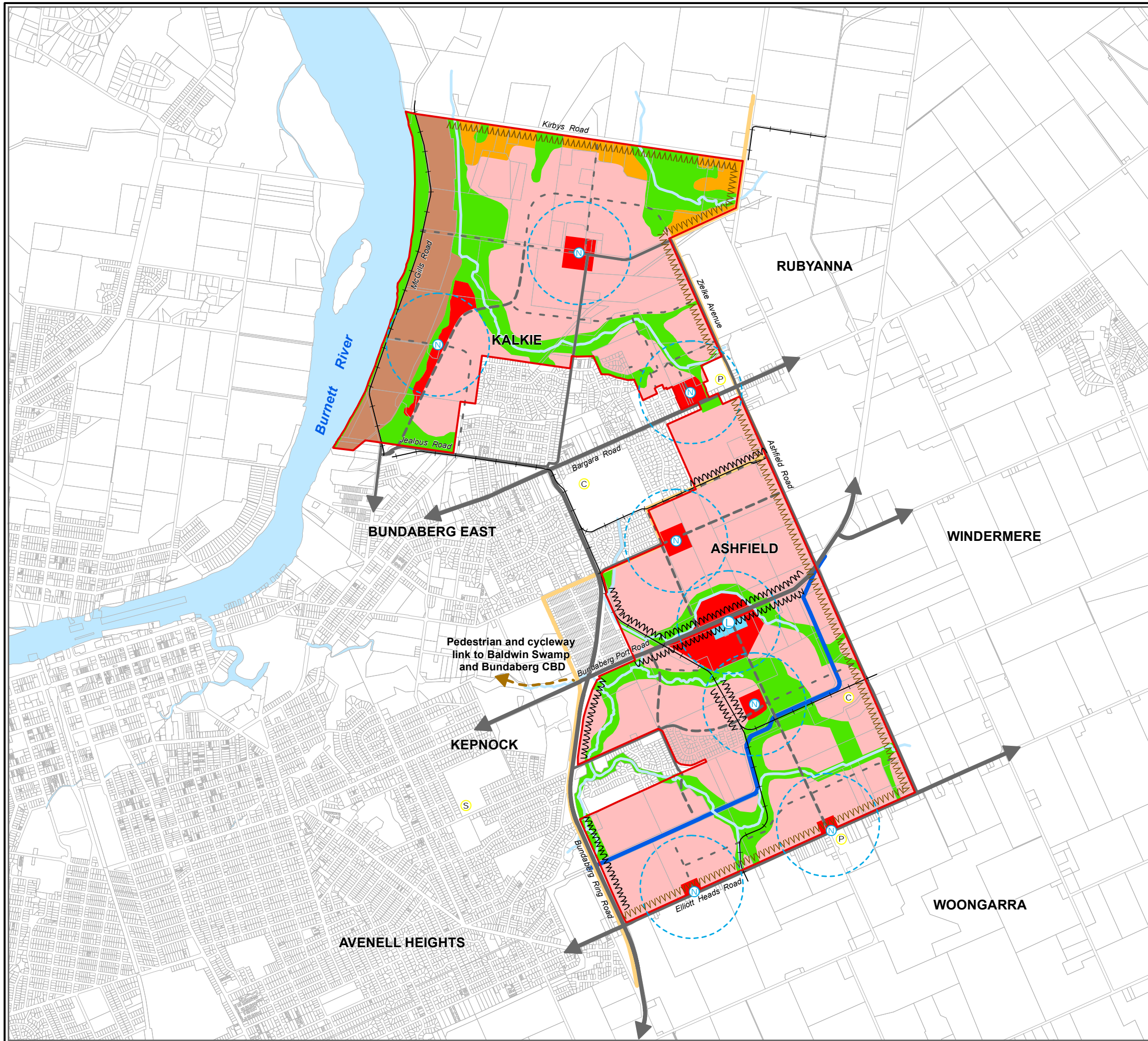


<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
drink outlet services for an adjacent residential neighbourhood.	
<b>PO10</b> Local and neighbourhood activity centres may include permanent and short-term residential accommodation, provided that active (non-residential) frontages are maintained at street level.	<b>AO10</b> Residential uses are located above street level or to the rear of buildings with active (non-residential) street frontages.
<b>PO11</b> Development in the local activity centre:- (a) provides for local weekly shopping and service needs including a mix of traditional retail (shops), commercial, cafes/dining, entertainment and community activities; and (b) may include a full-line supermarket.	<b>AO11</b> No acceptable outcome provided.
<b>PO12</b> Development in the local activity centre:- (a) provides an attractive streetfront address to major roads and makes a positive contribution to the visual character of the area through appropriate built form, urban design and landscaping treatment; and (b) does not adversely impact on the amenity of surrounding sensitive land uses, having regard to such matters as traffic, noise, lighting, waste, fumes, odours, hours of operation, privacy, overlooking, micro-climatic impacts (e.g. overshadowing and blocking of breezes), and public health and safety.	<b>AO12</b> No acceptable outcome provided.
<b>Medium density residential development</b>	
<b>PO13</b> Where provided, medium density residential development:- (a) has high levels of accessibility (i.e. predominantly within the primary walking catchment) to an existing or planned activity centre or community facility; or (b) is located to take advantage of views to the Burnett River or other features that provide a particular amenity supporting higher density; and (c) is readily accessible to, and capable of being well-serviced by, public transport, bicycle and pedestrian routes; and (d) achieves a net residential density of 30 to 50 equivalent dwellings per hectare.	<b>AO13</b> No acceptable outcome provided.
<b>Rural residential development</b>	
<b>PO14</b> Rural residential development is limited to areas identified within <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> and:- (a) sensitively responds to the prevailing local character, amenity values and other site constraints; and (b) provides a suitable buffer to rural land in order to mitigate conflicts between sensitive land uses and existing and potential agricultural activity.	<b>AO14</b> No acceptable outcome provided.
<b>Environmental and open space network</b>	
<b>PO15</b> Development provides for an integrated environmental and open space network that:- (a) effectively protects and links major areas of open space and areas of environmental significance, including Woongarra Scrub; (b) retains and protects the Burnett River foreshore and riparian areas for their environmental values and to support a walkable waterfront; and	<b>AO15</b> <i>In partial fulfilment only of Performance outcome PO15:-</i>  Development provides for open space/environment protection areas generally in accordance with <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> .

Performance outcomes	Acceptable outcomes
(c) accommodates and conveys major stormwater flows and flood events.	
<b>PO16</b> Land adjacent to the Burnett River in Kalkie is kept available for the potential long term development of higher order sport and recreation facilities meeting the needs of the Bundaberg Region, subject to appropriate address of flooding constraints.	<b>AO16</b> No acceptable outcome provided.
<b>Rural and landscape protection area</b>	
<b>PO17</b> A Rural and landscape protection area is maintained in the Kalkie-Ashfield local development area so as to:- <ul style="list-style-type: none"> <li>(a) protect and enhance rural landscape and scenic amenity values;</li> <li>(b) retain land for rural production and other non-urban uses that are compatible with the retention of the area's rural and natural landscape character; and</li> <li>(c) facilitate the proper and orderly planning of the Kalkie-Ashfield local development area.</li> </ul>	<b>AO17.1</b> Development for urban purposes does not occur in the Rural and landscape protection area identified on <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> .  <b>AO17.2</b> Development in the Rural and landscape protection area does not compromise the provision of potential future road connections and other infrastructure corridors required to support and service urban development in the Kalkie-Ashfield local development area.
<b>Buffering and separation</b>	
<b>PO18</b> Development incorporates adequate buffering and separation to surrounding rural production areas so as to:- <ul style="list-style-type: none"> <li>(a) maintain the productive use of agricultural land classification (ALC) Class A and Class B land;</li> <li>(b) mitigate land use conflicts between rural activities and sensitive land uses within the Kalkie-Ashfield local development area; and</li> <li>(c) protect the amenity and wellbeing of prospective residents within the Kalkie-Ashfield local development area.</li> </ul>	<b>AO18</b> Buffers and separation areas to ALC Class A and Class B land and other rural production areas are designed, established and maintained:- <ul style="list-style-type: none"> <li>(a) to provide a minimum 20 metre wide densely landscaped buffer incorporated within the development and held in private ownership, with dwellings or other sensitive receptors set back 30 metres from the road frontage or property boundary; or</li> <li>(b) in accordance with an assessment report prepared by an appropriately qualified consultant that demonstrates, to the Council's satisfaction, compliance with the performance outcome.</li> </ul> Note— <b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> identifies the indicative locations where agricultural land buffers will be required.
<b>PO19</b> Development is appropriately staged and designed to ensure that land use conflicts are minimised between proposed urban residential development and existing farming operations within the Kalkie-Ashfield local development area.	<b>AO19</b> Where development abuts land used for agricultural purposes within the Kalkie-Ashfield local development area, temporary buffer treatments and separation areas are:- <ul style="list-style-type: none"> <li>(a) designed, established and maintained to provide a temporary separation area or buffer of 40 metres to the existing agricultural activity consistent with <b>Figure 7.2.2A (Temporary agricultural land buffer concept)</b>; and</li> <li>(b) designed such that the buffer may be extinguished and developed following the cessation of the adjoining agricultural activity.</li> </ul> Editor's note—it is envisaged that the 40m wide buffer area would form a stage of the urban development and would be conditioned accordingly by Council through the development approval that the stage that sits over the buffer area cannot be commenced until the adjoining agricultural activity is permanently ceased.

Performance outcomes	Acceptable outcomes
	<p><b>Figure 7.2.2A Temporary agricultural land buffer concept</b></p> 
<p><b>PO20</b> Development provides for an acoustic and amenity buffer to be established and maintained adjacent to the major roads and the sugar cane rail network so as to:-</p> <ol style="list-style-type: none"> <li>protect the amenity and wellbeing of prospective residents and other sensitive receptors within the local plan area;</li> <li>protect the function of the road network and sugar cane rail network; and</li> <li>enhance roadside amenity and contribute to the visual amenity of the development area.</li> </ol> <p>Note—<b>Figure 7.2.2 (Kalkie-Ashfield local development area structure plan concept)</b> identifies the indicative locations where acoustic and amenity buffers will be required along major roads and the sugar cane rail network.</p> <p>The acoustic and amenity buffer area may be provided in a variety of forms including but not limited to:</p> <ul style="list-style-type: none"> <li>private freehold land forming a component of a residential lot outside of a designated building envelope;</li> <li>common property in a community titles scheme;</li> <li>private landscape and recreation space;</li> <li>existing or new road reserve; or</li> <li>public open space reserve.</li> </ul>	<p><b>AO20</b> No acceptable outcome provided.</p>
<p><b>PO21</b> Acoustic attenuation or property boundary fencing does not visually dominate the interface to major road corridors.</p>	<p><b>AO21</b> An acoustic and amenity buffer comprising a landscaped area (including dense planting with or without earth mounding) of at least 10m width is provided between the boundary of major roads and any noise barrier or other fencing provided for or by adjoining development.</p>
<p><b>PO22</b> Residential development and other sensitive land uses are separated from industrial activity in Bundaberg East to the south of Jealous Road and in the vicinity of Alexandra Street by a buffer distance and treatment sufficient to ensure a satisfactory standard of amenity, free from unpleasant odours and other impacts arising from noise, lighting or other aspects of the plant's operations.</p>	<p><b>AO22</b> No acceptable outcome provided.</p>
<b>Infrastructure and services</b>	
<p><b>PO23</b> Where available, development is connected to urban services, with the exception of large lot residential</p>	<p><b>AO23</b> No acceptable outcome provided.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
development where commensurate with a rural residential location.	
<b>PO24</b> Development does not adversely impact on the continued operation, viability and maintenance of existing infrastructure (including the Bundaberg Port Gas Pipeline) or compromise the future provision of planned infrastructure.	<b>AO24</b> No acceptable outcome provided.
<b>Rural infrastructure</b>	
<b>PO25</b> The safety and efficiency of existing rural infrastructure supporting primary production, including cane rail lines and irrigation channels, is maintained.	<b>AO25</b> No acceptable outcome provided.
<b>PO26</b> Where the safe and efficient operation of the rural infrastructure can be demonstrated, elements of the cane rail network and the irrigation channel network are incorporated into road reserves, open space and pedestrian and cycle paths.	<b>AO26</b> No acceptable outcome provided.



### Legend

- Cadastral Boundary
- Area Subject to Kalkie-Ashfield Local Development Area Local Plan

#### INDICATIVE LAND USE AREAS (Note 1)

- Residential Area
- Medium Density Residential Area
- Local Activity Centre Area
- Large Lot Residential (Rural Residential) 4000m2 minimum lot size area

#### ACTIVITY CENTRE NETWORK

- Local Activity Centre
- Neighbourhood Activity Centre

#### TRANSPORT ELEMENTS

- Major Road (Existing or Upgraded)
- Secondary Road (Existing or Upgraded)
- Secondary Road (Proposed)
- Desired Non-Trunk Road Connection
- Sugar Cane Rail Network

#### OPEN SPACE, LANDSCAPE AND ENVIRONMENT PROTECTION ELEMENTS

- Open Space / Environment Protection Area
- Rural and Landscape Protection Area

#### MAJOR COMMUNITY FACILITIES ELEMENTS

- Primary School Existing
- Primary and Secondary School Combined Existing
- Secondary School Existing

#### OTHER ELEMENTS

- Agricultural Land Buffer
- Acoustic and Amenity Buffer
- Irrigation Channel
- Watercourse / Drainage Line
- Gas Pipeline

**NOTE 1:**  
The land use areas on this figure are indicative only and represent a conceptual response to the overall outcomes and assessment criteria of the Kalkie-Ashfield local development area local plan code. The exact location and spatial extent of the various land use areas within the Kalkie-Ashfield local development area will be subject to more detailed ground truthing and site-specific assessment undertaken as part of the development application process.

**NOTE 2:**  
The Open Space/Environment Protection Area indicates both existing and future strategic elements of the Open Space/Environment Protection network for the Kalkie-Ashfield local development area. The Open Space/Environment Protection network identifies the potential extent and location of open space for the Kalkie-Ashfield local development area in an indicative manner and is subject to refinement through the development assessment process taking into account the need for public open space of various types, the need for land drainage and flood hazard management purposes and the nature conservation values of land.

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Scale 1:30000

0 0.5 1 2 Km

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BUNDABERG REGIONAL COUNCIL

**Figure 7.2.2**  
**Kalkie Ashfield**  
**Local Development Area**  
**Structure Plan Concept**

Version 5.0 effective February 2020

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## Part 8 Overlays

### 8.1 Preliminary

- (1) Overlays identify areas within the planning scheme that reflect state and local level interests and that have one or more of the following characteristics:-
  - (a) there is a particular sensitivity to the effects of development;
  - (b) there is a constraint on land use or development outcomes;
  - (c) there is the presence of valuable resources;
  - (d) there are particular opportunities for development.
- (2) Overlays are mapped and included in **Schedule 2 (Mapping)** or the SPP interactive mapping system<sup>1</sup>.
- (3) The changed category of development or assessment, if applicable, for development affected by an overlay are in **Part 5 (Tables of assessment)**.
- (4) Some overlays may be included for information purposes only. This should not result in a change to the category of development or assessment or any additional assessment benchmarks.
- (5) Assessment benchmarks for an overlay may be contained in one or more of the following:-
  - (a) a map for an overlay;
  - (b) a code for an overlay;
  - (c) a zone code;
  - (d) a local plan code;
  - (e) a development code.
- (6) Where development is proposed on premises partly affected by an overlay, the assessment benchmarks for the overlay only relate to the part of the premises affected by the overlay.
- (7) The overlays for the planning scheme are:-
  - (a) Acid sulfate soils overlay;
  - (b) Agricultural land overlay;
  - (c) Airport and aviation facilities overlay;
  - (d) Biodiversity areas overlay;
  - (e) Bushfire hazard overlay;
  - (f) Coastal protection overlay;
  - (g) Extractive resources overlay;
  - (h) Flood hazard overlay
  - (i) Heritage and neighbourhood character areas overlay;
  - (j) Infrastructure overlay;
  - (k) Sea turtle sensitive area overlay;
  - (l) Steep land (slopes >15%) overlay;
  - (m) Water resource catchments overlay.

<sup>1</sup> Note—**Section 5.10 (Categories of development and assessment – Overlays)** and each code in **Part 8 (Overlays)** identifies where the elements for each overlay are mapped.

## 8.2 Overlay codes

### 8.2.1 Acid sulfate soils overlay code<sup>2</sup>

#### 8.2.1.1 Application

This code applies to development:-

- (a) subject to the Acid sulfate soils overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Acid sulfate soils overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

#### 8.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Acid sulfate soils overlay code is to ensure that the generation or release of acid and associated metal contaminants from acid sulfate soils (ASS) does not have significant adverse effects on the natural environment, built environment, infrastructure or human health.
- (2) The purpose of the code will be achieved through the following overall outcome:-
  - (a) development ensures that the release of acid and associated metal contaminants into the environment is avoided by either:-
    - (i) not disturbing acid sulfate soils (ASS) when excavating or otherwise removing soil or sediment, extracting groundwater or filling land; or
    - (ii) treating and, if required, undertaking ongoing management of any disturbed ASS and drainage waters.

#### 8.2.1.3 Specific benchmarks for assessment

Table 8.2.1.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Avoidance or management of ASS</b>	
<p><b>PO1</b> Works:-</p> <ul style="list-style-type: none"> <li>(a) do not disturb ASS; or</li> <li>(b) are managed to avoid or minimise the release of acid and metal contaminants, where disturbance of ASS is unavoidable.</li> </ul>	<p><b>AO1.1</b> ASS are identified and the disturbance of ASS is avoided by:-</p> <ul style="list-style-type: none"> <li>(a) undertaking an ASS investigation conforming to the <i>Queensland Sampling Guidelines</i><sup>3</sup> and soil analyses according to the <i>Laboratory Methods Guidelines</i><sup>4</sup> or Australian Standard 4969;</li> <li>(b) not excavating or otherwise removing soil or sediment identified as containing ASS;</li> <li>(c) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated ASS; and</li> <li>(d) not undertaking filling on land at or below 5 metres AHD that results in:-                             <ul style="list-style-type: none"> <li>(i) actual ASS being moved below the water table; or</li> <li>(ii) previously saturated ASS being aerated.</li> </ul> </li> </ul> <p><b>OR</b></p> <p>The disturbance of ASS avoids the release of acid and metal contaminants by:-</p> <ul style="list-style-type: none"> <li>(a) undertaking an acid sulfate soils investigation conforming to the <i>Queensland Sampling</i></li> </ul>

<sup>2</sup> Editor's note—the Acid sulfate soils overlay maps in **Schedule 2 (Mapping)** identify the following areas potentially subject to acid sulfate soils:-

- (a) Area 1 (land at or below 5 metres AHD);
- (b) Area 2 (land above 5 metres AHD and below 20m AHD).

<sup>3</sup> Footnote—Ahern CR, Ahern MR and Powell B (1998). Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils (ASS) in Queensland. Department of Natural Resources, Indooroopilly.

<sup>4</sup> Footnote—Ahern CR, McEInea AE and Sullivan LA (2004). Acid Sulfate Soils Laboratory Methods Guidelines. Department of Natural Resources and Mines, Indooroopilly.



Performance outcomes	Acceptable outcomes
	<p><i>Guidelines</i> and soil analyses according to the <i>Laboratory Methods Guidelines</i> or Australian Standard 4969;</p> <p>(b) neutralising existing acidity and preventing the generation of acid and metal contaminants using strategies documented in the <i>Soil Management Guidelines</i><sup>5</sup>; and</p> <p>(c) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment.</p> <p><b>AO1.2</b>                      Where potential or actual ASS are identified, they are managed in accordance with an ASS management plan.</p> <p>Editor's note—the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports</b> provides guidance for the preparation of an ASS management plan.</p>

<sup>5</sup> Footnote—Dear SE, Moore NG, Dobos SK, Watling KM and Ahern CR (2002). *Soil Management Guidelines*. Queensland Acid Sulfate Soils Technical Manual. Department of Natural Resources and Mines, Indooroopilly.

## 8.2.2 Agricultural land overlay code<sup>6</sup>

### 8.2.2.1 Application

This code applies to development:-

- (a) subject to Agricultural Land Classification (ALC) Class A and Class B land identified in the SPP interactive mapping system; and
- (b) identified as requiring assessment against the Agricultural land overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Agricultural land overlay code is to ensure that agricultural land is protected from development that leads to its alienation, fragmentation or diminished productivity.
- (2) The purpose of the code will be achieved through the following overall outcome:-
  - (a) the ongoing productive use of Agricultural Land Classification (ALC) Class A and Class B land for agricultural purposes is maintained and protected by ensuring that:-
    - (i) ALC Class A and Class B land is protected and remains available for productive and sustainable agricultural and rural pursuits, unless:-
      - A. there is an overriding need in terms of public benefit; and
      - B. there is no alternative site suitable for the particular purpose; and
      - C. the impact on productive agricultural land has been avoided and minimised;
    - (ii) conflict between farming activities and sensitive land uses is avoided by establishing effective separation distances and buffers;
    - (iii) further fragmentation of ALC Class A and Class B land as a result of reconfiguring a lot is avoided; and
    - (iv) development avoids adverse impacts on ALC Class A and Class B land from land degradation and stormwater run-off.

### 8.2.2.3 Specific benchmarks for assessment

**Table 8.2.2.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Conservation of Agricultural Land Classification (ALC) Class A and Class B land</b>	
<p><b>PO1</b>                      Development on ALC Class A and Class B land is limited to:-</p> <ul style="list-style-type: none"> <li>(a) rural uses that make use of and rely upon the quality of the agricultural land resource;</li> <li>(b) complementary uses that are essential to on-site farming practice.</li> </ul>	<p><b>AO1.1</b>                      Development on ALC Class A and Class B land is limited to the following:-</p> <ul style="list-style-type: none"> <li>(a) uses in the Rural activities activity group, excluding permanent plantation;</li> <li>(b) complementary uses in the form of caretaker's accommodation, dwelling house, home-based business, landing and nature based tourism.</li> </ul> <p><b>AO1.2</b>                      Development ensures that for any site, the total area of ALC Class A and Class B land covered by all of the following does not exceed 1,000m<sup>2</sup> or 10% of the site, whichever is the lesser:-</p> <ul style="list-style-type: none"> <li>(a) buildings and structures except for buildings and structures associated with the primary use and used for a productive purpose;</li> <li>(b) on-site car and truck parking, access and manoeuvring areas;</li> <li>(c) on-site waste water treatment systems and sub-surface irrigation areas.</li> </ul> <p>Note—other uses or development will only be permitted to occur on ALC Class A and Class B land where:-</p> <ul style="list-style-type: none"> <li>(a) an overriding need exists for the development in terms of public benefit;</li> <li>(b) no suitable alternative site exists; and</li> </ul>

<sup>6</sup> Editor's note—Agricultural Land Classification (ALC) Class A and Class B land is identified in the SPP interactive mapping system under the 'Economic Growth' theme, subsection 'Agriculture'.

Performance outcomes	Acceptable outcomes
	(c) loss or fragmentation of ALC Class A and Class B land is minimised to the extent possible.
<b>Avoidance or mitigation of land use conflicts</b>	
<p><b>PO2</b> Development for residential activities and other sensitive land uses does not adversely impact on the ongoing operational efficiency and productive agricultural use of ALC Class A and Class B land.</p> <p>Note—to demonstrate compliance with this performance outcome, an assessment of appropriate separation distances and buffers between the proposed development and areas of ALC Class A and Class B land may need to be undertaken in accordance with the <i>State Planning Policy Guideline: State Interest—Agriculture</i>.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<b>Reconfiguring a lot and rearrangement of lot boundaries</b>	
<p><b>PO3</b> Reconfiguring a lot involving ALC Class A and Class B land does not result in lot sizes or lot configurations that lead to:-</p> <ul style="list-style-type: none"> <li>(a) fragmentation of rural land and loss of land to viable rural production;</li> <li>(b) the potential for conflict between existing or potential agricultural production and proposed lots intended for residential or rural residential use;</li> <li>(c) loss of flexibility in the way landholdings are used for agricultural production.</li> </ul>	<p><b>AO3</b> Development ensures that the minimum lot size of all created lots complies with <b>Table 9.4.3.3.2 (Minimum lot size and dimensions)</b> of the Reconfiguring a lot code.</p>
<p><b>PO4</b> The boundaries of existing lots containing ALC Class A and Class B land are not rearranged, unless it can be demonstrated that a rearrangement of lot boundaries would:-</p> <ul style="list-style-type: none"> <li>(a) aggregate ALC Class A and Class B land resources and maximise the utility of the land for agricultural purposes;</li> <li>(b) provide for better land management; and</li> <li>(c) not give rise to, or worsen, land use conflicts between agricultural and residential land uses.</li> </ul>	<p><b>AO4</b> No acceptable outcome provided.</p>
<b>Sediment and stormwater run-off</b>	
<p><b>PO5</b> Development for non-agricultural purposes is located, designed and constructed to minimise the impact of sediment and stormwater run-off on ALC Class A and Class B land.</p>	<p><b>AO5</b> No acceptable outcome provided.</p>

## 8.2.3 Airport and aviation facilities overlay code<sup>7</sup>

### 8.2.3.1 Application

This code applies to development:-

- (a) subject to the airport and aviation facilities identified in the SPP interactive mapping system; and
- (b) identified as requiring assessment against the Airport environs overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.3.2 Purpose and overall outcomes

- (1) The purpose of the Airport environs overlay code is to protect and maintain the operational efficiency and safety of the Bundaberg Airport and aviation facilities and avoid land use conflicts.
- (2) The purpose of the code will be achieved through the following overall outcomes:-

- (a) the safety of aircraft operating within the airport's operational airspace is maintained and enhanced;

Note—operational airspace includes the areas and vertical dimensions of an airport's obstacle limitation surface (OLS).

- (b) sensitive land uses and other incompatible activities are appropriately located and designed to ensure that these uses and activities do not adversely impact on airport operations;
- (c) the risk of public safety being compromised by incidents in the take-off and landing phases of aircraft operations is minimised;
- (d) development protects aviation facilities including navigation, communication and surveillance facilities from incompatible land uses, buildings, structures and works.

### 8.2.3.3 Specific benchmarks for assessment

**Table 8.2.3.3.1 Benchmarks for assessable development**

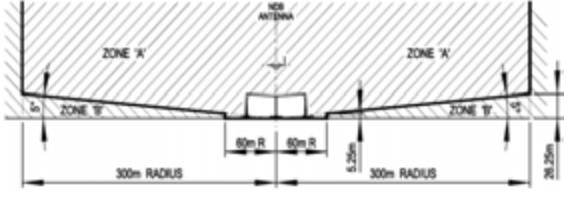
Performance outcomes	Acceptable outcomes
<b>Obstructions and hazards</b>	
<p><b>PO1</b>                      Development does not cause an obstruction or hazard to the safe movement of aircraft through the temporary or permanent intrusion of physical structures into the airport's operational airspace, particularly take-off and approach flight paths.</p>	<p><b>AO1</b>                      Buildings, structures (both freestanding and attached to buildings, including signs, masts or antennae) and vegetation at its mature height do not intrude into the obstacle limitation surface (OLS) of the airport.</p> <p>Editor's note—where proposed development is likely to intrude into the OLS of the airport, it is highly recommended that CASA and Airservices Australia be consulted prior to the lodgement of any development application to determine how compliance with performance outcome PO1 can be achieved.</p>
<p><b>PO2</b>                      Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the attracting of wildlife, in particular flying vertebrates such as birds or bats, in significant numbers.</p>	<p><b>AO2.1</b>                      Uses involving the bulk handling or disposal of putrescible waste, such as landfill and waste transfer facilities, are not located within a wildlife hazard buffer zone (i.e. within 13km of an airport's runway).</p> <p><b>OR</b></p> <p>Where increasing the intensity or scale of an existing use involving the bulk handling or disposal of putrescible waste within a wildlife hazard buffer zone (i.e. within 13km of an airport's runway), development includes measures to reduce the potential to attract birds and bats.</p>

<sup>7</sup> Editor's note—the following elements referred to in this code are identified in the SPP interactive mapping system under the 'Infrastructure' theme, subsection 'Strategic airports and aviation facilities':-

- (a) obstacle limitation surfaces (OLS);
- (b) Australian noise exposure forecast (ANEF) contours;
- (c) airport public safety areas;
- (d) lighting area buffer and wildlife hazard buffer zones; and
- (e) aviation facilities and associated building restricted areas.

Performance outcomes	Acceptable outcomes
	<p><b>AO2.2</b> Uses involving the following activities are not located within the 3km wildlife hazard buffer zone:-</p> <ul style="list-style-type: none"> <li>(a) aquaculture, except where using a recirculating aquaculture system contained within sheds;</li> <li>(b) intensive animal industry;</li> <li>(c) animal keeping, where involving a wildlife or bird sanctuary; and</li> <li>(d) industrial uses, where involving food processing plants or stock handling or slaughtering.</li> </ul> <p><b>AO2.3</b> Where uses or activities listed in AO2.2 (above) are located between the 3km and 8km wildlife hazard buffer zones:-</p> <ul style="list-style-type: none"> <li>(a) potential food and waste sources are covered or otherwise secured so they do not present a food source for domestic or other wildlife; and</li> <li>(b) development includes measures to reduce the potential to attract birds and bats.</li> </ul> <p><b>AO2.4</b> Where recreation and entertainment facilities involving fair grounds, show grounds, outdoor theatres or outdoor cinemas are located within the 3km wildlife hazard buffer zone, potential food and waste sources are covered or otherwise secured so they are not accessible to wildlife.</p> <p><b>AO2.5</b> Landscaping and drainage works (including artificial waterbodies) for development located within the 3km wildlife hazard buffer zone, are designed and installed to minimise bird and bat attracting potential (such as avoidance of fruiting and/or flowering plant species).</p>
<p><b>PO3</b> Development does not cause an obstruction or hazard to the safe movement of aircraft within the airport's operational airspace through the installation of external lighting that could distract or interfere with a pilot's vision, or confuse the visual identification of runway, approach or navigational lighting from the air.</p>	<p><b>AO3</b> Outdoor lighting (including street lighting and security lighting) located within a lighting area buffer zone does not involve:-</p> <ul style="list-style-type: none"> <li>(a) lighting that shines, projects or reflects above a horizontal plane;</li> <li>(b) coloured, flashing or sodium lighting;</li> <li>(c) flare plumes; and</li> <li>(d) configurations of lights in straight parallel lines 500m to 1,000m in length.</li> </ul>
<p><b>PO4</b> Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's operational airspace through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect aircraft engine performance.</p>	<p><b>AO4</b> Development does not release the following emissions into operational airspace:-</p> <ul style="list-style-type: none"> <li>(a) gaseous plumes with a velocity exceeding 4.3m/second;</li> <li>(b) smoke, dust, ash or steam; or</li> <li>(c) emissions with depleted oxygen content.</li> </ul>
<b>Aircraft noise</b>	
<p><b>PO5</b> Development and land uses that are sensitive to noise interference or noise nuisance:-</p> <ul style="list-style-type: none"> <li>(a) avoid noise affected areas surrounding the airport; or</li> <li>(b) are sited, designed and constructed to mitigate noise nuisance to acceptable levels.</li> </ul>	<p><b>AO5</b> The following uses, or the creation of additional lots to accommodate these uses, are not located on land subject to the nominated Australian noise exposure forecast (ANEF) contour:-</p> <ul style="list-style-type: none"> <li>(a) permanent forms of residential accommodation within the 20 ANEF contour (or greater);</li> <li>(b) visitor or temporary accommodation uses including hotel, short-term accommodation and tourist park within the 25 ANEF contour (or greater);</li> </ul>

Performance outcomes	Acceptable outcomes
	<p>(c) community uses including child care centre, community care centre, community use, educational establishment, health care services and place of worship within the 20 ANEF contour (or greater);</p> <p>(d) business or entertainment uses including food and drink outlet, function facility, service industry, shop, shopping centre, showroom and tourist attraction within the 25 ANEF contour (or greater);</p> <p>(e) industry uses including low impact industry and research and technology industry within the 30 ANEF contour (or greater).</p> <p><b>OR</b></p> <p>Development located within the ANEF contours mentioned above is designed and constructed to attenuate aircraft noise in accordance with <i>Australian Standard AS 2021: Acoustics—Aircraft noise intrusion—Building siting and construction</i>.</p> <p>Note—AS2021 considers aircraft noise impacts on indoor spaces only. Noise impacts on outdoor use areas will require separate assessment to determine whether noise levels can be mitigated to be within acceptable limits.</p>
Public safety areas	
<p><b>PO6</b>            Development within the public safety areas located at the end of airport runways avoids:-</p> <p>(a) a significant increase in the number of people living, working or congregating in those areas; and</p> <p>(b) the use or storage of hazardous materials.</p>	<p><b>AO6</b>            Development within a public safety area does not introduce or intensify:-</p> <p>(a) residential, business, entertainment, industrial, community or recreation activities; or</p> <p>(b) any uses involving the production, manufacture or bulk storage of flammable or hazardous goods or materials.</p>
Aviation facilities	
<p><b>PO7</b>            Development ensures that temporary or permanent physical structures located within an aviation facility's building restricted area do not interfere with the safe and continued functioning of the aviation facility.</p>	<p><b>AO7.1</b>            Buildings, structures, trees, fences or any other physical obstructions (including overhead power and telecommunications cables) located in the building restricted area of the Sloping Hummock VHF facility:-</p> <p>(a) do not penetrate into Area A as identified on <b>Figure 8.2.3A (Sloping Hummock VHF facility building restricted area)</b>; and</p> <p>(b) are wholly contained within Area B as identified on <b>Figure 8.2.3A</b>.</p> <p>Note—there are no constraints to development located in Area C as identified on <b>Figure 8.2.3A</b>.</p> <p><b>Figure 8.2.3A Sloping Hummock VHF facility building restricted area</b></p> <p>The diagram shows a tower on a sloping hummock. A horizontal line is drawn 5m above the tower. A dashed line representing the ground surface slopes downwards from the tower. A 1-degree angle is indicated between the horizontal line and the dashed line. Area A is the shaded region above the horizontal line and between bearings 256°-224° and 225°-255°. Area B is the shaded region between the horizontal line and the dashed line, also between the same bearings. Area C is the unshaded region below the dashed line. The tower is 300m from the center of Area B. The site elevation is 99m and the antenna height is 33m AGL. The hummock has a width of 1000m at its base.</p> <p>Notes—</p> <ol style="list-style-type: none"> <li>The Sloping Hummock VHF facility provides air/ground radio communications between air traffic controllers and aircraft in the Bundaberg region and on the ground at Bundaberg Airport. To provide this service the facility</li> </ol>

Performance outcomes	Acceptable outcomes
	<p>requires unobstructed line of sight to the horizon in all directions and to the airport.</p> <p>2. The building restricted area marked in the diagram is defined with respect to the base of the Airservices Australia VHF antenna mounted on Telstra's tower. Special consideration is to be given for the area towards Bundaberg Airport (225° to 255°).</p> <p><b>AO7.2</b>            Buildings, structures, trees, fences or any other physical obstructions (including overhead power and telecommunications cables) located in the building restricted area of the Bundaberg Airport non-directional beacon (NDB) facility:-</p> <p>(a) do not penetrate into 'Zone A' as identified on <b>Figure 8.2.3B (Bundaberg Airport NDB facility building restricted area)</b>; and</p> <p>(b) are wholly contained within 'Zone B' as identified on <b>Figure 8.2.3B</b>.</p> <p><b>Figure 8.2.3B Bundaberg Airport NDB facility building restricted area</b></p>  <p><b>AO7.3</b>            For all other aviation facilities—no acceptable outcome provided.</p>

## 8.2.4 Biodiversity areas overlay code<sup>8 9</sup>

### 8.2.4.1 Application

This code applies to development:-

- (a) subject to biodiversity areas identified in the SPP interactive mapping system or on premises otherwise determined to contain areas of environmental significance; and
- (b) identified as requiring assessment against the Biodiversity areas overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.4.2 Purpose and overall outcomes

- (1) The purpose of the Biodiversity areas overlay code is to ensure that:-
  - (a) areas of environmental significance are protected;
  - (b) ecological connectivity is maintained or improved, habitat extent is maintained or enhanced and degraded areas are rehabilitated;
  - (c) wetlands and watercourses are protected, maintained, rehabilitated and enhanced;
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) development conserves and enhances the Bundaberg region's biodiversity values and associated ecosystem services;
  - (b) development is not located in an ecologically important area, unless:-
    - (i) there is an overriding need for the development in the public interest;
    - (ii) there is no feasible alternative; and
    - (iii) any adverse impacts incurred are minimised and, where appropriate to the circumstances, compensated by ecological improvements elsewhere that result in a net gain and enhancement to the overall habitat values of the Bundaberg Region.
  - (c) development protects and establishes appropriate buffers to native vegetation and significant fauna habitat;
  - (d) development protects known populations and supporting habitat of:-
    - (i) endangered, vulnerable and near threatened flora and fauna species, as listed in the (State) *Nature Conservation Act 1992, Nature Conservation (Wildlife) Regulation 2006*;
    - (ii) threatened species and ecological communities as listed in the (Commonwealth) *Environment Protection and Biodiversity Conservation Act 1999*;
  - (e) development protects environmental values and achieves the prescribed water quality objectives for waterways and wetlands in accordance with the *Environmental Protection Policy (Water) 2009*;
  - (f) development protects and enhances the ecological values and processes, physical extent and buffering of watercourses and wetlands.

### 8.2.4.3 Specific benchmarks for assessment

Table 8.2.4.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Protection of matters of environmental significance</b>	
<b>PO1</b> Development avoids significant impacts on, areas of environmental significance, unless there is an overriding need for the development	<b>AO1</b> Development is located outside of areas of environmental significance and will not result in a

<sup>8</sup> Editor's note—biodiversity areas are identified as Matters of State Environmental Significance (MSES) in the SPP interactive mapping system under the 'Environment and heritage' theme, subsection 'Biodiversity', and include protected areas, wildlife habitat, regulated vegetation, marine parks, declared fish habitat areas, wetlands, watercourses and associated buffer areas.

<sup>9</sup> Editor's note—buffer areas for Matters of State Environmental Significance (MSES) are not identified in the SPP interactive mapping system, but are identified as areas within a specified distance from a mapped wetland or watercourse.



Performance outcomes	Acceptable outcomes
<p>in the public interest and there is no feasible alternative.</p>	<p>significant impact on the relevant environmental values.</p> <p><b>OR</b></p> <p>The development site does not contain any matters of environmental significance.</p> <p>Editor's note—a report certified by an appropriately qualified person may be required to demonstrate:-</p> <ul style="list-style-type: none"> <li>(a) that the development will not result in significant impacts on relevant environmental values;</li> <li>(b) that a site does not contain any matters of environmental significance, or that the extent of the area of environmental significance is different to that mapped;</li> <li>(c) how the proposed development mitigates impacts, including on water quality, hydrology and biological processes.</li> </ul>
<p><b>PO2</b> Development is located, designed and operated to mitigate significant impacts on the relevant environmental values.</p>	<p><b>AO2</b> No acceptable outcome provided.</p>
<p><b>PO3</b> Development avoids the introduction of non-native pest species (plant or animal) that pose a risk to ecological integrity, and manages existing pest species.</p> <p>Editor's note—Pest species may need to be controlled by adopting pest management practices that provide for long-term ecological integrity.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b>Development adjacent to a wetland</b>	
<p><b>PO4</b> An adequate buffer to a wetland is provided and maintained to assist in the maintenance of water quality, existing hydrological characteristics, habitat and visual amenity values.</p>	<p><b>AO4.1</b> A wetland buffer is provided and maintained which has a minimum width of:-</p> <ul style="list-style-type: none"> <li>(a) 50m where the wetland is located within an urban or rural residential zoned area; or</li> <li>(b) 200m where the wetland is located outside an urban or rural residential zoned area.</li> </ul> <p>Editor's note – Where an alternative wetland buffer is proposed, an evaluation of the environmental values, functioning and threats to matters of environmental significance may be required to justify the proposed width of the buffer.</p> <p><b>AO4.2</b> Development involving vegetation clearing or high impact earthworks does not occur in a wetland buffer.</p> <p>Editor's note—high impact earthworks has the meaning given in the <i>Planning Regulation 2017</i>.</p>
<b>Improving ecological corridors and expanding habitat extent of ecological corridors</b>	
<p><b>PO5</b> Existing ecological corridors are protected, and where possible enhanced, and have dimensions and characteristics that will:-</p> <ul style="list-style-type: none"> <li>(a) effectively link habitats on and/or adjacent to the development site;</li> <li>(b) facilitate the effective movement of terrestrial and aquatic fauna accessing and/or using the development site as habitat.</li> </ul> <p>Editor's note—ecological corridors are identified conceptually on <b>Strategic Framework Map SFM-004 (Natural environment and landscape character elements)</b>,</p>	<p><b>AO5</b> Development retains, regenerates and rehabilitates native vegetation within a corridor.</p> <p>Editor's note—where an ecological corridor is required to facilitate fauna movement, access or use of on-site habitat, the dimensions and characteristics of the ecological corridor will need to be determined by a site-specific ecological assessment.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO6</b>            Development near an ecological corridor mitigates adverse impacts on native fauna feeding, nesting, breeding and roosting sites and native fauna movements, including (but not limited to):-</p> <ul style="list-style-type: none"> <li>(a) ensuring that development (e.g. roads, pedestrian access, in-stream structures) during both the construction and operation phases does not create barriers to the movement of fauna into, along or within ecological corridors;</li> <li>(b) providing wildlife movement infrastructure where necessary and directing fauna to locations where wildlife movement infrastructure has been provided to enable fauna to safely negotiate a development area; and</li> <li>(c) separating fauna from potential hazards (e.g. through appropriate fencing).</li> </ul>	<p><b>AO6</b>            No acceptable outcome provided.</p>
<b>Impact on habitat of threatened species</b>	
<p><b>PO7</b>            Development protects the habitat of endangered, vulnerable and near threatened species and local species of significance, including by incorporating siting and design measures to protect and retain identified ecological values and underlying ecosystem processes within or adjacent to the development site.</p>	<p><b>AO7</b>            No acceptable outcome provided.</p>
<p><b>PO8</b>            Human disturbance, such as presence of vehicles, pedestrian use, increased exposure to domestic animals, noise and lighting impacts, are avoided or adverse impacts sufficiently mitigated to retain critical life stage ecological processes (such as feeding, breeding or roosting).</p>	<p><b>AO8</b>            No acceptable outcome provided.</p>
<b>Buffering and protection of watercourses</b>	
<p><b>PO9</b>            Development:-</p> <ul style="list-style-type: none"> <li>(a) retains, enhances and maintains the environmental values and functioning of watercourses;</li> <li>(b) provides and maintains adequate vegetated buffers and setbacks to watercourses;</li> <li>(c) maintains and restores connectivity between aquatic habitats and access for fish along watercourses/waterways and into key habitats.</li> </ul>	<p><b>AO9.1</b>            Development is not located within a watercourse buffer.</p> <p>Editor's note—watercourse buffer distances on either side of a mapped watercourse are 50m in an urban or rural residential zoned area or for a stream order 1 or 2 and 100m elsewhere.</p> <p><b>AO9.2</b>            Development does not involve the removal of native vegetation from a watercourse or watercourse buffer.</p> <p><b>AO9.3</b>            Cleared, degraded or disturbed watercourses and watercourse buffer areas within the site are rehabilitated along their full length in accordance with a detailed rehabilitation plan, approved by the Council.</p> <p>Note—a rehabilitation plan should include:-</p> <ul style="list-style-type: none"> <li>(a) appropriate rehabilitation and restoration methods for bed/banks and in-stream and watercourse vegetation for watercourses;</li> <li>(b) management measures of weed species;</li> <li>(c) consideration of fauna habitat (including relevant international agreements such as CAMBA, JAMBA and Ramsar);</li> </ul>

Performance outcomes	Acceptable outcomes
	<p>(d) provision of buffers in the form of riparian vegetation and separation by way of distance between the development and the vegetated buffers;</p> <p>(e) proposed planting regimes (utilising species appropriate to the area);</p> <p>(f) proposed measures for the protection of vegetation and habitat whilst rehabilitation works are being undertaken.</p> <p><b>AO9.4</b> Development is undertaken in accordance with an approved environmental management plan that protects the watercourse.</p>
<p><b>PO10</b> All in-stream development works ensures that movement of fish across watercourse/ waterway barriers is catered for and that lateral and longitudinal migrations can be maintained within the whole of the system.</p>	<p><b>AO10</b> No acceptable outcome provided.</p>
<p><b>PO11</b> Bank stability, channel integrity and in-stream habitat is protected from degradation and maintained or improved at a standard commensurate with pre-development environmental conditions.</p>	<p><b>AO11</b> No direct interference or modification of watercourse channels, banks or riparian and in-stream habitat occurs.</p>
<p><b>PO12</b> Development ensures that the natural surface water and groundwater hydrologic regimes of watercourses and associated buffers are maintained to the greatest extent possible.</p>	<p><b>AO12</b> Existing natural flows of surface and groundwater are not altered through channelization, redirection of interruption of flows.</p>
<p><b>PO13</b> Development on land adjacent to a watercourse maintains an appropriate extent of public access to watercourses and minimises edge effects.</p>	<p><b>AO13</b> Development adjacent to a watercourse provides that:-</p> <p>(a) no new lots directly back onto the riparian area; and</p> <p>(b) any new roads are located between the watercourse buffer and the proposed development areas.</p>

## 8.2.5 Bushfire hazard overlay code<sup>10</sup>

### 8.2.5.1 Application

This code applies to development:-

- (a) subject to bushfire hazard areas identified in the SPP interactive mapping system; and
- (b) identified as requiring assessment against the Bushfire hazard overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

Note—the Building Code of Australia (BCA) and the Queensland Development Code (QDC) contain provisions applying to Class 1, 2, 3 and associated Class 10a buildings in bushfire prone areas. “Designated bushfire prone areas” for the purposes of the *Building Regulation 2006* (section 12), the BCA and QDC are identified as medium hazard, high hazard or very high hazard areas in the SPP interactive mapping system.

### 8.2.5.2 Purpose and overall outcomes

- (1) The purpose of the Bushfire hazard overlay code is to ensure that development avoids or mitigates the potential adverse impacts of bushfire on people, property, economic activity and the environment.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) development in areas at risk from bushfire hazard is compatible with the nature of the hazard;
  - (b) the risk to people, property and the natural environment from bushfire hazard is minimised;
  - (c) wherever practical, community infrastructure essential to the health, safety and wellbeing of the community is located and designed to function effectively during and immediately after a bushfire event;
  - (d) development does not result in a material increase in the extent or severity of bushfire hazard;
  - (e) the loss of vegetation through inappropriately located development is minimised;
  - (f) development is sited and designed to assist emergency services in responding to any bushfire threat.

### 8.2.5.3 Specific benchmarks for assessment

**Table 8.2.5.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Dual occupancy and dwelling house</b>	
<p><b>PO1</b>                      The dual occupancy or dwelling house is provided with an adequate water supply for fire fighting purposes which is reliable, safely located and freely accessible.</p>	<p><b>AO1.1</b>                      Premises are connected to a reticulated water supply infrastructure network.</p> <p><b>OR</b></p> <p>Where there is no reticulated water supply:-</p> <ul style="list-style-type: none"> <li>(a) each dwelling is provided with a minimum water supply capacity of 5,000L dedicated for fire fighting purposes; and</li> <li>(b) the water supply dedicated for fire fighting purposes is:-                             <ul style="list-style-type: none"> <li>(i) sourced from a separate tank; or where sourced from the main water supply tank for the dwelling, the building’s take off connection from the tank is at a level that</li> </ul> </li> </ul>

<sup>10</sup> Editor’s note—medium, high and very high bushfire hazard areas are identified as ‘medium, high and very high potential bushfire intensity areas’ in the SPP interactive mapping system under the ‘Safety and resilience to hazards’ theme, subsection ‘Natural hazards risk and resilience’.

Performance outcomes	Acceptable outcomes
	<p>allows 5,000L to be dedicated for firefighting purposes;</p> <p>(ii) provided with a hardstand area allowing heavy rigid fire appliance access within 6m of the tank.</p> <p><b>AO1.2</b> The water supply outlet for fire fighting purposes is:-</p> <p>(a) located remote from any potential fire hazards such as venting gas bottles; and</p> <p>(b) provided with an outlet pipe 50mm in diameter and fitted with a 50mm male camlock (standard rural fire brigade fitting).</p>

**Table 8.2.5.3.2 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Bushfire hazard assessment and management</b>	
<p><b>PO2</b> Bushfire mitigation measures are adequate for the potential bushfire hazard level of the site, having regard to the following:-</p> <p>(a) vegetation type;</p> <p>(b) slope;</p> <p>(c) aspect;</p> <p>(d) on-site and off-site bushfire hazard implications of the particular development;</p> <p>(e) bushfire history;</p> <p>(f) conservation values of the site;</p> <p>(g) ongoing maintenance.</p> <p>Note—where a bushfire hazard assessment and management plan has previously been approved for the development proposed on the site (e.g. as part of a prior approval), design of the proposed development in accordance with that plan shall be taken as achieving compliance with this performance outcome of the code.</p>	<p><b>AO2.1</b> The level of bushfire hazard shown on the SPP interactive mapping system is confirmed via the preparation of a site-specific bushfire hazard assessment and management plan, prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports.</b></p> <p><b>AO2.2</b> Development is located, designed and operated in accordance with a Council-approved bushfire hazard assessment and management plan prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports.</b></p>
<b>Safety of people and property</b>	
<p><b>PO3</b> Development maintains the safety of people and property from the adverse impacts of bushfire by avoiding a higher concentration of people living or congregating in bushfire hazard areas.</p>	<p><b>AO3</b> Development which will materially increase the number of people living or congregating on premises, including reconfiguring a lot, avoids confirmed medium, high or very high bushfire hazard areas. This includes, but is not limited to, the following uses:-</p> <p>(a) child care centre;</p> <p>(b) community care centre;</p> <p>(c) community residence;</p> <p>(d) community use;</p> <p>(e) correctional facility;</p> <p>(f) educational establishment;</p> <p>(g) emergency services;</p> <p>(h) hospital;</p> <p>(i) indoor sport, recreation and entertainment;</p> <p>(j) outdoor sport, recreation and entertainment;</p> <p>(k) relocatable home park;</p> <p>(l) residential care facility;</p> <p>(m) retirement facility;</p> <p>(n) tourist attraction; and</p> <p>(o) tourist park.</p> <p>Note—the level of bushfire hazard shown on the SPP interactive mapping system is to be confirmed via the preparation of a site-specific bushfire hazard assessment and management plan, prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports.</b></p>

Performance outcomes	Acceptable outcomes
<b>Community infrastructure</b>	
<p><b>PO4</b> Community infrastructure is able to function effectively during and immediately after bushfire events.</p>	<p><b>AO4</b> Community infrastructure is not located within a confirmed medium, high or very high bushfire hazard area.</p> <p><b>OR</b></p> <p>Where located in a confirmed medium, high or very high bushfire hazard area, development involving community infrastructure is designed to function effectively during and immediately after bushfire events in accordance with a bushfire hazard assessment and management plan prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports.</b></p>
<b>Hazardous materials</b>	
<p><b>PO5</b> Public safety and the environment are not adversely affected by the detrimental impacts of bushfire on hazardous materials manufactured or stored in bulk.</p>	<p><b>AO5</b> Development involving the manufacture or storage of hazardous materials in bulk is not located within a confirmed medium or high bushfire hazard area.</p>
<b>Access and evacuation routes</b>	
<p><b>PO6</b> Where development involves provision of a new public or private road, the layout, design and construction of the road:-</p> <ul style="list-style-type: none"> <li>(a) allows easy and safe movement away from any encroaching fire;</li> <li>(b) allows easy and safe access for fire fighting and other emergency vehicles; and</li> <li>(c) provides for alternative safe access and evacuation routes should access in one direction be blocked in the event of a fire.</li> </ul>	<p><b>AO6.1</b> The road layout provides for “through roads” and avoids culs-de-sac and “dead end” roads (except where a perimeter road isolates the development from hazardous vegetation or the cul-de-sacs are provided with an alternative access linking the cul-de-sac to other through roads).</p> <p><b>AO6.2</b> Roads have a maximum gradient of 12.5%.</p>
<b>Fire breaking trails</b>	
<p><b>PO7</b> Fire breaking trails are located, designed and constructed to mitigate against bushfire hazard by:-</p> <ul style="list-style-type: none"> <li>(a) ensuring adequate access for fire fighting and other emergency vehicles;</li> <li>(b) ensuring adequate access for the evacuation of residents and emergency personnel in an emergency situation, including alternative safe access routes should access in one direction be blocked in the event of a fire;</li> <li>(c) providing for the separation of developed areas and adjacent bushland.</li> </ul>	<p><b>AO7</b> Where development involves the creation of a new road, fire breaking trails are:-</p> <ul style="list-style-type: none"> <li>(a) provided along and within a cleared road reserve having a minimum width of 20m;</li> <li>(b) a maximum gradient of 12.5%;</li> <li>(c) located between the development site and hazardous vegetation.</li> </ul> <p><b>OR</b></p> <p>Where development does not involve the creation of a new road, fire breaking trails are provided between the development site and hazardous vegetation. Such fire breaking trails:-</p> <ul style="list-style-type: none"> <li>(a) have a cleared minimum width of 6m;</li> <li>(b) have a maximum gradient of 12.5%;</li> <li>(c) provide continuous access for fire fighting vehicles;</li> <li>(d) allow for vehicle access every 200m;</li> <li>(e) provide passing bays and turning areas for fire fighting appliances at frequent intervals (e.g. typically every 200m);</li> <li>(f) have a minimum cleared height of 4m;</li> <li>(g) have a formed width, gradient and erosion control devices, and are provided to all-weather standard; and</li> </ul>

Performance outcomes	Acceptable outcomes
	(h) are located within an access easement that is granted in favour of the Council and the Queensland Fire and Rescue Service.
<b>Lot layout</b>	
<p><b>PO8</b> The lot layout of new development is designed to:-</p> <ul style="list-style-type: none"> <li>(a) mitigate any potential bushfire hazard;</li> <li>(b) provide safe building sites.</li> </ul>	<p><b>AO8.1</b> Residential lots are designed so their size and shape allow for efficient emergency access to buildings for fire fighting appliances (e.g. by avoiding battle-axe/hatchet lots and long narrow lots with long access drives to buildings).</p> <p><b>AO8.2</b> Residential lots are designed to provide building envelopes in locations of lowest hazard within the lot.</p>
<b>Water supply for fire fighting purposes</b>	
<p><b>PO9</b> Development provides an adequate water supply for fire fighting purposes which is reliable, safely located and freely accessible.</p>	<p><b>AO9.1</b> Premises are connected to a reticulated water supply with a minimum pressure and flow of 10 litres a second at 200kPA at all times.</p> <p><b>OR</b></p> <p>Where there is no reticulated water supply:-</p> <ul style="list-style-type: none"> <li>(a) the premises has a minimum water supply capacity of 5,000L dedicated for fire fighting purposes; and</li> <li>(b) the water supply dedicated for fire fighting purposes is sourced from:- <ul style="list-style-type: none"> <li>(i) a separate tank; or</li> <li>(ii) a reserve section in the bottom part of the main water supply tank; or</li> <li>(iii) a swimming pool; or</li> <li>(iv) a dam.</li> </ul> </li> </ul> <p><b>AO9.2</b> The water supply outlet for fire fighting purposes is:-</p> <ul style="list-style-type: none"> <li>(a) located remote from any potential fire hazards such as venting gas bottles;</li> <li>(b) provided with an outlet pipe 50mm in diameter and fitted with a 50mm male camlock (standard rural fire brigade fitting); and</li> <li>(c) provided with an appropriate area stabilised for all-weather use by fire vehicles and which is located within 6m of the outlet or, where applicable, a swimming pool or dam.</li> </ul>

## 8.2.6 Coastal protection overlay code<sup>11</sup>

### 8.2.6.1 Application

This code applies to development:-

- (a) subject to a coastal setback line in the Coastal protection overlay shown on the overlay maps contained within **Schedule 2 (Mapping)** or a coastal management district or erosion prone area identified on the SPP interactive mapping system; and
- (b) identified as requiring assessment against the coastal protection overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.6.2 Purpose and overall outcomes

- (1) The purpose of the Coastal protection overlay code is to:-

- (a) protect people and property from coastal hazards;

Editor's note—'coastal hazard' is defined in the *Coastal Protection and Management Act 1995* and means erosion of the foreshore or tidal inundation. Storm tide inundation is addressed in the Flood hazard overlay code.

- (b) protect coastal resources and their values to the greatest extent practicable;
- (c) ensure that decisions about coastal development take appropriate account of the predicted effects of climate change, including sea level rise;
- (d) maintain or enhance public access to the coast;
- (e) support opportunities for coastal-dependent development and maritime development in appropriate locations along the coast.

- (2) The purpose of the code will be achieved through the following overall outcomes:-

- (a) development allows for natural fluctuations of the coast as far as practicable, including appropriate allowance for climate change and sea level rise;
- (b) unless explicitly anticipated by the planning scheme through the allocation of zones, development within an erosion prone area avoids:-
  - (i) intensification of existing uses;
  - (ii) new permanent built structures; or
  - (iii) seaward extensions to existing built structures;
- (c) development avoids adverse impacts to coastal landforms and alterations to physical coastal processes and, as far as practicable, avoids the need for coastal protection works;
- (d) development preserves the integrity of the coastal setback line as the defined seaward boundary for building work and other development adjacent to the beachfront;
- (e) development maintains public access to the coast consistent with maintaining public safety and conserving coastal resources;
- (f) development preserves opportunities for locating coastal-dependant land uses in areas adjoining tidal waters.

<sup>11</sup> Editor's note—coastal protection areas referred to in this code include:-

- (a) the coastal management district identified in the SPP interactive mapping system under the 'Environment and heritage' theme, subsection 'Coastal environment'; and
- (b) the erosion prone area identified in the SPP interactive mapping system under the theme 'Hazards and safety', subsection 'Natural hazards risk and resilience'; and
- (c) coastal setback lines shown on the overlay maps contained within **Schedule 2 (Mapping)**.



### 8.2.6.3 Specific benchmarks for assessment

Table 8.2.6.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Dual occupancy and dwelling house</b>	
<p><b>PO1</b> The dual occupancy or dwelling house is sited and designed to protect people and property from coastal hazards and avoid the need for additional coastal protection works.</p> <p>Note—PO1 is alternative provisions to QDC MP1.1, P2 and QDC MP1.2, P2 where it relates to a rear boundary only.</p>	<p><b>AO1</b> All buildings and other permanent structures are setback at least 6m landward of the coastal setback line for the site.</p> <p><b>OR</b> Where there is no coastal setback line for the site, and the site adjoins the beachfront or a beachfront reserve, all buildings and permanent structures are located:- (a) landward or equal to the seaward alignment of any buildings on neighbouring properties; or (b) where there are no neighbouring properties, at least 6m from the seaward property boundary of the site.</p> <p>Note—'permanent structures' includes swimming pools and retaining walls.</p> <p>Note—AO1 is alternative provisions to QDC MP1.1, A2 and QDC MP1.2, A2 where it relates to a rear boundary only.</p>

Table 8.2.6.3.2 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b>Development in the erosion prone area</b>	
<p><b>PO2</b> Except in limited circumstances, erosion prone areas in a coastal management district are:- (a) maintained as development-free buffers; or (b) where permanent buildings or structures exist, coastal erosion risks are avoided or mitigated.</p>	<p><b>AO2</b> Development is situated wholly outside of an erosion prone area in a coastal management district, except where:- (a) essential community infrastructure; (b) temporary and/or relocatable development; (c) redevelopment; or (d) coastal-dependent development.</p>
<p><b>PO3</b> Development for essential community infrastructure or temporary and/or relocatable development:- (a) demonstrates that it is not feasible to locate the development outside the erosion prone area; and (b) provides for built structures to be located landward of the alignment of adjacent habitable buildings; or (c) where the achievement of (b) (above) is not reasonably practicable, provides for built structures to be located as far landward as practicable.</p> <p>Editor's note—'essential community service infrastructure' and 'temporary and/or relocatable development' are defined in <b>Schedule 1 (Definitions)</b>.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<p><b>PO4</b> Redevelopment:- (a) relocates built structures outside the erosion prone area; or (b) relocates built structures landward of the alignment of adjacent habitable buildings; and</p>	<p><b>AO4</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
(c) provides sufficient space seaward of the development within the premises to allow for the construction of erosion control structures, such as a sea wall.	
<p><b>PO5</b> Redevelopment that intensifies the use of a site in an urban area mitigates any increase in risk to people and property from adverse coastal erosion impacts.</p>	<p><b>AO5</b> Redevelopment that intensifies the use of a site in an urban area:-</p> <ul style="list-style-type: none"> <li>(a) incorporates a layout that minimises the footprint of the development within the erosion prone area and locates the development as far landward as possible;</li> <li>(b) utilises appropriate foundations for the building or structure;</li> <li>(c) installs and maintains on-site erosion control structures.</li> </ul> <p>Note—mitigation measures should take account of the practicable design life of the development in the context of the future erosion threat.</p>
<p><b>PO6</b> Coastal-dependent development mitigates any increase in risk to people and property from adverse coastal erosion impacts.</p> <p>Editor's note—'Coastal-dependent development' is defined in <b>Schedule 1 (Definitions)</b>.</p>	<p><b>AO6</b> Coastal-dependent development:-</p> <ul style="list-style-type: none"> <li>(a) installs and maintains coastal protection works to mitigate adverse impacts to people and property from coastal erosion at the location; or</li> <li>(b) locates, designs and constructs relevant buildings or structures to withstand coastal erosion impacts.</li> </ul> <p>Note—a development application may be required to provide the following information to demonstrate compliance with the performance outcome:-</p> <ul style="list-style-type: none"> <li>(a) assessment of the erosion hazard at a property scale;</li> <li>(b) plans showing the intended location, materials and method of construction for any structures;</li> <li>(c) a report certified by a registered professional engineer that demonstrates the performance outcome will be achieved.</li> </ul>
<b>Coastal setback lines</b>	
<p><b>PO7</b> New development or the intensification of existing development on a site subject to a coastal setback line is located and designed to protect people and property from coastal hazards and avoid the need for additional coastal protection works.</p>	<p><b>AO7</b> All buildings and other permanent structures are setback at least 6m landward of the coastal setback line for the site.</p> <p>Note—'permanent structures' includes swimming pools and retaining walls.</p>
<b>Reconfiguring a lot within the coastal management district</b>	
<p><b>PO8</b> Subject to the provisions of the <i>Coastal Protection and Management Act 1995</i>, where land within the coastal management district is proposed to be reconfigured to create additional lots, the erosion prone area is to be maintained as a development free buffer zone, unless there is substantial development seaward of the development site.</p>	<p><b>AO8.1</b> Where reconfiguration of a lot is proposed within the coastal management district, the erosion prone area within the lot, or land within 40m of the foreshore (whichever is the greater), is surrendered to the State for public use.</p> <p><b>AO8.2</b> The surrendered land within the coastal management district is:-</p> <ul style="list-style-type: none"> <li>(a) placed in a State land reserve for beach protection and coastal management purposes under the <i>Land Act 1994</i> with Council as trustee; or</li> <li>(b) managed for beach protection and coastal management purposes under another management regime to the satisfaction of the chief executive administering the <i>Coastal Protection and Management Act 1995</i> and <i>Land Act 1994</i>.</li> </ul>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b><i>Public access to coastal land</i></b>	
<p><b>PO9</b>            Development:-            (a) does not result in a net loss of public access to State coastal land (including the foreshore) and tidal waters; and            (b) where practicable, provides enhanced opportunities for public access in a manner consistent with conserving coastal resources.</p>	<p><b>AO9</b>            Development is located, designed and operated in a manner that retains or enhances existing public access to State coastal land.</p> <p><b>OR</b></p> <p>Where loss of public access cannot practicably be avoided, development provides the same or a greater amount of new public access opportunities within, or in close proximity to, the site.</p>

## 8.2.7 Extractive resources overlay code<sup>12</sup>

### 8.2.7.1 Application

This code applies to development:-

- (a) subject to extractive resources identified in the SPP interactive mapping system; and
- (b) identified as requiring assessment against the Extractive resources overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.7.2 Purpose and overall outcomes

- (1) The purpose of the Extractive resources overlay code is to protect and maintain the sustainable and viable use of extractive resources by preventing incompatible development and land uses from encroaching on extractive resource/processing areas and associated separation areas and transport routes.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) development occurring within or adjacent to extractive resource areas does not adversely affect or impair the ability of existing or future extractive industries to viably win the resource;
  - (b) development occurring within or adjacent to transport routes for extractive resources does not constrain or otherwise conflict with the ongoing safe and efficient transportation of the extractive resource;
  - (c) the potential negative impacts of extractive industries on sensitive land uses within or adjacent to extractive resource areas and associated transport routes is mitigated to maintain high levels of safety and amenity.

### 8.2.7.3 Specific benchmarks for assessment

Table 8.2.7.3.1 Benchmarks for assessable development

Performance outcomes	Acceptable outcomes
<b><i>Development within resource/processing area</i></b>	
<b>PO1</b> Development within a resource processing area does not constrain, prevent or otherwise interfere with the current or future viability of the winning or processing of extractive resources.	<b>AO1</b> Development within the resource/processing area is limited to:- <ul style="list-style-type: none"> <li>(a) extractive industry uses;</li> <li>(b) uses that are directly associated with an extractive industry; or</li> <li>(c) temporary or non-intensive uses that are compatible with future extractive industry operations.</li> </ul>
<b><i>Development within extractive resource separation area</i></b>	
<b>PO2</b> Development does not materially increase the number of people living within an extractive resource separation area.	<b>AO2.1</b> Development does not result in an increase in the scale or density of residential uses within an extractive resource separation area.
	<b>AO2.2</b> Reconfiguring a lot within an extractive resource separation area:- <ul style="list-style-type: none"> <li>(a) does not result in the creation of additional lots used or capable of being used for residential purposes; and</li> <li>(b) where rearranging boundaries, does not worsen the existing situation with respect to the distance between available house sites and the resource or processing area.</li> </ul>

<sup>12</sup> Editor's note— the following elements referred to in this code are identified in the SPP interactive mapping system under the 'Economic growth' theme, subsection 'Mining and extractive resources':-
 

- (a) resource/ processing areas;
- (b) resource separation areas; and
- (c) transport route separation areas.

Performance outcomes	Acceptable outcomes
<p><b>PO3</b> Development minimises the potential adverse impacts (e.g. noise, dust, vibration and blasting) arising from existing or future extractive industry operations upon people working or congregating within the extractive resource separation area.</p>	<p><b>AO3</b> The number of people working or congregating in the extractive resource separation area is not increased.</p> <p><b>OR</b> Development within the extractive resource separation area is compatible with the potential adverse impacts arising from existing or future extractive industry operations.</p> <p><b>OR</b> Development within the extractive resource separation area incorporates design, orientation and construction measures that mitigate the potential adverse effects from existing or future extractive industry operations to acceptable levels.</p> <p><b>OR</b> Development within the extractive resource separation area operates outside the normal hours of operation for existing or future extractive industry activities.</p>
<p><b>PO4</b> Extractive industry development maintains the function and integrity of the extractive resource separation area as an efficient and effective buffer between extractive/processing operations and incompatible uses beyond the separation area.</p>	<p><b>AO4</b> Development for an extractive industry use is not located within the extractive resource separation area, unless it is demonstrated that extractive industry within the separation area will not impact on people or on the use of land outside the separation area.</p>
<b>Development within transport route separation areas</b>	
<p><b>PO5</b> Development does not materially increase the number of people living within the transport route separation area, and does not materially increase the number or intensity of sensitive and other incompatible land uses within the transport route separation area, unless it can be demonstrated that the impacts can be adequately mitigated.</p>	<p><b>AO5.1</b> Development does not result in an increase in the scale or density of sensitive land uses (including residential uses), and other incompatible land uses, within the transport route separation area.</p> <p><b>AO5.2</b> Reconfiguring a lot within a transport route separation area:- (a) does not result in the creation of additional lots used or capable of being used for residential purposes; (b) where rearranging boundaries, does not worsen the existing situation with respect to the distance between available house sites and the transport route.</p>
<p><b>PO6</b> Development involving a sensitive land use within a transport route separation area maintains an acceptable level of amenity.</p>	<p><b>AO6</b> Development involving a sensitive land use within a transport route separation area ensures an acceptable level of amenity by:- (a) maintaining adequate separation distances; and (b) incorporating mitigation measures such as landscape buffer strips, mounding and screening.</p>
<p><b>PO7</b> Development does not adversely affect the safe and efficient movement and operation of vehicles transporting extractive materials along a transport route.</p>	<p><b>AO7</b> The number of premises with access points to an identified transport route is not increased.</p> <p><b>OR</b> Access points are designed to avoid adversely affecting the safe and efficient operation of vehicles transporting extractive materials along a transport route.</p>

## 8.2.8 Flood hazard overlay code<sup>13 14</sup>

### 8.2.8.1 Application

This code applies to development:-

- (a) subject to the flood hazard shown on the Flood hazard maps adopted by Council; and
- (b) identified as requiring assessment against the Flood hazard overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.8.2 Purpose and overall outcomes

- (1) The purpose of the Flood hazard overlay code is to ensure that development protects people and avoids or mitigates the potential adverse impacts of flood and storm tide inundation on property, economic activity and the environment, taking into account the predicted effects of climate change.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) floodplains and the flood conveyance capacity of watercourses are protected;
  - (b) development in areas at risk from flood or storm tide inundation is compatible with the nature of the flood or storm tide hazard;
  - (c) the safety of people is protected and the risk of harm to property and the natural environment from flood and storm tide inundation is minimised;
  - (d) wherever practical, infrastructure essential to the health, safety and wellbeing of the community is located and designed to function effectively during and immediately after a flood or storm tide event;
  - (e) development does not result in a material increase in the extent or severity of flood or storm tide inundation.

### 8.2.8.3 Specific benchmarks for assessment

**Table 8.2.8.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Assessment benchmarks for dwelling houses</b>	
<p><b>PO1</b>                      Dwelling houses are resilient to flooding and storm tide inundation by ensuring that:-</p> <ul style="list-style-type: none"> <li>(a) they are sited and located to avoid or minimise risk to people and damage to property; and</li> <li>(b) essential infrastructure effectively maintains its function during and immediately after flood and storm tide events.</li> </ul>	<p><b>AO1.1</b>                      The finished floor level of all habitable rooms of the dwelling house is at or above the flood hazard level (FHL).</p> <p><b>OR</b></p> <p>Where involving an extension to an existing dwelling house that is situated below the DFL and the extension constitutes less than 50% of the gross floor area of the existing building:-</p> <ul style="list-style-type: none"> <li>(a) the extension has a gross floor area not exceeding 50m<sup>2</sup>; and</li> <li>(b) the finished floor level of habitable rooms is not less than the floor level of existing habitable rooms.</li> </ul> <p><b>OR</b></p>

<sup>13</sup> Editor's note—to demonstrate compliance with the relevant performance outcomes of this code, a site-based flood study that investigates the impact of the development on the floodplain may be required. The **Planning scheme policy for information Council may request, and preparing well made applications and technical reports** provides guidance for preparing a site-based flood study.

<sup>14</sup> Editor's note—the Flood hazard maps adopted by Council identify flood hazard areas (including storm tide inundation areas) for the Bundaberg Region declared by Council resolution under section 13 of the Building Regulation 2006, as referenced at **Section 1.7.4 (Other documents incorporated in the planning scheme)**.

Performance outcomes	Acceptable outcomes
	<p>Where DFL data is not available, flood resilience is optimised by ensuring that the dwelling house (including extensions to an existing dwelling house):-</p> <ul style="list-style-type: none"> <li>(a) is elevated; and</li> <li>(b) located on the highest part of the site.</li> </ul> <p>Note—the highset 'Queenslander' style house is a resilient housing form in flood hazard areas.</p> <p>Editor's note—dwelling houses utilising slab on ground construction are generally inappropriate within flood hazard areas.</p> <p><b>AO1.2</b> Infrastructure necessary to service the dwelling house is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFL.</p> <p>Notes—</p> <ul style="list-style-type: none"> <li>(a) The relevant building assessment provisions under the <i>Building Act 1975</i>, including QDC MP3.5 – Construction of Buildings in Flood Hazard Areas, apply to building work within a flood hazard area.</li> <li>(b) The Queensland Government Fact Sheet 'Repairing your house after a flood' provides information about water resilient products and building techniques.</li> </ul> <p>Editor's note—it is recommended that building materials and surface treatments used under the DFL are resistant to water damage and do not include wall cavities that may be susceptible to the intrusion of water and sediment. Council guidelines for building within a flood hazard area provide information and recommendations for improving resilience against scour and the forces of flood waters.</p>
<p><b>PO2</b> Dwelling houses do not directly, indirectly or cumulatively change flood characteristics which may cause adverse impacts external to the development site.</p>	<p><b>AO2</b> Building work does not involve filling within a flood hazard area as identified on a Flood hazard map adopted by Council.</p>
<p><b>PO3</b> The height of dwelling houses does not negatively impact on the visual amenity and streetscape of the surrounding area as a result of the raising of floor levels for flood immunity purposes.</p> <p>Note—alternative provision to QDC MP1.1, P4 and MP1.2, P4.</p>	<p><b>AO3</b> Where required to increase flood resilience of a dwelling house (or part of the dwelling) by raising the habitable floor height, the height of the building, when measured from ground level to the highest point of the building roof, is not greater than 9.5m.</p> <p>Note—alternative provision to QDC MP1.1, A4 and MP1.2, A4.</p>

**Table 8.2.8.3.2 Benchmarks for assessable development only**

Performance outcomes	Acceptable outcomes
<b>Development siting and design</b>	
<p><b>PO4</b> Development is sited and designed such that potential risk to people and damage to property on the site from flooding or storm tide inundation is avoided or minimised.</p>	<p><b>AO4.1</b> There is no intensification of residential uses on premises situated below the DFL, including the development of dual occupancy and multiple residential uses.</p> <p><b>AO4.2</b> No additional residential lots are created below the DFL.</p> <p><b>AO4.3</b> Development that increases the number of people living or working in a flood or storm tide hazard area has an emergency evacuation plan for people to evacuate to a gathering point above the DFL in the face of advancing flood waters.</p>

Performance outcomes	Acceptable outcomes
	<p><b>AO4.4</b> Buildings and other structures are sited on the highest part of the site, or in the area of least hazard, to increase flood resilience.</p> <p>Notes—</p> <ul style="list-style-type: none"> <li>(a) The relevant building assessment provisions under the <i>Building Act 1975</i>, including QDC MP3.5 – Construction of Buildings in Flood Hazard Areas, apply to building work within a flood hazard area.</li> <li>(b) The Queensland Government Fact Sheet 'Repairing your house after a flood' provides information about water resilient products and building techniques.</li> </ul>
<b>Building design and built form</b>	
<p><b>PO5</b> Building design and built form:-</p> <ul style="list-style-type: none"> <li>(a) is resilient to flood and storm tide events by appropriately responding to the potential risks of flooding and inundation; and</li> <li>(b) maintains a functional and attractive street front address appropriate to the intended use.</li> </ul>	<p><b>AO5.1</b> The design and layout of buildings used for residential purposes minimises risks from flooding and inundation by providing:-</p> <ul style="list-style-type: none"> <li>(a) non-habitable uses at ground level such as parking and other low intensity uses (e.g. temporary storage of readily removable items); and</li> <li>(b) the finished floor level of all habitable rooms is at or above the flood hazard level (FHL).</li> </ul> <p><b>AO5.2</b> Buildings incorporate appropriate screening to ensure that the under-storey is not visible from the street, where such screening does not impede flood water flows.</p> <p><b>Additional requirements for non-residential uses</b></p> <p><b>AO5.3</b> Where possible, the design and layout of building used for non-residential purposes provides for:-</p> <ul style="list-style-type: none"> <li>(a) parking or other low intensity uses at ground level;</li> <li>(b) retail, commercial and work areas are located above parking areas to increase resilience to flooding and inundation.</li> </ul> <p>Note—business owners/applicants should undertake their own risk assessment to determine the floor level that maximises flood resilience for mechanical plant, equipment and stock.</p> <p>Editor's note—Council guidelines for building within a flood hazard area provide information and recommendations for improving resilience against scour and the forces of flood waters.</p>
<b>Essential services infrastructure</b>	
<p><b>PO6</b> Essential services infrastructure within a site (including electricity, gas, water supply, wastewater and telecommunications) maintains effective functioning during and immediately after flood and storm tide events.</p>	<p><b>AO6</b> Infrastructure necessary to service the development is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFL.</p>
<b>Utility installations, telecommunications facilities and emergency services</b>	
<p><b>PO7</b> Utility installations, telecommunications facilities and emergency services are able to function effectively during and immediately after flood events.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<b>Hazardous and other materials</b>	
<p><b>PO8</b> Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on materials, including hazardous materials, manufactured or stored on site.</p>	<p><b>AO8</b> Materials stored on-site:-</p> <ul style="list-style-type: none"> <li>(a) are those that are readily able to be moved in a flood or storm tide event;</li> <li>(b) are not hazardous or noxious, or comprise materials that may cause a detrimental impact on</li> </ul>



<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
	<p>the environment if discharged in a flood or storm tide event; and</p> <p>(c) where at risk of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood or inundation.</p> <p>Note—businesses should ensure that the necessary continuity plans are in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upper-storey of a building or off-site).</p>
<b>Flood impacts</b>	
<p><b>PO9</b>            Development does not directly, indirectly or cumulatively change flood characteristics which may cause adverse impacts external to the development site.</p>	<p><b>AO9.1</b>            Development within the flood hazard area does not result in a reduction in flood storage capacity.</p> <p><b>AO9.2</b>            Development does not increase the flood hazard (e.g. by way of increased depth, duration or velocity of flood waters or a reduction in warning times) for premises external to the development site.</p> <p><b>AO9.3</b>            No earthworks (including filling of land or reduction of flood storage capacity) occurs on land below the DFL, unless –</p> <ul style="list-style-type: none"> <li>(a) such earthworks result in the rehabilitation and repair of the hydrological network and the riparian ecology of the watercourse; and</li> <li>(b) an assessment, undertaken by a suitably qualified consultant, demonstrates that the reforming of the land does not negatively impact on the overall hydrology, hydraulics and flood capacity of the watercourse and does not in any way result in the reduction of flood storage capacity on the site.</li> </ul> <p>Note—the Council may consider acceptable tolerances for changes to flood behaviour compared to existing conditions where included in an approved floodplain management plan.</p>

## 8.2.9 Heritage and neighbourhood character overlay code<sup>15 16 17</sup>

### 8.2.9.1 Application

This code applies to development:-

- (a) subject to the Heritage and neighbourhood character overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**, a cultural heritage place identified in the Queensland Heritage Register or the National Heritage Database, or on premises otherwise determined to have cultural heritage significance; and
- (b) identified as requiring assessment against the Heritage and neighbourhood character overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.9.2 Purpose and overall outcomes

- (1) The purpose of the Heritage and neighbourhood character overlay code is to:-
  - (a) ensure that development on or adjoining a heritage place is compatible with the cultural heritage significance of the place;
  - (b) the significance of neighbourhood character areas is conserved and enhanced.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) the cultural heritage significance of individual sites and places is conserved;
  - (b) development on a local heritage place is compatible with the cultural heritage significance of the place by:-

- (i) preventing the demolition or removal of the local heritage place, unless there is no prudent and feasible alternative to the demolition or removal;

Note—in considering whether there is no prudent and feasible alternative to the demolition or removal of a local heritage place, the Council will have regard to:-

- (a) safety, health and economic considerations;
- (b) any other matters the Council considers relevant.

- (ii) maintaining or encouraging, as far as practicable, the appropriate use (including adaptive reuse) of the local heritage place whilst protecting the amenity of adjacent uses;
  - (iii) protecting, as far as practicable, the materials and setting of the local heritage place;
  - (iv) ensuring that any exposed archaeological artefact/s and/or features are identified and managed prior to the redevelopment of a site<sup>18</sup>;
  - (v) ensuring, as far as practicable, development on the local heritage place is compatible with the cultural heritage significance of the place;
- (c) development adjoining a local or Queensland heritage place<sup>19</sup> or a national heritage place is sympathetic to the cultural heritage significance of that place;
  - (d) development in a commercial or residential neighbourhood character area:-

<sup>15</sup> Editor's note—the elements referred to in this code include:-

- (a) Queensland heritage places and national heritage places listed in the Queensland Heritage Register or National Heritage Database;
- (b) local heritage places and neighbourhood character areas identified on the Heritage and neighbourhood character overlay maps in **Schedule 2 (Mapping)**;
- (c) premises adjoining a national, Queensland or local heritage place.

Statements of significance for the identified local heritage places and key character elements and preferred character statements for neighbourhood character areas are contained in the **Planning scheme policy for the heritage and neighbourhood character overlay code**.

<sup>16</sup> Editor's note—the *Aboriginal Cultural Heritage Act 2003* (ACHA) and *Torres Strait Islander Cultural Heritage Act 2003* (TSICHA) provide for the recognition, protection and conservation of Aboriginal and Torres Strait Islander cultural heritage and impose a duty of care in relation to the carrying out of activities. The requirements of the ACHA and TSICHA apply separately and in addition to the planning scheme.

<sup>17</sup> Editor's note—the **Planning scheme policy for the heritage and neighbourhood character overlay code** provides guidance for satisfying certain outcomes of this code.

<sup>18</sup> Editor's note—under the *Queensland Heritage Act 1992*, a person must report to the Department of Environment and Heritage Protection if they discover an archaeological artefact that is an important source of information about an aspect of Queensland's history. Under the *Queensland Heritage Act 1992*, archaeological artefacts include any relic or other remains located above, on or below the present land surface, or found in State waters, that relate to past human behaviour.

<sup>19</sup> Editor's note—Development on Queensland heritage places is regulated by the *Queensland Heritage Act 1992*.

- (i) is sympathetic and complementary to the key character elements and preferred character of the applicable area<sup>20</sup>;
- (ii) retains buildings and structures that contribute to the preferred character of the area through their age, form, style, siting and character; and
- (iii) complements, rather than mimics or replicates, the predominant building styles in the street.

### 8.2.9.3 Specific benchmarks for assessment

**Table 8.2.9.3.1 Benchmarks for assessable development – on a local heritage place or adjoining a national, Queensland or local heritage place**

Performance outcomes	Acceptable outcomes
<b><i>Material change of use involving a local heritage place</i></b>	
<b>PO1</b> The material change of use is compatible with the conservation and/or management of the cultural significance of the local heritage place.	<b>AO1</b> Development is undertaken in accordance with the Australian ICOMOS <sup>21</sup> Charter for Places of Cultural Significance (Burra Charter).
<b><i>Reconfiguring a lot involving a local heritage place</i></b>	
<b>PO2</b> Reconfiguring a lot does not:- <ul style="list-style-type: none"> <li>(a) reduce public access to the local heritage place;</li> <li>(b) result in the local heritage place being severed or obscured from public view; or</li> <li>(c) obscure or destroy any of the following elements relating to the local heritage place:-               <ul style="list-style-type: none"> <li>(i) pattern of historic subdivision;</li> <li>(ii) the landscape setting; or</li> <li>(iii) the scale and consistency of the urban fabric.</li> </ul> </li> </ul>	<b>AO2</b> Development is undertaken in accordance with the Australian ICOMOS Charter for Places of Cultural Significance (Burra Charter).
<b><i>Building work or operational work involving a local heritage place</i></b>	
<b>PO3</b> Development conserves and is subservient to the features and values of the local heritage place that contribute to its cultural heritage significance.	<b>AO3</b> Development:- <ul style="list-style-type: none"> <li>(a) does not alter, remove or conceal significant features of the local heritage place; or</li> <li>(b) is minor and necessary to maintain a significant use for the local heritage place.</li> </ul>
<b>PO4</b> Changes to a local heritage place are appropriately managed and documented.	<b>AO4.1</b> Development is compatible with a conservation management plan prepared in accordance with the Australian ICOMOS Charter for Places of Cultural Significance (Burra Charter).
	<b>AO4.2</b> An archival quality photographic record is made of the features of the place that are destroyed because of the development that meets the standards outlined in the <i>Guideline: Archival Recording of Heritage Registered Places</i> (Department of Environment and Heritage Protection).
<b>PO5</b> Development does not adversely affect the character, setting or appearance of the local heritage place, including removal of vegetation that contributes to the cultural heritage significance of the place.	<b>AO5.1</b> The scale, location and design of the development are compatible with the character, setting and appearance of the local heritage place.
	<b>AO5.2</b> The development is unobtrusive and cannot readily be seen from surrounding streets or other public places.

<sup>20</sup> Editor's note—key character elements and preferred character statements for each neighbourhood character area are contained in the **Planning scheme policy for the heritage and neighbourhood character overlay code**.

<sup>21</sup> Editor's note—Australia ICOMOS Inc. is the national chapter of ICOMOS (International Council of Monuments and Sites), a non-government international organisation primarily concerned with the philosophy, terminology, methodology and techniques of cultural heritage conservation.

Performance outcomes	Acceptable outcomes
	<b>AO5.3</b> Existing vegetation that forms part of the local heritage place is retained and incorporated into the design and layout of development.
<b>PO6</b> Excavation or other earthworks on a local heritage place do not have a detrimental impact on archaeological values.	<b>AO6.1</b> The impact on excavation is minor and limited to parts of the local heritage place that have been disturbed by previous excavation.  <b>AO6.2</b> An archaeological investigation is carried out for development on a local heritage place involving a high level of surface or sub-surface disturbance.
<b>Development adjoining a national, Queensland or local heritage place</b>	
<b>PO7</b> Where on a lot or premises adjoining a national, Queensland or local heritage place, development is designed and constructed in a manner that does not adversely affect the cultural heritage significance of the heritage place, including its context, setting, appearance and archaeology.	<b>AO7.1</b> The scale, location and design of the development is compatible with the cultural heritage significance of the adjoining heritage place, including its context, setting and appearance.  <b>AO7.2</b> Where the site adjoins a heritage place that has been identified as an archaeological place, an archaeological investigation is carried out for development involving a high level of surface or sub-surface disturbance.
<b>Advertising devices (all heritage places)</b>	
<b>PO8</b> Advertising devices located on a local heritage place or adjoining a national, Queensland or local heritage place are sited and designed in a manner that:- (a) is compatible with the cultural heritage significance of the place; (b) does not obscure the appearance or prominence of the heritage place when viewed from the street or other public places.	<b>AO8</b> No acceptable outcome provided.

**Table 8.2.9.3.2 Benchmarks for assessable development – within a neighbourhood character area**

Performance outcomes	Acceptable outcomes
<b>Infill development</b>	
<b>PO9</b> Infill development within a neighbourhood character area, including development on vacant sites, is compatible with the key character elements for the area, having regard to:- (a) scale and form; (b) materials; (c) landscaping.	<b>AO9</b> No acceptable outcome provided.
<b>PO10</b> The existing streetscape is maintained in terms of:- (a) building orientation; (b) side and front boundary setbacks; (c) significant landscaping.	<b>AO10</b> No acceptable outcome provided.
<b>PO11</b> Development provides front boundary setbacks that ensure new additions and building works are consistent in alignment with adjoining lots.	<b>AO11</b> No acceptable outcome provided.

Performance outcomes	Acceptable outcomes
<p><b>PO12</b> New buildings respect the architectural style of surrounding development and complement, rather than replicate, period building styles.</p>	<p><b>AO12</b> No acceptable outcome provided.</p>
<b>Demolition of character buildings</b>	
<p><b>PO13</b> Existing buildings or structures are not wholly or partially demolished or removed, unless one of more of the following circumstances apply:-</p> <ul style="list-style-type: none"> <li>(a) the building or structure is not from the Victorian, Federation or Interwar period;</li> <li>(b) the building or structure is not capable of structural repair;</li> <li>(c) repair is not feasible having regard to economic, safety and health considerations; or</li> <li>(d) the building or structure does not contribute to the historical or architectural character of the area.</li> </ul>	<p><b>AO13</b> No acceptable outcome provided.</p>
<b>Modifications to character buildings</b>	
<p><b>PO14</b> Modifications to buildings, including associated landscaping and fencing:-</p> <ul style="list-style-type: none"> <li>(a) do not interfere with the integrity of the façade and continuity of the streetscape;</li> <li>(b) utilise traditional materials and design elements consistent with other character buildings in the area and the period or characteristics of significance;</li> <li>(c) complement the form and proportions of the existing building; and</li> <li>(d) where located in a commercial neighbourhood character area, complement the features of the existing building, including:- <ul style="list-style-type: none"> <li>(i) ornamentation on the existing façade;</li> <li>(ii) windows;</li> <li>(iii) verandahs;</li> <li>(iv) awnings.</li> </ul> </li> </ul>	<p><b>AO14.1</b> Where located in a commercial neighbourhood character area:-</p> <ul style="list-style-type: none"> <li>(a) development retains, reuses and refurbishes existing facades;</li> <li>(b) any repair or restoration of buildings constructed of masonry is undertaken using materials, mortar composition and colours that closely match the original;</li> <li>(c) windows and doors are of similar style to those of existing buildings with heritage character;</li> <li>(d) finials, where missing on gable ends, are reinstated to re-establish original building skylines;</li> <li>(e) new shopfronts are designed and constructed in compatible heritage style to existing examples in the streetscape;</li> <li>(f) shopfronts and windows comprise materials with similar profiles and incorporate recessed entrance and timber framed windows;</li> <li>(g) renovations of buildings which exhibit a heritage character are designed with appropriate detailing for the period of the building;</li> <li>(h) building facades are compatible in height to existing adjacent buildings and incorporate any repetitive architectural accent common both along the streetscape and the horizontal or vertical accents.</li> </ul> <p><b>AO14.2</b> Where located in a residential neighbourhood character area, no acceptable outcome provided.</p>
<b>Reconfiguring a lot in a residential neighbourhood character area</b>	
<p><b>PO15</b> Reconfiguring a lot in a residential neighbourhood character area does not obscure or adversely impact upon any of the following elements relating to neighbourhood character:-</p> <ul style="list-style-type: none"> <li>(a) the pattern of historic subdivision;</li> <li>(b) the landscape setting; or</li> <li>(c) the scale and consistency of the urban fabric.</li> </ul>	<p><b>AO15</b> No acceptable outcome provided.</p>

## 8.2.10 Infrastructure overlay code<sup>22 23</sup>

### 8.2.10.1 Application

This code applies to development:-

- (a) subject to the Infrastructure overlay shown on the overlay maps contained within **Schedule 2 (Mapping)** or infrastructure identified in the SPP interactive mapping system; and
- (b) identified as requiring assessment against the Infrastructure overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.10.2 Purpose and overall outcomes

- (1) The purpose of the Infrastructure overlay code is to ensure that development is compatible with, and does not adversely affect the viability, integrity, operation and maintenance of, the following existing and planned infrastructure and facilities within the region:-
  - (a) gas pipelines;
  - (b) major electricity infrastructure and electricity substations;
  - (c) wastewater treatment plants;
  - (d) waste management facilities;
  - (e) State controlled roads;
  - (f) railways (including cane railways);
  - (g) stock routes.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) existing and planned infrastructure facilities, networks and corridors are protected from incompatible development;
  - (b) development in proximity to existing and planned infrastructure facilities, networks and corridors is appropriately located, designed, constructed and operated to:-
    - (i) avoid compromising the integrity, operational efficiency and maintenance of infrastructure and facilities;
    - (ii) protect the amenity, health and safety of people and property;
  - (c) the number of people exposed to the potential adverse impacts emanating from existing and planned infrastructure facilities, networks and corridors is minimised.

### 8.2.10.3 Specific benchmarks for assessment

**Table 8.2.10.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Gas pipelines</b>	
<b>PO1</b> Development provides and maintains adequate separation between buildings and structures and a gas pipeline corridor so as to minimise risk of harm to people and property.	<b>AO1</b> Buildings and structures are setback a minimum of 40m from a gas pipeline as identified on an Infrastructure overlay map.  Editor's note—should a lesser setback distance be proposed, it is recommended that applicants consult with the relevant

<sup>22</sup> Editor's note—infrastructure elements referred to in this code include:-  
 (a) major electricity infrastructure and electricity substations identified in the SPP interactive mapping system under the 'Infrastructure' theme, subsection 'Energy and water supply – major electricity infrastructure';  
 (b) State controlled road and railway corridors identified in the SPP interactive mapping system under the 'Infrastructure' theme, subsection 'Transport infrastructure';  
 (c) stock routes identified in the SPP interactive mapping system under the 'Economic growth' theme, subsection 'Agriculture';  
 (d) cane railway corridors, gas pipeline corridors, wastewater treatment plants, waste management facilities and associated buffers identified on the Infrastructure overlay maps in **Schedule 2 (Mapping)**.

<sup>23</sup> Editor's note—buffer areas for major electricity infrastructure, electricity substations, state controlled roads and railways are not identified in the SPP interactive mapping system, but are identified as areas within a specified distance from mapped infrastructure.

Performance outcomes	Acceptable outcomes
	gas pipeline manager prior to the lodgement of any development application to help determine how compliance with the performance outcome can be achieved.
<p><b>PO2</b> Development, including uses and works, is constructed and operated to avoid:-</p> <ul style="list-style-type: none"> <li>(a) compromising the viability of the gas pipeline corridor; or</li> <li>(b) damaging or adversely affecting the existing or future operation of major gas pipelines and the supply of gas.</li> </ul>	<p><b>AO2</b> No acceptable outcome provided.</p> <p>Editor's note—it is recommended that applicants consult with the relevant gas pipeline manager prior to the lodgement of any development application in the vicinity of a gas pipeline corridor.</p>
<b>Major electricity infrastructure and electricity substations</b>	
<p><b>PO3</b> Development does not adversely impact on existing and planned major electricity infrastructure and electricity substations.</p>	<p><b>AO3.1</b> Urban residential lots and buildings and structures are not located within the area of major electricity infrastructure.</p> <p><b>AO3.2</b> Development does not intensify development within an easement for electricity infrastructure and does not restrict access to and along electricity infrastructure having regard to (among other things):-</p> <ul style="list-style-type: none"> <li>(a) property boundaries;</li> <li>(b) likely gates and fences;</li> <li>(c) landscaping or earthworks; or</li> <li>(d) stormwater or other infrastructure.</li> </ul> <p><b>AO3.3</b> Earthworks ensure stability of the land on or adjoining substations and major electricity infrastructure and maintain statutory clearances required under the <i>Electrical Safety Regulations 2002</i>.</p>
<p><b>PO4</b> Sensitive land uses are not located in close proximity to major electricity infrastructure or electricity substations.</p>	<p><b>AO4</b> Buildings and outdoor use areas associated with a sensitive land use are setback from the boundary of a substation or from major electricity infrastructure identified in the SPP interactive mapping system in accordance with the following:-</p> <ul style="list-style-type: none"> <li>(a) 20m for major electricity infrastructure up to 132kV and electricity substations;</li> <li>(b) 30m for major electricity infrastructure between 133kV and 275kV; and</li> <li>(c) 40m for major electricity infrastructure exceeding 275kV.</li> </ul>
<p><b>PO5</b> Development avoids noise nuisance from substations.</p>	<p><b>AO5.1</b> Noise emissions do not exceed 5dB(A) above background noise level at the facia of a building measured in accordance with <i>AS 1055</i>.</p> <p><b>AO5.2</b> For reconfiguring a lot, lots are of a sufficient size and depth to ensure buildings likely to be established on the site are not exposed to noise emissions greater than 5dB(A) above background noise level at the facia of a building measured in accordance with <i>AS 1055</i>, without the use of acoustic fences or other screening devices.</p>
<p><b>PO6</b> There is no worsening of flooding, drainage, erosion or sediment conditions affecting electricity infrastructure.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>
<b>Wastewater treatment plants</b>	
<p><b>PO7</b> Residential activities and other sensitive land uses are not adversely affected by odour emissions from existing or planned wastewater treatment plants.</p>	<p><b>AO7.1</b> A sensitive land use involving a residential activity is not located or intensified within a wastewater treatment plant buffer as identified on an Infrastructure overlay map.</p>

Performance outcomes	Acceptable outcomes
	<p><b>AO7.2</b> A sensitive land use (other than a residential activity) located within a wastewater treatment plant buffer as identified on an Infrastructure overlay map demonstrates that occupants and users will not be adversely affected by odour emissions from activities associated with the wastewater treatment plant.</p> <p><b>AO7.3</b> Reconfiguring a lot within a wastewater treatment plant buffer as identified on an Infrastructure overlay map:-</p> <ul style="list-style-type: none"> <li>(a) does not result in the creation of additional lots used or capable of being used for residential purposes;</li> <li>(b) where rearranging boundaries, does not worsen the existing situation with respect to the distance between available house sites and the wastewater treatment plant.</li> </ul>
<b>Waste management facilities</b>	
<p><b>PO8</b> Residential activities and other sensitive land uses are not adversely affected by noise emissions from existing or planned waste management facilities.</p>	<p><b>AO8.1</b> A sensitive land use involving a residential activity is not located or intensified within a waste management facility buffer as identified on an Infrastructure overlay map.</p> <p><b>AO8.2</b> A sensitive land use (other than a residential activity) located within a waste management facility buffer as identified on a Infrastructure overlay map:-</p> <ul style="list-style-type: none"> <li>(a) incorporates appropriate measures to minimise noise impacts; and</li> <li>(b) demonstrates that occupants and users will not be adversely affected by noise emissions from activities associated with the waste management facility.</li> </ul> <p><b>AO8.3</b> Reconfiguring a lot within a waste management facility buffer as identified on an Infrastructure overlay map:-</p> <ul style="list-style-type: none"> <li>(a) does not result in the creation of additional lots used or capable of being used for residential purposes;</li> <li>(b) where rearranging boundaries, does not worsen the existing situation with respect to the distance between available house sites and the waste management facility.</li> </ul>
<b>State controlled road, railway and cane railway corridors</b>	
<p><b>PO9</b> Sensitive land uses are located, designed and constructed to ensure that noise emissions from State controlled roads, railway corridors and cane railway corridors do not adversely affect:-</p> <ul style="list-style-type: none"> <li>(a) the development's primary function;</li> <li>(b) the wellbeing of occupants including their ability to sleep, work or otherwise undertake quiet enjoyment without unreasonable interference from road traffic and railway noise.</li> </ul>	<p><b>AO9</b> No acceptable outcome provided.</p> <p>Editor's note—Council may require an impact assessment report prepared by a suitably qualified consultant to demonstrate compliance with performance outcome PO9.</p> <p>Notes—</p> <ul style="list-style-type: none"> <li>(a) The Department of Transport and Main Roads' <i>Policy for Development on Land Affected by Environmental Emissions from Transport and Transport Infrastructure</i> may be used to provide guidance on acceptable levels of amenity for different sensitive land uses.</li> <li>(b) Part 4.4 of the Queensland Development Code provides requirements for residential buildings in designated transport corridors.</li> </ul>



<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO10</b>                      Development within a State controlled road, railway or cane railway corridor buffer maintains and, where practicable, enhances the safety, efficiency and effectiveness of the corridor.</p>	<p><b>AO10</b>                      No acceptable outcome provided.</p>
<b>Stock routes</b>	
<p><b>PO11</b>                      The stock route network is protected from development (both on the stock route and adjacent) that would compromise the network's primary use or capacity for stock movement and other values, including conservation and recreational.</p>	<p><b>AO11</b>                      Where possible, avoid locating development that may compromise the use of the stock route by travelling stock, particularly if the stock route has a record of frequent use.</p> <p><b>OR</b></p> <p>Where development or land use impacts on a stock route cannot be avoided:-</p> <ul style="list-style-type: none"> <li>(a) alternate watered stock route access is provided;</li> <li>(b) where railways, haul roads or other transport infrastructure crosses the stock route, ensure that grade separation is provided; and</li> <li>(c) consider revocation of the stock route declaration if a suitable alternative stock route exists.</li> </ul>

## 8.2.11 Sea turtle sensitive area overlay code

### 8.2.11.1 Application

This code applies to development:-

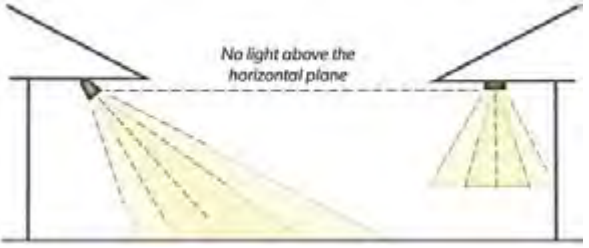
- (a) subject to the Sea turtle sensitive area in the Coastal protection overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Sea turtle sensitive area overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.11.2 Purpose and overall outcomes

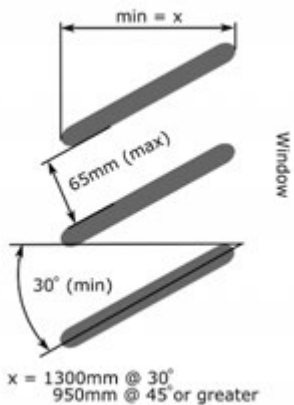
- (1) The purpose of the Sea turtle sensitive area overlay code is to ensure that development does not create harm to sea turtle nesting and sea turtle activity by avoiding adverse impacts generated from development, including from artificial lighting.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) development avoids artificial lighting that is directly visible from the beach or the ocean;
  - (b) development avoids artificial lighting that contributes to sky glow within the Sea turtle sensitive area; and
  - (c) development is compatible with the existing and intended scale, density and character of the zone and immediate surrounds, to ensure the impacts of artificial lighting from development in the Sea turtle sensitive area avoids adverse impacts on sea turtle nesting and sea turtle activity.

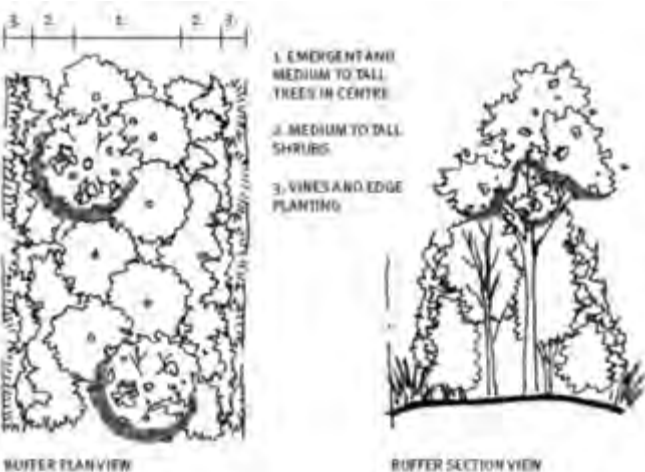
### 8.2.11.3 Specific benchmarks for assessment

Table 8.2.11.3.1 Requirements for assessable development

Performance outcomes	Acceptable outcomes
<b>Management of impacts of development in a Sea turtle sensitive area<sup>24</sup></b>	
<p><b>PO1</b>                      All outside lighting provided as part of the development avoids direct illumination of the beach, ocean, and sky at night.</p>	<p><b>AO1.1</b>                      Use outside lighting (inclusive of public and private) that is:-</p> <ul style="list-style-type: none"> <li>(a) shielded by 25cm shields;</li> <li>(b) mounted down low to avoid direct horizontal light or downwards glare onto the beach or ocean; and</li> <li>(c) directed downwards and away from the coast.</li> </ul> <p>Note—<b>Figure 8.2.11A (Shielded outside light fittings)</b> demonstrates how outside lighting associated with a building is to be shielded and directed to avoid light spill.</p> <p><b>Figure 8.2.11A      Shielded outside light fittings</b></p>  <p><b>AO1.2</b>                      All outside lights are fitted with light motion detection sensors and/or timers to ensure lighting is turned off when not required.</p>

<sup>24</sup> Editor's note—Sea turtle sensitive areas are identified on the Coastal Protection Overlay Maps in **Schedule 2 (Mapping)**.

Performance outcomes	Acceptable outcomes
<p><b>PO2</b>                      Development minimises the use and intensity (brightness/luminance) of outside lighting required to achieve the light's purpose to avoid reflection from the ground, buildings, and other surfaces.</p>	<p><b>AO2</b>                      No acceptable outcome provided</p>
<p><b>PO3</b>                      Development minimises reflective glare that contributes to sky glow.</p>	<p><b>AO3.1</b>                      External building materials, colours, and finishes have low reflectivity.</p> <p><b>AO3.2</b>                      Impervious areas use coloured (non-reflective) concrete or other pavement materials.</p> <p><b>AO3.3</b>                      Building design, architectural elements or landscaping treatments block or reduce excessive reflective glare.</p>
<p><b>PO4</b>                      All interior lighting provided as part of the development avoids direct illumination of the beach, ocean and sky at night.</p>	<p><b>AO4.1</b>                      All windows and glass doors visible from the coast are:-                      (a) tinted with non-reflective tinting, or utilise smart glass technology, to block a minimum of 50% of light to reduce light transmission or spill from indoor lighting (i.e. allows a maximum of 50% of light to pass through); or                      (b) shielded by external screens to reduce light spill from indoor lighting.</p> <p><b>AO4.2</b>                      All windows are shielded with external fixed louvres, and are to be:-                      (a) solid (i.e. no holes);                      (b) directed downward from the window at a minimum angle of 30°;                      (c) in accordance with the dimensions identified within <b>Figure 8.2.11B (Fixed louvres detail)</b>.</p> <p><b>Figure 8.2.11B Fixed louvres detail</b></p>  <p>The diagram illustrates the required dimensions for fixed louvres. It shows three louvres slanted downwards. The top horizontal dimension is labeled 'min = x'. The vertical gap between the louvres is labeled '65mm (max)'. The angle of the louvres is labeled '30° (min)'. Below the diagram, the text specifies: 'x = 1300mm @ 30°' and '950mm @ 45° or greater'. A vertical label 'Window' is positioned to the right of the louvres.</p>

Performance outcomes	Acceptable outcomes
<b>Building height and built form</b>	
<p><b>PO5</b>                      Development has a building height, built form and density that:-                      (a) is consistent with the maximum building height for the development nominated in the applicable zone code; and                      (b) avoids adverse impacts on sea turtle nesting and sea turtle activity.</p> <p>Editor's Note—the Council may require submission of a visual impact assessment and/or artificial light impact assessment and management plan, prepared by a suitably qualified consultant (e.g. landscape architect or environmental scientist) to demonstrate compliance with this performance outcome.</p>	<p><b>AO5</b>                      No acceptable outcome provided.</p>
<b>Where development is visible to the beach or ocean</b>	
<p><b>PO6</b>                      Development provides for landscape buffers that:-                      (a) protect the edges of existing native vegetation or any other areas of environmental significance; and                      (b) screen the development (including associated artificial light) to a level where it is not visible from the beach or ocean.</p>	<p><b>AO6</b>                      Landscape buffers are required to be designed, constructed, and maintained in accordance with the following:-                      (a) plant species selected are appropriate for the location, drainage and soil type, and require minimal ongoing maintenance;                      (b) plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the buffer;                      (c) planting density results in the creation of upper, mid and understorey strata with:-                      (i) large trees planted at 6m centres;                      (ii) small trees planted at 2m centres;                      (iii) shrubs planted at 1m centres;                      (d) tufting plants, vines and groundcovers are planted at 0.5m to 1m centres; and                      (e) where adjoining the edge of native vegetation or watercourse understorey, shrubs and vines are used to bind the buffer edges against degradation and weed infestation.</p> <p>Note—planting density is such that is maximises the blocking of light spillage between development and the beach or ocean.</p> <p>Note—<b>Figure 8.2.11C (Design of landscape buffers)</b> demonstrates the preferred form and structure of landscape buffers.</p> <p><b>Figure 8.2.11C      Design of landscape buffers</b></p> 

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b>PO7</b> Development involving sport and recreation activities avoids floodlighting.	<b>A07</b> No acceptable outcome provided
<b>PO8</b> No new beach access points are established unless the beach access is designed to reduce interference on turtle nesting areas, and:- (a) is required to enhance public access to the beach; or (b) there is no increase in the number of beach access points, with any replaced beach accesses fenced off and revegetated.	<b>A08</b> No acceptable outcome provided
<b>Additional criteria for building and operational work</b>	
<b>PO9</b> Effective measures are implemented during the construction and operation of development to avoid impacts from lighting, noise and vibration on sea turtle activity and sea turtle nesting beaches.	<b>A09</b> No acceptable outcome provided

## 8.2.12 Steep land (slopes >15%) overlay code<sup>25</sup>

### 8.2.12.1 Application

This code applies to development:-

- (a) subject to the steep land (slopes >15%) overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Steep land (slopes >15%) overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.12.2 Purpose and overall outcomes

- (1) The purpose of the Steep land (slopes >15%) overlay code is to ensure that development avoids or mitigates the potential adverse impacts of landslide hazard on people, property, economic activity and the environment.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) development in areas at risk from landslide hazard is compatible with the nature of the hazard;
  - (b) development does not result in a material increase in the extent or severity of landslide hazard.
  - (c) the risk to people, property and the natural environment from landslide hazard is minimised; and
  - (d) wherever practical, community infrastructure essential to the health, safety and wellbeing of the community is located and designed to function effectively during and immediately after a landslide event.

### 8.2.12.3 Specific benchmarks for assessment

**Table 8.2.12.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<i>Risk of harm to people and property</i>	
<p><b>PO1</b>                      Development does not increase the risk of harm to people and property as a result of landslide, by:-</p> <ul style="list-style-type: none"> <li>(a) avoiding development in a landslide hazard area; or</li> <li>(b) undertaking development in a landslide hazard area only where strictly in accordance with best practice geotechnical principles.</li> </ul>	<p><b>AO1</b>                      Development, including associated access, is not located on steep land as identified on a Steep land (slopes &gt;15%) overlay map.</p> <p><b>OR</b></p> <p>Development, including associated access, is located in a low or very low landslide hazard area as determined by a site-specific geotechnical assessment prepared by a competent person.</p> <p>Note—a site-specific geotechnical assessment may be used to demonstrate that although the proposed development is shown as steep land on a Steep land (slopes &gt;15%) overlay map, the landslide hazard risk is in fact very low.</p> <p><b>OR</b></p> <p>Where development is located on steep land (slopes &gt;15%), a site-specific geotechnical assessment prepared by a competent person certifies that:-</p> <ul style="list-style-type: none"> <li>(a) the stability of the site, including associated buildings and infrastructure, will be maintained during both the construction and operational life of the development;</li> </ul>

<sup>25</sup> Editor's note—steep land (slopes >15%) is identified on the Steep land (slopes >15%) overlay maps in **Schedule 2 (Mapping)**.

Performance outcomes	Acceptable outcomes
	(b) the site is not subject to risk of landslide activity originating from other land, including land above the site; (c) the development will not increase the risk of landslide on other land.

**Table 8.2.12.3.2 Benchmarks for assessable development only**

Performance outcomes	Acceptable outcomes
<b>Community infrastructure</b>	
<b>PO2</b> Community infrastructure is able to function effectively during and immediately after landslide events.	<b>AO2</b> Development involving community infrastructure is not located steep land as identified on a Steep land (slopes >15%) overlay map.  <b>OR</b> Development involving community infrastructure is located in a low or very low landslide hazard area as determined by a site-specific geotechnical assessment prepared by a competent person.  <b>OR</b> Development involving community infrastructure:- (a) does not involve any new building work (other than minor building work); (b) does not involve vegetation clearing; (c) does not alter ground levels or stormwater conditions.  <b>OR</b> Development involving community infrastructure includes measures that ensure:- (a) the long term stability of the site, including associated buildings and infrastructure; (b) access to the site will not be impeded by a landslide event; (c) the community infrastructure will not be adversely affected by landslides originating on sloping land above the site.
<b>Hazardous materials</b>	
<b>PO3</b> Public safety and the environment are not adversely affected by the detrimental impact of landslide on hazardous materials manufactured or stored in bulk.	<b>AO3</b> Development involving the manufacture or storage of hazardous materials in bulk is not located on steep land as identified on a Steep land (slopes >15%) overlay map.  <b>OR</b> Development involving the manufacture or storage of hazardous materials in bulk is located in a low or very low landslide hazard area as determined by a site-specific geotechnical assessment prepared by a competent person.  <b>OR</b> Where located steep land (slopes >15%), a site-specific geotechnical investigation prepared by a competent person certifies that:- (a) the stability of the site, including associated buildings and infrastructure, will be maintained during both the construction and operational phases of the development; and (b) the site is not subject to risk of landslide activity originating from other land.

## 8.2.13 Water resource catchments overlay code<sup>26 27</sup>

### 8.2.13.1 Application

This code applies to development:-

- (a) subject to the water resource catchments overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
- (b) identified as requiring assessment against the Water resource catchments overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 8.2.13.2 Purpose and overall outcomes

- (1) The purpose of the Water resource catchments overlay code is to ensure that development preserves and, where possible, enhances water quality and quantity entering the following declared water catchment areas:-
  - (a) Burnett Barrage;
  - (b) Kolan River Barrage;
  - (c) Lake Monduran.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) development is located, designed and managed to avoid adverse impacts on the quality of surface water and groundwater in water resource catchments;
  - (b) development maintains and, where possible, improves the quantity of surface water and groundwater entering water resource catchments;
  - (c) development promotes sustainable land use practices within water resource catchments;
  - (d) development protects and, where possible, enhances land resources, natural systems and vegetation within water resource catchments.

### 8.2.13.3 Specific benchmarks for assessment

**Table 8.2.13.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>High risk land use activities</b>	
<b>PO1</b> High risk development and land use activities which have the potential to adversely affect water quality are not located or intensified within a water resource catchment.	<b>AO1</b> High risk land uses, including but not limited to the following uses are not located or intensified within a water resource catchment area as identified on a Water resource catchment overlay map:- <ul style="list-style-type: none"> <li>(a) animal keeping;</li> <li>(b) aquaculture (other than minor aquaculture);</li> <li>(c) cemetery;</li> <li>(d) intensive animal industry;</li> <li>(e) motor sport facility;</li> <li>(f) service station;</li> <li>(g) uses in the industry activity group;</li> <li>(h) utility installation (where a landfill or refuse transfer station).</li> </ul>

<sup>26</sup> Editor's note—water supply storages and declared water resource catchment areas are identified on the Water resource catchments overlay maps in **Schedule 2 (Mapping)**.

<sup>27</sup> Editor's note—in addition to the assessment benchmarks contained in this code, the Council will have regard to any catchment management plan prepared by the responsible management entity.



Performance outcomes	Acceptable outcomes
<b>Water quality, waste water disposal and stormwater management</b>	
<p><b>PO2</b> Development does not have adverse effects on the quality or quantity of surface water or groundwater entering water resource catchments, including effects on:-</p> <ul style="list-style-type: none"> <li>(a) nutrient or other chemical levels;</li> <li>(b) sediment loads;</li> <li>(c) turbidity;</li> <li>(d) volumes and velocities.</li> </ul>	<p><b>AO2.1</b> Development is connected to the reticulated sewerage infrastructure network or installs a proprietary on-site waste water treatment system which releases only Class A reclaimed water.</p> <p><b>AO2.2</b> All on-site waste water treatment facilities are maintained and managed in a manner which ensures their ongoing efficient operation in accordance with the manufacturer's specifications.</p> <p><b>AO2.3</b> Development is designed and constructed so that it:-</p> <ul style="list-style-type: none"> <li>(a) does not increase stormwater quantity or flow velocity from the subject site;</li> <li>(b) releases stormwater of a quality that will not adversely impact on receiving waters;</li> <li>(c) releases stormwater of a high quality and which will require minimum treatment before supply;</li> <li>(d) minimises the potential for erosion;</li> <li>(e) minimises disturbance to natural or artificial drainage systems (including the bed and banks of receiving waters) and riparian areas).</li> </ul> <p><b>AO2.4</b> Development, including effluent disposal facilities are a set-back at least:-</p> <ul style="list-style-type: none"> <li>(a) 200m from the full supply level or planned full supply level of a water supply storage;</li> <li>(b) for that section of a watercourse within 1km of the full supply level of a water supply storage, 100m from the top of the high bank of the watercourse.</li> </ul>
<p><b>PO3</b> The storage and/or use of chemicals or other potential contaminants does not adversely impact on water quality within a water resource catchment.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b>Protection and maintenance of natural systems</b>	
<p><b>PO4</b> Development which adjoins or incorporates watercourses or wetlands:-</p> <ul style="list-style-type: none"> <li>(a) does not alter their physical form;</li> <li>(b) provides for the retention and enhancement of their natural environmental values.</li> </ul>	<p><b>AO4</b> No acceptable outcome provided.</p>
<p><b>PO5</b> Development maintains and, where possible, enhances riparian vegetation along watercourses so as to:-</p> <ul style="list-style-type: none"> <li>(a) maintain their natural drainage function;</li> <li>(b) minimise erosion of stream banks and verges;</li> <li>(c) reduce sediment and nutrient loads reaching watercourses within the water resource catchment.</li> </ul>	<p><b>AO5</b> No acceptable outcome provided.</p>
<p><b>PO6</b> Development does not create or increase weed or pest management problems within a water resource catchment area.</p>	<p><b>AO6</b> No acceptable outcome provided.</p>

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## Part 9 Development codes

### 9.1 Preliminary

- (1) Development codes are codes for assessment where identified as an applicable code in **Part 5 (Tables of assessment)**.

Editor's note—assessment benchmarks for certain assessable development and requirements for certain accepted development are also contained in the Planning Regulation.

- (2) Use codes and other development codes are specific to each planning scheme area.

- (3) The following are the use codes for the planning scheme:-

- (a) Business uses code;
- (b) Caretaker's accommodation code;
- (c) Child care centre code;
- (d) Community activities code;
- (e) Dual occupancy code;
- (f) Dwelling house code;
- (g) Extractive industry code;
- (h) Home based business code;
- (i) Industry uses code;
- (j) Market code;
- (k) Multi-unit residential uses code;
- (l) Nature and rural based tourism code;
- (m) Relocatable home park and tourist park code;
- (n) Residential care facility and retirement facility code;
- (o) Rural uses code;
- (p) Sales office code;
- (q) Service station code;
- (r) Telecommunications facility code; and
- (s) Utility code.

- (4) The following are the other development codes for the planning scheme:-

- (a) Advertising devices code;
- (b) Landscaping code;
- (c) Nuisance code;
- (d) Reconfiguring a lot code;
- (e) Transport and parking code;
- (f) Vegetation management code; and
- (g) Works, services and infrastructure code.

## 9.2 Use codes

### 9.2.1 Business uses code

#### 9.2.1.1 Application

This code applies to development identified as requiring assessment against the Business uses code by the tables of assessment in **Part 5 (Tables of assessment)**.

#### 9.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Business uses code is to ensure that business uses and other centre activities:-
  - (a) are developed in a manner consistent with the Bundaberg Region Activity Centre Network; and
  - (b) are of a high quality design which reflects good centre design principles and appropriately responds to local character, environment and amenity considerations.
- (2) The purpose of the Business uses code will be achieved through the following overall outcomes:-
  - (a) a business use is consistent with the role and function of the centre and the intentions of the zone it is located in;
  - (b) a business use incorporates building and landscape design that responds to the character of the particular local area;
  - (c) a business use is integrated into its surrounds and reflects high quality town centre design, streetscape and landscaping principles; and
  - (d) a business use avoids or mitigates adverse impacts upon the amenity, privacy or environmental quality of nearby residential uses.

#### 9.2.1.3 Specific benchmarks for assessment

**Table 9.2.1.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Requirements for business uses (other than corner stores in residential areas)</b>	
<b>Activity centre role and function</b>	
<b>PO1</b> The business use is of a type, scale and intensity that is consistent with the role and function of the centre and the intentions of the zone it is located in.	<b>AO1</b> No acceptable outcome provided.
<b>Relationship of buildings to streets and public spaces</b>	
<b>PO2</b> The business use is in a building that:- <ol style="list-style-type: none"> <li>(a) clearly defines, frames or encloses the street and other useable public and semi-public open space;</li> <li>(b) has a front building line that is consistent with the existing or intended built form of the locality; and</li> <li>(c) has a positive street front address and helps create or maintain an attractive and coherent local streetscape character.</li> </ol>	<b>AO2.1</b> Buildings located in a main street or a core retail area <sup>1</sup> are built to the front boundary for all or most of its length so as to create a continuous or mostly continuous edge.  <b>AO2.2</b> Buildings located in areas other than as specified in AO2.1 are setback at least 6m from the street frontage and main entrances front the street.
<b>PO3</b> Car parking areas, service areas and driveways are located so as not to dominate the streetscape.	<b>AO3</b> The development provides for:- <ol style="list-style-type: none"> <li>(a) shared driveways;</li> <li>(b) rear access lanes; and</li> </ol>

<sup>1</sup> Note—for the purposes of this code, a 'main street or core retail area' refers to traditional street based areas within the historic town centres of townships and cities that incorporate a mix of retail, residential, community, and administration uses.

Performance outcomes	Acceptable outcomes
<p><b>PO4</b> The business use provides for footpaths, walkways and other spaces intended primarily for pedestrians to be comfortable to use and adequately sheltered from excessive sunlight and inclement weather.</p>	<p>(c) parking and service areas situated at the rear or the site or in a basement.</p> <p><b>AO4.1</b> Development located in a main street or a core retail area provides adequate and appropriate pedestrian shelter along the full length of the street frontage in the form of an awning, colonnade, verandah or the like for the width of the verge.</p> <p><b>AO4.2</b> Development in areas other than as specified in AO4.1 no acceptable outcome provided.</p>
<p><b>PO5</b> The business use is in a building which is designed to create vibrant and active streets and public spaces.</p>	<p><b>AO5.1</b> Development provides for a minimum of 65% of the building frontage to a public street or other public space to present with clear or relatively clear windows and glazed doors.</p> <p><b>AO5.2</b> The ground storey level of any building in a main street or core retail area incorporates activities that are likely to foster casual, social and business interaction for extended periods such as shops, restaurants and the like.</p> <p><b>AO5.3</b> Development minimises vehicular access across active street frontages.</p>
<b>Building mass and composition</b>	
<p><b>PO6</b> The business use is in a building that enhances and complements the character and amenity of streets and neighbouring premises via a built form that:-</p> <ul style="list-style-type: none"> <li>(a) maintains some area free of buildings at ground level to facilitate pedestrian movement and other functions associated with the building;</li> <li>(b) ensures access to attractive views and prevailing cooling breezes; and</li> <li>(c) reduces the apparent scale and bulk of buildings, to the extent practicable.</li> </ul>	<p><b>AO6.1</b> Other than where located in a main street or a core retail area, site cover does not exceed:-</p> <ul style="list-style-type: none"> <li>(a) 70% for that part of the development not exceeding 2 storeys in height;</li> <li>(b) 40% for that part of the development exceeding 2 storeys in height.</li> </ul> <p><b>AO6.2</b> Buildings are set back from street frontages:-</p> <ul style="list-style-type: none"> <li>(a) in accordance with Acceptable Outcome AO2.1 and AO2.2 (as applicable) for that part of building up to 2 storeys in height;</li> <li>(b) at least 6m for that part of a building exceeding 2 storeys in height.</li> </ul> <p><b>AO6.3</b> If not adjoining premises used for a residential activity or included in a residential zone, buildings are set back from other site boundaries as follows:-</p> <ul style="list-style-type: none"> <li>(a) for that part of a building up to 2 storeys in height:- <ul style="list-style-type: none"> <li>(i) 0m if adjoining an existing blank wall or vacant land on an adjoining site; or</li> <li>(ii) at least 3m if adjoining an existing wall with openings on an adjoining site;</li> </ul> </li> <li>(b) at least 4m for that part of a building exceeding 2 storeys in height.</li> </ul> <p><b>OR</b></p> <p>If adjoining premises used for a residential activity or included in a residential zone, buildings are set back from other site boundaries as follows:-</p> <ul style="list-style-type: none"> <li>(a) at least 3m for that part of a building up to 2 storeys or 8.5m in height;</li> <li>(b) at least 6m for that part of a building exceeding 2 storeys or 8.5m in height.</li> </ul>

Performance outcomes	Acceptable outcomes
	<p><b>AO6.4</b> Any projection above the podium level outside the boundaries of the building envelope is limited to balconies that do not project more than 1.5m into the setback.</p> <p><b>AO6.5</b> All storeys of a building above the second storey have a plan area that does not exceed 1,000m<sup>2</sup> with no horizontal facade exceeding 45m in length.</p>
<b>Building features and articulation</b>	
<p><b>PO7</b> The business use is in a building which:-</p> <ul style="list-style-type: none"> <li>(a) provides visual interest through form and facade design;</li> <li>(b) provides outdoor or semi-enclosed public spaces that complement adjoining indoor spaces;</li> <li>(c) takes advantage of local climatic conditions in ways that reduce demand on non-renewable energy sources for cooling and heating; and</li> <li>(d) appropriately responds to the character and amenity of neighbouring premises.</li> </ul>	<p><b>AO7.1</b> The building has articulated and textured facades that incorporates some or all of the following design features to create a high level of openness and visual interest, and provide shading to walls and windows:-</p> <ul style="list-style-type: none"> <li>(a) pedestrian awning, colonnades, verandahs, balconies and eaves;</li> <li>(b) recesses, screens and shutters;</li> <li>(c) textural and material variation;</li> <li>(d) windows that are protected from excessive direct sunlight during warmer months.</li> </ul> <p><b>AO7.2</b> The building is articulated and finished in a manner that positively responds to attractive and notable elements of adjacent buildings and the streetscape, such as continuity of colonnades, verandahs, balconies, eaves, parapet lines and roof forms.</p> <p><b>AO7.3</b> The building incorporates vertical and horizontal articulation such that no unbroken elevation is longer than 15m.</p>
<p><b>PO8</b> Where the business use involves the development of a multi-storey building, the building is designed to:-</p> <ul style="list-style-type: none"> <li>(a) display the functional differences between the ground level and the above ground level spaces;</li> <li>(b) have a top level and roof form that is shaped to provide a visually attractive skyline silhouette; and</li> <li>(c) effectively screen rooftop mechanical plants from view.</li> </ul>	<p><b>AO8</b> No acceptable outcome provided.</p>
<b>Environmental management and amenity of residential premises</b>	
<p><b>PO9</b> The business use does not unreasonably impact upon the amenity or environmental quality of its environs and especially any nearby residential premises.</p>	<p><b>AO9.1</b> Undesirable visual, noise and odour impacts on public spaces and residential uses, are avoided or reduced by:-</p> <ul style="list-style-type: none"> <li>(a) where appropriate, limiting the hours of operation of the business use to maintain acceptable levels of residential amenity relative to the site context and setting;</li> <li>(b) providing vehicle loading/unloading and refuse storage/collection facilities within enclosed service yards or courtyards; and</li> <li>(c) not locating site service facilities and areas along any frontage to a street or other public space.</li> </ul> <p><b>AO9.2</b> Where the business use requires the use of acoustic attenuation measures to mitigate adverse</p>

Performance outcomes	Acceptable outcomes
	<p>impacts on nearby sensitive land uses, such measures are designed and constructed to be compatible with the local streetscape.</p> <p><b>AO9.3</b> If adjoining premises are used for a residential activity or included in a residential zone, buildings are sited and designed to mitigate adverse micro-climatic impacts from overshadowing or wind tunnelling.</p>
<p><b>PO10</b> The business use maintains the reasonable privacy and amenity of residential premises such that the use of indoor and outdoor living areas by residents is not unreasonably diminished.</p>	<p><b>AO10</b> Where the development is adjacent to an existing or approved building containing residential uses, the reasonable privacy and amenity of such uses is maintained by:-</p> <ul style="list-style-type: none"> <li>(a) siting and orienting buildings to minimise the likelihood of overlooking occurring;</li> <li>(b) having windows and outdoor areas, (including balconies and terraces) located and designed so that they do not look into dwellings or rooming units; and</li> <li>(c) incorporating screening over building openings.</li> </ul>
<b>Safety and security</b>	
<p><b>PO11</b> Development contributes to a safe and secure pedestrian environment by:-</p> <ul style="list-style-type: none"> <li>(a) allowing casual surveillance to and from the street and other public spaces;</li> <li>(b) orienting the upper level windows so that they overlook the street and other public spaces;</li> <li>(c) ensuring entrances to businesses are clearly defined and visible from the street, car parking areas and pathways;</li> <li>(d) providing adequate lighting of entrances;</li> <li>(e) providing clear sightlines for pathways and routes;</li> <li>(f) presenting an active face to the street by generous provision of windows and openings and avoiding the use of security shutters;</li> <li>(g) using external building materials and finishes that are robust and durable; and</li> <li>(h) avoidance of blank exposed walls to discourage vandalism.</li> </ul>	<p><b>AO11</b> No acceptable outcome provided.</p>
<b>Requirements for corner stores in residential areas</b>	
<p><b>PO12</b> Where the business use involves the establishment of a corner store in a residential area, the corner store:-</p> <ul style="list-style-type: none"> <li>(a) is appropriately located in the residential area taking account of the size and configuration of the neighbourhood and the location of other existing or approved retail facilities; and</li> <li>(b) is compatible with the scale and intensity of development in the neighbourhood.</li> </ul>	<p><b>AO12.1</b> The corner store is located on a site that:-</p> <ul style="list-style-type: none"> <li>(a) has access and frontage to a collector street or higher order road; or</li> <li>(b) is adjacent to a community activity or an existing non-residential use.</li> </ul> <p><b>AO12.2</b> The corner store is located on a site that is more than 400m radial distance from:-</p> <ul style="list-style-type: none"> <li>(a) any existing shop;</li> <li>(b) any site with a current approval for a shop; or</li> <li>(c) any land included in a centre zone.</li> </ul> <p><b>AO12.3</b> Site cover for a corner store does not exceed 50%.</p>

## 9.2.2 Caretaker's accommodation code

### 9.2.2.1 Application

This code applies to development identified as requiring assessment against the Caretaker's accommodation code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Caretaker's accommodation code is to provide for the development of bona fide caretaker's accommodation uses which provide acceptable levels of amenity for occupants.
- (2) The purpose of the Caretaker's accommodation code will be achieved through the following overall outcomes:-
  - (a) caretaker's accommodation is used for genuine caretaking or property management purposes;
  - (b) caretaker's accommodation remains ancillary to non-residential premises on the same site;
  - (c) an acceptable level of residential amenity is provided for occupants of caretaker's accommodation; and
  - (d) caretaker's accommodation does not adversely impact upon the amenity of the local area.

### 9.2.2.3 Specific benchmarks for assessment

**Table 9.2.2.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b><i>Bona fide use</i></b>	
<b>PO1</b> The caretaker's accommodation is used for bona fide caretaking or property management purposes.	<b>AO1</b> The caretaker's accommodation is occupied by a person or persons having responsibility for the security, maintenance or management of non-residential activities conducted on the same site and, if applicable, that person's immediate family.
<b>PO2</b> The caretaker's accommodation is ancillary to the non-residential premises on the same site.	<b>AO2.1</b> Only one caretaker's accommodation is established on the site.  <b>AO2.2</b> The caretaker's accommodation has a gross floor area not exceeding 200m <sup>2</sup> .  <b>AO2.3</b> The caretaker's accommodation does not have a separate land title from the balance of the site.
<b><i>Protection of residential amenity</i></b>	
<b>PO3</b> The design of the caretaker's accommodation achieves an acceptable level of residential amenity for residents of the caretaker's accommodation.	<b>AO3.1</b> Bedrooms and living rooms of the caretaker's accommodation do not adjoin and face away from noise generating activities conducted on the site or adjoining sites.  <b>AO3.2</b> The caretaker's accommodation is located at least 3m away from any waste servicing area.
<b>PO4</b> The caretaker's accommodation is provided with adequate private open space that is useable and directly accessible from the caretaker's accommodation.	<b>AO4</b> The caretaker's accommodation contains an area of private open space which is directly accessible from a habitable room, and:-



<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
	<p>(a) if at ground level, has an area of not less than 50m<sup>2</sup>, with no horizontal dimension of less than 4m; or</p> <p>(b) if a balcony, verandah or deck, has an area of not less than 15m<sup>2</sup>, with no horizontal dimension of less than 2.5m.</p>
<p><b>PO5</b>            The design of the caretaker's accommodation is compatible with the preferred character of the zone in which it is located.</p>	<p><b>AO5</b>            The caretaker's accommodation does not exceed the maximum building height for the zone in which it is located as specified in the applicable zone code.</p>
<b><i>On-site car parking</i></b>	
<p><b>PO6</b>            Sufficient on-site car parking is provided to satisfy the projected needs of the caretaker's accommodation.</p>	<p><b>AO6.1</b>            A minimum of one (1) covered on-site parking space is provided for exclusive use by the occupants of the caretaker's accommodation.</p> <p><b>AO6.2</b>            Access driveways, internal circulation and manoeuvring areas, and on-site car parking areas are designed and constructed in accordance with <i>AS2890 Parking facilities – Off-street car parking</i>.</p>

## 9.2.3 Child care centre code

### 9.2.3.1 Application

This code applies to development identified as requiring assessment against the Child care centre code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.3.2 Purpose and overall outcomes

- (1) The purpose of the Child care centre code is to ensure child care centres are appropriately located and are designed in a manner which provides a safe environment for users and protects the amenity of surrounding premises.
- (2) The purpose of the Child care centre code will be achieved through the following overall outcomes:-
  - (a) a child care centre is located in a convenient location close to residential communities and major employment nodes;
  - (b) the health and safety of children is protected by avoiding conflicts with incompatible land use activities or poor design; and
  - (c) a child care centre does not have a detrimental impact on the amenity of surrounding residential premises.

### 9.2.3.3 Specific benchmarks for assessment

**Table 9.2.3.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Location and site suitability</b>	
<b>PO1</b> The child care centre is co-located with compatible land uses or located on a site that is conveniently accessible from residential and/or employment areas.	<b>AO1</b> The child care centre is located adjacent to or is integrated with another compatible community activity.  <b>OR</b>  The child care centre is located at the entrance to a residential neighbourhood or in another prominent location.  <b>OR</b>  The child care centre is located in an activity centre or other employment area.
<b>PO2</b> The child care centre is located on a road which is accessible and safe but which is not predominately used by local residential traffic.	<b>AO2</b> The child care centre is located on a site with access and frontage to a collector street.
<b>PO3</b> The child care centre is located on a site that is capable of accommodating a well-designed and integrated facility, incorporating:- (a) required buildings and structures; (b) private motor vehicle access, parking and manoeuvring; (c) on-site landscaping; and (d) any necessary buffering.	<b>AO3</b> The child care centre is located on a site having:- (a) a slope of not more than 10%; (b) a regular shape; and (c) a minimum area of 1,500m <sup>2</sup> .
<b>Scale of buildings and structures</b>	
<b>PO4</b> The scale of buildings and structures associated with the child care centre is appropriate for its setting having regard to the location of the use and the nature and scale of surrounding development.	<b>AO4</b> Where a standalone use and not located in a centre zone, the child care centre has a maximum site cover of 50%.  <b>OR</b>

Performance outcomes	Acceptable outcomes
	Where not a standalone use or where located in a centre zone—no acceptable outcome provided.
<b><i>Protection of residential amenity</i></b>	
<p><b>PO5</b>            The child care centre is designed to minimise potential conflict with surrounding residential premises.</p>	<p><b>AO5.1</b>            All buildings, structures and outdoor play areas are set back at least 3m from all site boundaries adjoining a residential use or land included in a Residential zone.</p> <p><b>AO5.2</b>            A minimum 1.8m high solid acoustic screen fence is erected along the full length of all site boundaries adjoining a residential activity or land included in a residential zone.</p>

## 9.2.4 Community activities code

### 9.2.4.1 Application

This code applies to development identified as requiring assessment against the Community activities code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.4.2 Purpose and overall outcomes

- (1) The purpose of the Community activities code is to ensure community activities are appropriately located to maximise community benefit and are designed in a manner which meets the needs of users and protects the amenity of surrounding premises.
- (2) The purpose of the Community activities code will be achieved through the following overall outcomes:-
  - (a) a community activity is established in a manner that maximises community benefit;
  - (b) where practicable, a community activity is integrated and co-located with other community or business activities; and
  - (c) the operation of a community activity does not have a detrimental impact on the amenity of adjoining residential premises.

### 9.2.4.3 Specific benchmarks for assessment

**Table 9.2.4.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Location and site suitability</b>	
<b>PO1</b> The community activity is located:- (a) conveniently to the population that it is intended to serve; and (b) in an area that is intended for a community activity use.	<b>AO1</b> The community activity is located within the Community facilities zone.  <b>OR</b>  The community activity is located within a centre zone.  <b>OR</b>  The community activity is located in another zone, other than an industry zone, adjacent to an existing compatible community activity.
<b>PO2</b> The community activity is located on a site that is capable of accommodating a well-designed and integrated facility.	<b>AO2</b> No acceptable outcome provided.
<b>Scale of buildings and structures</b>	
<b>PO3</b> The scale of buildings and structures used for the community activity is appropriate for its setting having regard to the location of the community activity and the nature and scale of surrounding development.	<b>AO3</b> Where a standalone use and not located in a centre zone, the community activity has a maximum site cover of 50%.  <b>OR</b>  Where not a standalone use or where located in a centre zone—no acceptable outcome provided.
<b>PO4</b> The layout and design of the community activity provides a safe and secure environment for all users and incorporates crime prevention through environmental design (CPTED) principles.	<b>AO4</b> No acceptable outcome provided.

Performance outcomes	Acceptable outcomes
<b>Protection of residential amenity</b>	
<p><b>PO5</b> The community activity does not impose unreasonable adverse impacts on any surrounding residential area.</p>	<p><b>AO5.1</b> Where adjoining a residential use, a minimum 1.8 metre high solid acoustic screen fence and a 2 metre wide landscaping strip is provided along the full length of all common site boundaries.</p> <p><b>AO5.2</b> Intrusive outdoor activities are located and orientated away from residential premises.</p> <p><b>AO5.3</b> Any building is set back a minimum of 3m from all site boundaries adjoining a residential use or land included in a residential zone.</p> <p><b>AO5.4</b> Waste bin storage areas are enclosed and screened from the street frontage.</p>
<b>Recommended flood level</b>	
<p><b>PO6</b> The functioning of a community activity that is essential community service infrastructure is maintained during and immediately after flood and storm tide inundation events.</p> <p>Editor's note—essential community service infrastructure is defined in <b>Schedule 1 (Definitions)</b>.</p>	<p><b>AO6.1</b> A community activity that is essential community service infrastructure is:-</p> <p>(a) located in an area that is above the recommended flood levels identified in <b>Table 9.2.4.3.2 (Recommended flood level for a community activity that is essential community service infrastructure)</b>; and</p> <p>(b) located and designed to ensure any components of the infrastructure that are likely to fail to function or may result in contamination when inundated by floodwaters (e.g. electrical switchgear and motors, water supply pipeline air valves) are:</p> <p>(i) located above the recommended flood level; or</p> <p>(ii) designed and constructed to exclude floodwater intrusion/infiltration.</p> <p><b>AO6.2</b> A community activity that is emergency services and shelters, police facilities and hospitals, and associated facilities has an emergency rescue area above the recommended flood level in <b>Table 9.2.4.3.2</b> for that activity.</p>

**Table 9.2.4.3.2 Recommended flood level for a community activity that is essential community service infrastructure**

Type of community activity	Recommended flood level
Emergency service facilities (refer to note)	0.2% annual exceedance probability (AEP)
Emergency shelters	In accordance with the <i>Design guidelines for Queensland public cyclone shelters</i> (available at <a href="http://www.hpw.qld.gov.au">www.hpw.qld.gov.au</a> )
Hospitals and associated facilities	0.2% AEP
Police facilities (refer to note)	0.5% AEP
School facilities	0.5% AEP
Stores of valuable records or items of historic or cultural significance	0.5% AEP

Note—some police and emergency services facilities (e.g. water police and search and rescue operations) are dependent on direct water access. The recommended flood levels do not apply to these aspects but other operational areas should be located above the recommended flood level to the greatest extent feasible.

## 9.2.5 Dual occupancy code

### 9.2.5.1 Application

This code applies to development identified as requiring assessment against the Dual occupancy code by the tables of assessment in **Part 5 (Tables of assessment)**.

Note—this code does not apply to a dual occupancy which may be established as part of a mixed use building.

### 9.2.5.2 Purpose and overall outcomes

- (1) The purpose of the Dual occupancy code is to ensure that development involving a dual occupancy achieves a high level of comfort and amenity for occupants, maintains the amenity and enjoyment of neighbouring premises and is compatible with the character of the streetscape and surrounding area.
- (2) The purpose of the Dual occupancy code will be achieved through the following overall outcomes:-
  - (a) a dual occupancy makes a positive contribution to the streetscape character of the area in which it is located;
  - (b) a dual occupancy is sited and designed to protect the amenity, privacy and access to sunlight of adjoining residential premises;
  - (c) a dual occupancy provides a high level of amenity and safety for residents of the dual occupancy; and
  - (d) a dual occupancy is provided with an acceptable level of infrastructure and services.

### 9.2.5.3 Specific benchmarks for assessment

**Table 9.2.5.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Site suitability</b>	
<b>PO1</b> The dual occupancy is located on a site which is situated within a low or medium density residential area and has sufficient area to accommodate the dual occupancy and associated access, parking, landscaping, servicing, effluent disposal and setback requirements.	<b>AO1</b> Where in a sewerred area, the dual occupancy is located on a lot:- (a) in the Medium density residential zone; or (b) in the Low density residential zone which has a minimum area of 800m <sup>2</sup> .  <b>OR</b> Where not located in a sewerred area, the dual occupancy is located on a lot:- (a) in the Medium density residential zone or Low density residential zone; and (b) which has a minimum area of 2,000m <sup>2</sup> .
<b>PO2</b> Where located in a low density residential area, the dual occupancy provides an attractive and open development that maintains the low density residential amenity and character of the surrounding area.	<b>AO2</b> Where in the Low density residential zone, the development provides for a net residential density of not more than 25 dwellings per hectare.
<b>Site cover</b>	
<b>PO3</b> The dual occupancy and any associated buildings or structures:- (a) are of a scale that is compatible with surrounding development; (b) do not present the appearance of bulk to adjacent premises or other areas in the vicinity of the site; and	<b>AO3</b> The site cover of the dual occupancy, inclusive of any associated garage, carport or shed, does not exceed 50%.

Performance outcomes	Acceptable outcomes
<p>(c) maximise opportunities for the retention of existing vegetation; and</p> <p>(d) retain sufficient area to accommodate soft landscaping, outdoor recreation and other site facilities, on-site stormwater management and vehicle access and manoeuvring.</p>	
<b>Building height</b>	
<p><b>PO4</b> The height of the dual occupancy and associated buildings and structures is consistent with the preferred character of a local area and does not adversely impact on the amenity of adjoining premises having regard to:-</p> <p>(a) overshadowing;</p> <p>(b) privacy and overlooking;</p> <p>(c) views and vistas;</p> <p>(d) building appearance; and</p> <p>(e) building massing and scale as seen from neighbouring premises.</p>	<p><b>AO4.1</b> The dual occupancy does not exceed a maximum height of 2 storeys and 8.5m.</p> <p><b>AO4.2</b> Any garage, carport or shed does not exceed a maximum height of 4.2m.</p>
<b>Design and siting</b>	
<p><b>PO5</b> The dual occupancy is located, designed and constructed to:-</p> <p>(a) be dispersed across predominantly low density residential neighbourhoods;</p> <p>(b) provide an attractive address to all street frontages;</p> <p>(c) make a positive contribution to the preferred streetscape character of the locality;</p> <p>(d) minimise opportunities for residents to overlook the private open space of neighbouring premises; and</p> <p>(e) provide opportunities for casual surveillance of public and communal spaces.</p>	<p><b>AO5.1</b> Where located in the Low density residential zone, the dual occupancy is developed on a lot that does not:</p> <p>(a) adjoin another lot used or approved for a dual occupancy fronting the same street; or</p> <p>(b) result in a dwelling house or a vacant lot included in the Low density residential zone to be adjoined by more than one dual occupancy development fronting the same street.</p> <p><b>AO5.2</b> Each dwelling has an individual design and appearance that is not a mirror image of the adjoining dwelling.</p> <p><b>AO5.3</b> The total width of garage openings facing each street frontage does not exceed 6m or 50% of the street frontage, whichever is the lesser.</p> <p><b>AO5.4</b> Where the site has an approved development footprint plan and the plan nominates setbacks from front, side or rear property boundaries, the dual occupancy is setback in accordance with the approved plan.</p> <p><b>AO5.5</b> Where there is no approved development footprint plan that nominates setbacks from a property boundary for the site, the dual occupancy is setback in accordance with the following:-</p> <p>(a) the dual occupancy is setback at least 6m from any street frontage;</p> <p>(b) the dual occupancy, other than any garage, carport or shed, is setback from any side or rear property boundary in accordance with the following:-</p> <p>(i) 1.5m for any part of the building that is 4.5m in height or less;</p> <p>(ii) 2m for any part of the building that is higher than 4.5m but not higher than 8.5m; and</p> <p>(iii) 2m plus 0.5m for every 3m of any part of the building that exceeds 8.5m in height.</p>

Performance outcomes	Acceptable outcomes
	<p>(c) any garage, carport or shed may be sited within the side and rear boundary setbacks specified in AO5.5(b) above provided that:-</p> <p>(i) the total length of all buildings within the setback is not more than 9m along any one boundary; and</p> <p>(ii) any part of the garage, carport or shed within the setback are located no closer than 1.5m to a window in a habitable room of an adjoining dwelling.</p>
<b>Site landscaping</b>	
<p><b>PO6</b> The dual occupancy incorporates on-site landscaping that:-</p> <p>(a) provides an attractive landscape setting for the enjoyment and appreciation of residents;</p> <p>(b) integrates the development into the surrounding urban landscape;</p> <p>(c) effectively defines and screens private open space and service areas; and</p> <p>(d) maintains opportunities for casual surveillance to the street.</p>	<p><b>AO6.1</b> The site is landscaped with turf and tree and shrub species.</p> <p><b>AO6.2</b> At least 25% of the site is retained for soft landscaping (i.e. not used as hardstand area).</p> <p><b>AO6.3</b> A 1.8m high no-gap screen fence is provided along all side and rear boundaries of the site, tapering to a maximum height of 1.2m for any fence:-</p> <p>(a) within the front building line; or</p> <p>(b) within 6m from a street frontage, for any hatchet shaped lot or lot accessed via an easement.</p> <p>Note—the change in height of the fence may be stepped down or tapered over a maximum distance of 2.5m.</p> <p><b>AO6.4</b> Any fence provided to a street frontage or in front of the building line (where not a side or rear boundary referred to in AO6.3) is not more than 1.2m high.</p>
<b>Private open space</b>	
<p><b>PO7</b> Occupants of the dual occupancy are provided with sufficient areas of private open space which:-</p> <p>(a) has a suitable area, dimensions and configuration to encourage outdoor living use;</p> <p>(b) is available for the sole use of the residents of individual dwelling units; and</p> <p>(c) is adequately separated from each other to provide visual privacy.</p>	<p><b>AO7</b> Each dwelling has a clearly defined area of private open space which:-</p> <p>(a) has an area of at least 16m<sup>2</sup>;</p> <p>(b) has a minimum dimension of 4m;</p> <p>(c) is directly accessible from a living area of the dwelling; and</p> <p>(d) provides visual privacy from other private open space areas by a screen, wall or fence.</p>
<b>Safety and security</b>	
<p><b>PO8</b> The dual occupancy including buildings and outdoor spaces is designed to protect the personal safety and security of residents by allowing for natural surveillance.</p>	<p><b>AO8.1</b> Each dwelling has a front door (not being a garage door) that is visible and clearly identifiable from the street (except where on a hatchet shaped lot or lot accessed via an easement) and from the driveway.</p> <p><b>AO8.2</b> The internal pathway network has clear sightlines to each dwelling's front door and street access points.</p>
<b>Services and utilities</b>	
<p><b>PO9</b> The dual occupancy is provided with and connected to essential infrastructure and services, where available.</p>	<p><b>AO9.1</b> The dual occupancy is connected to the reticulated water supply, sewerage, stormwater drainage and electricity supply infrastructure networks (where available to the lot).</p> <p><b>AO9.2</b> Where not located in a sewered area, the dual occupancy is provided with an effluent treatment</p>



Performance outcomes	Acceptable outcomes
	<p>and disposal system in accordance with the <i>Plumbing and Drainage Act 2018</i>.</p> <p><b>AO9.3</b> Where reticulated water supply is not available to the lot, each dwelling in the dual occupancy is provided with water supply via a minimum 45,000 litre rainwater collection tank.</p> <p>Editor's note—Standards Australia <i>HB230-2008 Rainwater Tank Design and Installation Handbook</i> includes information for the collection, storage and use of rainwater for private domestic use.</p>
<p><b>PO10</b> The dual occupancy is provided with adequate areas for the storage of waste and recyclable items, in appropriate containers, which are convenient to use and service.</p>	<p><b>AO10</b> The dual occupancy provides for the storage and collection of mobile garbage bins, with bin storage via a separate waste storage area for each dwelling or a common waste storage area, in accordance with the requirements specified in the <b>Planning scheme policy for waste management</b>.</p>
<b>Access and On-site car parking</b>	
<p><b>PO11</b> The dual occupancy provides sufficient on-site car parking to satisfy the projected needs of residents having regard to:-</p> <ul style="list-style-type: none"> <li>(a) the availability of public transport;</li> <li>(b) the availability of on-street parking;</li> <li>(c) the desirability of on-street parking in respect to streetscape character; and</li> <li>(d) the residents' likelihood to have or need a vehicle.</li> </ul>	<p><b>AO11</b> The dual occupancy provides 2 on-site car parking spaces per dwelling, of which a minimum of 1 space per dwelling is covered.</p> <p>Note—Car parking spaces may be in a tandem configuration provided that these spaces are wholly contained within the site such that parked vehicles do not protrude into the road reserve.</p>
<p><b>PO12</b> Development ensures that vehicle access and parking is safe, and does not interfere with the function, safety and operation of the transport network.</p>	<p><b>AO12.1</b> Access driveways, internal circulation and manoeuvring areas, and on-site car parking areas are designed and constructed in accordance with <i>AS2890 Parking facilities – Off-street car parking</i> and the <b>Planning scheme policy for development works</b>. Access driveways are to be concrete, while internal driveway and car parking areas are to be minimum asphalt or concrete paved.</p> <p><b>AO12.2</b> Where the development is accessed via a collector road or trunk road, on-site car parking and manoeuvring areas are designed to ensure vehicles can enter and leave the site in a forward motion.</p>

## 9.2.6 Dwelling house code

### 9.2.6.1 Application

This code applies to development identified as requiring assessment against the Dwelling house code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.6.2 Purpose and overall outcomes

- (1) The purpose of the Dwelling house code is to ensure that the design and siting of detached houses protects residential amenity and maintains streetscape character and that associated secondary dwellings are of an appropriate scale and intensity.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) the building form, siting, design and use of the dwelling house is consistent with the desired amenity and character of the area;
  - (b) secondary dwellings are of an appropriate scale and intensity and are compatible with surrounding development;
  - (c) dwelling houses are not at an unacceptable risk from natural hazards.

### 9.2.6.3 Specific benchmarks for assessment

**Table 9.2.6.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Editor's notes—

- (a) Acceptable outcomes are quantifiable standards and performance outcomes are qualitative statements for the purposes of the *Building Act 1975*.
- (b) Where an acceptable outcome is nominated as an alternative provision, development that does not comply with one or more of these acceptable outcomes will require referral to Council pursuant to Schedule 9, Part 3, Division 2, Table 3 of the Regulation.
- (c) Acceptable outcomes AO9.1 to AO9.5 and AO10.1 to AO10.3 in Table 9.2.6.3.1 of this code are planning provisions. Development that does not comply with one or more of these acceptable outcomes will require assessment by Council as the assessment manager, except where Council is identified as a referral agency pursuant to Schedule 9, Part 3, Division 2, Table 8 of the Regulation.

Performance outcomes	Acceptable outcomes
<b><i>Development footprint plan and alternative setbacks</i></b>	
<p><b>PO1</b>                      A dwelling house is sited to complement and be consistent with the form and character of the local area, having regard to:-                      (a) the existing or intended built form of the locality; and                      (b) the individual constraints of the site.</p> <p>Note—PO1 is an alternative provision to QDC MP1.1 and MP1.2, P1 and P2, for development involving siting a dwelling house on a site where a development footprint plan has been approved.</p>	<p><b>AO1</b>                      (a) Where the site has an approved development footprint plan and the plan nominates setbacks from front, side or rear property boundaries, the dwelling house is setback in accordance with the approved plan.</p> <p><b>OR</b>                      (b) Where there is no approved development footprint plan that nominates setbacks from a property boundary for the site, and the site is not included in the Rural zone or Rural residential zone, the dwelling house is sited as per QDC MP1.1 and MP1.2, A1(a), (b) and (c) and A2(a), (b), (c) and (d).</p> <p>Note—AO1(a) is an alternative provision to QDC MP1.1 and MP1.2, A1(a), (b) and (c), and A2(a), (b), (c), and (d) for development involving siting a dwelling house.</p>

Performance outcomes	Acceptable outcomes
<b>Building setbacks in the Rural zone and Rural residential zone (where there is no development footprint plan that nominates alternative setbacks for the site)</b>	
<p><b>PO2</b> Where located in the Rural zone or Rural residential zone, a dwelling house is set well back from any road frontage so as to:-</p> <ul style="list-style-type: none"> <li>(a) maintain an open or mostly open rural landscape;</li> <li>(b) protect the visual amenity of scenic rural roads;</li> <li>(c) avoid or minimise noise or other nuisance from sealed and unsealed roads; and</li> <li>(d) protect the functional characteristics of the State and local road networks.</li> </ul> <p>Note—PO2 is an alternative provision to QDC MP1.2, P1, for development involving siting a dwelling house in a Rural zone or Rural residential zone only.</p>	<p><b>AO2.1</b> Where located in the Rural zone on a lot exceeding 2ha in area, the dwelling house is setback at least:-</p> <ul style="list-style-type: none"> <li>(a) 40m from a State-controlled road; or</li> <li>(b) 20m from any other road; or</li> <li>(c) where there is an existing dwelling house on the site, the same distance as the existing dwelling house.</li> </ul> <p><b>AO2.2</b> Where located in the Rural residential zone, or on a lot not exceeding 2ha in area in the Rural zone, the dwelling house is setback at least:-</p> <ul style="list-style-type: none"> <li>(a) 10m from any road; or</li> <li>(b) where there is an existing dwelling house on the site, the same distance as the existing dwelling house.</li> </ul> <p>Note—AO2.1 and AO2.2 are alternative provisions to QDC MP1.2, A1(a), (b) and (c), for development involving siting a dwelling house in a Rural zone or Rural residential zone only.</p>
<p><b>PO3</b> Where located in the Rural zone or Rural residential zone, a dwelling house is well back from side and rear boundaries so as to:-</p> <ul style="list-style-type: none"> <li>(a) preserve the low intensity character and amenity of the area; and</li> <li>(b) maintain a high level of privacy between neighbouring premises.</li> </ul> <p>Note—PO3 is an alternative provision to QDC MP1.2, P2, for development involving siting a dwelling house in a Rural zone or Rural residential zone only.</p>	<p><b>AO3</b> Where located in the Rural zone or Rural residential zone, the dwelling house is setback from any side or rear boundary in accordance with the following:-</p> <ul style="list-style-type: none"> <li>(a) a minimum of 10m where the lot is more than 2ha in area; or</li> <li>(b) a minimum of 3m where the lot is not more than 2ha in area.</li> </ul> <p>Note—AO3 is an alternative provision to QDC MP1.2, A2, for development involving siting a dwelling house in a Rural zone or Rural residential zone only.</p>
<b>Building height</b>	
<p><b>PO4</b> As per QDC MP 1.1, P4 and QDC MP 1.2, P4.</p> <p>Editor's note—as specified in the Flood hazard overlay code, an alternative provision applies to building height for premises subject to the Flood hazard overlay.</p>	<p><b>AO4</b></p> <ul style="list-style-type: none"> <li>(a) Where the site has an approved development footprint plan and the plan nominates an envelope for the height of buildings or structures on a site, the dwelling house is located within the approved building envelope.</li> </ul> <p><b>OR</b></p> <ul style="list-style-type: none"> <li>(b) Where there is no approved development footprint plan for the site that nominates alternative outcomes for building height, the dwelling house is as per QDC MP 1.1, A4 and QDC MP 1.2, A4.</li> </ul> <p>Editor's note—as specified in the Flood hazard overlay code, an alternative provision applies to building height for premises subject to the Flood hazard overlay.</p> <p>Note—AO4 is an alternative provisions to QDC MP1.1 and MP1.2, A1(a), (b) and (c), and A2(a), (b), (c), and (d) for development involving siting a dwelling house.</p>
<b>Visual privacy</b>	
<p><b>PO5</b> As per QDC MP 1.1, P5 and QDC MP 1.2, P5.</p>	<p><b>AO5</b> As per QDC MP 1.1, A5 and QDC MP 1.2, A5.</p>
<b>Structures on corner sites</b>	
<p><b>PO6</b> As per QDC MP 1.1, P7 and QDC MP 1.2, P7.</p>	<p><b>AO6</b> As per QDC MP 1.1, A7 and QDC MP 1.2, A7.</p>

Performance outcomes	Acceptable outcomes
<b>Access and On-site car parking</b>	
<p><b>PO7</b> As per QDC MP 1.1, P8 and QDC MP 1.2, P8.</p> <p>Editor's note—PO9(f) specifies an alternative provision to on-site car parking for development involving a secondary dwelling.</p>	<p><b>AO7</b> As per QDC MP 1.1, A8 and QDC MP 1.2, A8, except minimum dimensions of:-</p> <ul style="list-style-type: none"> <li>(a) for a single garage, 5.7m by 3m wide internally; and</li> <li>(b) for a double garage, 5.7m by 5.7m wide internally.</li> </ul> <p>Note—AO7(a) and (b) are alternative provisions to QDC MP1.1, A8(A)(i)(D) and (E), and QDC MP1.2, A8(a)(iv) and (v).</p> <p>Editor's note—AO9.6 specifies an alternative provision to on-site car parking for development involving a secondary dwelling.</p>
<b>Outdoor living space (only applicable to lots less than 450m<sup>2</sup>)</b>	
<p><b>PO8</b> As per QDC MP 1.1, P9.</p>	<p><b>AO8</b> As per QDC MP 1.1, A9.</p>
<b>Secondary dwellings</b>	
<p><b>PO9</b> Any secondary dwelling:-</p> <ul style="list-style-type: none"> <li>(a) is used for a domestic residential purpose;</li> <li>(b) is smaller in size and scale than the dwelling house;</li> <li>(c) has the appearance of a building ancillary to the dwelling house;</li> <li>(d) is occupied by members of the same household who occupy the dwelling house;</li> <li>(e) is located on a site that has sufficient area to accommodate the secondary dwelling while maintaining the residential amenity of the surrounding area; and</li> <li>(f) provides on-site car parking to satisfy the projected needs of occupants of the secondary dwelling.</li> </ul> <p>Note—PO9(f) is an alternative provision to QDC MP1.1, P8 and QDC MP1.2, P8, for development involving a secondary dwelling only.</p>	<p><b>AO9.1</b> Only one secondary dwelling is established in association with the dwelling house.</p> <p><b>AO9.2</b> Where located in the Low density residential zone, the secondary dwelling is located on a lot that has a minimum area of 800m<sup>2</sup>.</p> <p><b>AO9.3</b> The secondary dwelling has a maximum gross floor area of 60m<sup>2</sup>.</p> <p><b>AO9.4</b> Any dwelling house that includes a secondary dwelling is designed to function and have the appearance of a single dwelling, including:-</p> <ul style="list-style-type: none"> <li>(a) the secondary dwelling is to be:- <ul style="list-style-type: none"> <li>(i) inter-connected with other parts of the dwelling house (e.g. via a connecting door, hall or breezeway); or</li> <li>(ii) where free standing, located within 20m of the primary dwelling and connected by a minimum 1.2m wide concrete or paved ribbon path between the doors of each dwelling;</li> </ul> </li> <li>(b) the dwelling house has a single front door (main entrance) and any entrance to the secondary dwelling is not clearly visible from the street;</li> <li>(c) garage door openings and/or carports visible from the street are grouped together and located on one side of the front (street) elevation; and</li> <li>(d) the secondary dwelling shares the same open space areas, driveway, street address and letter box as the primary dwelling (only one letter box is provided for the dwelling house).</li> </ul> <p>Editor's note—a secondary dwelling should be designed to respond to changing household needs such that if or when the secondary dwelling is no longer required, the building (or part) can be used as part of the primary dwelling, or can be relocated off the site.</p> <p><b>AO9.5</b> The secondary dwelling is occupied by members of the same household who occupy the dwelling house. Where an occupant of the secondary</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
	<p>dwelling is not related by blood, marriage or adoption to a person residing in the primary dwelling, a functional relationship or connection must exist between the occupants of both dwellings.</p> <p>Editor's note—examples of a functional relationship or connection include:-</p> <ul style="list-style-type: none"> <li>• the carer of, or person that is cared for by, an occupant of the dwelling house;</li> <li>• the occupant shares meals with or is provided with board and lodging directly by the occupant/s of the primary dwelling (e.g. cooking, laundry etc.).</li> </ul> <p><b>AO9.6</b>            In addition to the car parking requirements for the dwelling house as nominated within the QDC, at least one (1) on-site car parking space is provided to service the secondary dwelling.</p> <p>Note—AO9.6 is an alternative provision to QDC MP1.1, A8 and QDC MP1.2, A8, for development involving a secondary dwelling only.</p>
<b>Services and utilities</b>	
<p><b>PO10</b>            The dwelling house is provided with and connected to essential infrastructure and services, where available.</p>	<p><b>AO10.1</b>            The dwelling house is to have a single point of connection to the reticulated water supply, sewerage, stormwater drainage and electricity supply infrastructure networks (where available to the lot).</p> <p><b>AO10.2</b>            Where not located in a sewerred area, the dwelling house is provided with an effluent treatment and disposal system in accordance with the <i>Plumbing and Drainage Act 2018</i>.</p> <p><b>AO10.3</b>            Where reticulated water supply is not available to the lot, the dwelling house is provided with an alternative supply of potable water.</p> <p>Editor's note—for water supply provided via rainwater collection, a minimum 45,000 litre rainwater tank is recommended for domestic supply. Standards Australia <i>HB230-2008 Rainwater Tank Design and Installation Handbook</i> includes information for the collection, storage and use of rainwater for private domestic use.</p>

## 9.2.7 Extractive industry code

### 9.2.7.1 Application

This code applies to development identified as requiring assessment against the Extractive industry code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.7.2 Purpose and overall outcomes

- (1) The purpose of the Extractive industry code is to ensure that the exploitation of extractive resources is undertaken in a sustainable manner which protects environmental and landscape values, public safety and the amenity of surrounding premises.
- (2) The purpose of the Extractive industry code will be achieved through the following overall outcomes:-
  - (a) exploitation of extractive resources occurs in an environmentally sound manner;
  - (b) natural values and water quality are protected from any environmental degradation potentially arising from extractive industry operations;
  - (c) extractive industry operations are located, designed and constructed to avoid or effectively mitigate adverse impacts on any sensitive land use, particularly residential or rural residential premises;
  - (d) transport routes allow extractive materials to be transported with the least amount of impact on development along those roads and on the function of those roads; and
  - (e) land used for extractive industry operations is effectively rehabilitated.

### 9.2.7.3 Specific benchmarks for assessment

**Table 9.2.7.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Site planning</b>	
<b>PO1</b> The extractive industry is designed and established so as to provide:- <ol style="list-style-type: none"> <li>(a) adequate separation distance to protect the surrounding area from significant noise, dust, vibration and visual impacts of operations;</li> <li>(b) suitable vehicle access;</li> <li>(c) protection against erosion;</li> <li>(d) acceptable quality of water leaving the site;</li> <li>(e) public safety;</li> <li>(f) acceptable restoration measures;</li> <li>(g) protection of groundwater quality and quantity;</li> <li>(h) avoidance of land contamination;</li> <li>(i) effective stormwater management; and</li> <li>(j) waste management practices which maximise recycling and reuse of wastes.</li> </ol>	<b>AO1</b> No acceptable outcome provided.  Editor's note—in order to demonstrate compliance with Performance Outcome PO1, Council may require submission of an impact assessment report prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports.</b>
<b>PO2</b> Environmental management requirements for the extractive industry are properly identified, and their effective implementation and monitoring appropriately planned, to minimise environmental impact.	<b>AO2</b> No acceptable outcome provided.  Editor's note—the Council may require submission of an environmental management plan prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports</b> to demonstrate compliance with Performance Outcome PO2.
<b>PO3</b> The design, operation and staging of the extractive industry:-	<b>AO3</b> No acceptable outcome provided.

Performance outcomes	Acceptable outcomes
<p>(a) promotes the efficient utilisation of the resource;</p> <p>(b) ensures that a suitable and sustainable landscape form remains on the extraction site, having regard to its context and setting; and</p> <p>(c) optimises potential alternative land uses after the cessation of the use.</p>	
<b>Vehicle access and manoeuvring</b>	
<p><b>PO4</b> Vehicle access to, from, and within the extractive industry site is provided so as to:-</p> <p>(a) be adequate for the type and volume of traffic to be generated;</p> <p>(b) not create or worsen any traffic hazard;</p> <p>(c) not have adverse impacts on the amenity of the locality; and</p> <p>(d) ensure disturbance to surrounding land uses is minor and that impacts from emissions are minimised.</p>	<p><b>AO4.1</b> The proposed transport route to and from the site is along sealed roads and does not require heavy vehicles to traverse lower order residential or rural residential streets.</p> <p><b>AO4.2</b> All driveways, car parking and manoeuvring areas between the site entrance and site offices are sealed.</p> <p><b>AO4.3</b> Vehicle access is provided in accordance with the standards specified in the <b>Planning scheme policy for development works</b>.</p>
<b>Separation distances</b>	
<p><b>PO5</b> The extractive industry is located on a site which has sufficient area to provide for adequate setback of operations from road frontages, site boundaries, surrounding residential uses and other sensitive receptors such that the extractive industry achieves an acceptable standard of visual amenity and control of noise, light, dust and vibration impacts.</p>	<p><b>AO5.1</b> Hard rock extraction and processing activities involving blasting are not carried out within 40m of any boundary of the site or within 1km of any residential premises, land included within a residential zone or the Rural residential zone or other sensitive land use on surrounding land.</p> <p><b>AO5.2</b> Extractive and processing activities not involving blasting are not carried out within 30m of any boundary of the site or within 200m of any residential premises, land included within a residential zone or Rural residential zone or other sensitive land use on surrounding land.</p> <p>Note—a topographic feature providing a natural buffer between extractive and processing activities and a sensitive land use may provide justification for a lesser setback distance.</p> <p><b>AO5.3</b> A mounded landscape buffer having a minimum width of 10m is provided to all boundaries of the site.</p> <p>Editor’s note—<b>section 9.3.2 (Landscaping code)</b> sets out requirements for landscape buffers.</p> <p><b>AO5.4</b> Extraction and processing activities are screened from view from any major road and any land included in a residential zone, centre zone, recreation zone, Community facilities zone, Emerging community zone or the Rural residential zone.</p>
<b>Site drainage</b>	
<p><b>PO6</b> The extractive industry provides on-site drainage that is designed, constructed and maintained so as to:-</p> <p>(a) prevent ponding in excavated areas;</p>	<p><b>AO6.1</b> Banks and channels are constructed to divert stormwater run-off away from disturbed areas.</p>

Performance outcomes	Acceptable outcomes						
<p>(b) minimise erosion;</p> <p>(c) avoid pollution of groundwater and surface water;</p> <p>(d) protect downstream water quality; and</p> <p>(e) provide opportunities to recycle water for beneficial reuse on the site.</p>	<p><b>AO6.2</b> Sediment basins and other suitable runoff controls are provided to detain stormwater run-off from disturbed areas such that there is no off-site discharge likely to cause environmental harm.</p> <p><b>AO6.3</b> Bundling, diversion, containment, treatment clearing, recycling, collection and disposal of wastes is carried out such that no environmental harm is caused.</p> <p><b>AO6.4</b> Lining or other suitable treatment of erosion-prone areas is established and maintained at discharge points.</p> <p><b>AO6.5</b> Harvested water is re-used on the extractive industry site for a range of purposes including, but not limited to, the following:-</p> <ul style="list-style-type: none"> <li>(a) processing, washing and/or screening materials;</li> <li>(b) dust suppression and for use on product stockpiles and overburden stockpiles;</li> <li>(c) irrigation to revegetation or rehabilitation areas; and</li> <li>(d) wheel wash facilities.</li> </ul>						
Management of blasting and other operations							
<p><b>PO7</b> The extractive industry provides for blasting, crushing, screening, loading and other operations to be carried out safely and in accordance with best practice management standards so that disturbance to surrounding sensitive land uses is minor and that impacts from emissions are minimised.</p>	<p><b>AO7.1</b> Blasting, all haulage vehicle movements and other operations associated with the extractive industry are confined to the hours of operation identified in <b>Table 9.2.7.3.1A (Extractive industry hours of operation)</b>.</p> <p><b>Table 9.2.7.3.1A Extractive industry hours of operation</b></p> <table border="1"> <thead> <tr> <th style="background-color: #f2f2f2;">Column 1 Extractive industry activity</th> <th style="background-color: #f2f2f2;">Column 2 Hours of operation</th> </tr> </thead> <tbody> <tr> <td>Blasting operations</td> <td>9am to 5pm Monday to Friday.  No operations occur on Saturday, Sunday or on public holidays.</td> </tr> <tr> <td>Extraction, haulage, crushing, screening, loading, operation of plant equipment, ancillary activities</td> <td>6am to 6pm Monday to Saturday.  No operations occur on Sunday or on public holidays.</td> </tr> </tbody> </table> <p>Note—maintenance of plant equipment and vehicles may occur outside of the hours of operation prescribed in the above table provided that there is no disturbance or nuisance to surrounding sensitive land uses.</p> <p>Note—extractive industry operations may only occur outside of the hours of operation specified in the above table provided that it can be demonstrated that the use will achieve Performance outcome PO7.</p> <p><b>AO7.2</b> Vibration levels do not exceed the relevant provisions contained in the <i>Environmental Protection Act 1994</i>.</p>	Column 1 Extractive industry activity	Column 2 Hours of operation	Blasting operations	9am to 5pm Monday to Friday.  No operations occur on Saturday, Sunday or on public holidays.	Extraction, haulage, crushing, screening, loading, operation of plant equipment, ancillary activities	6am to 6pm Monday to Saturday.  No operations occur on Sunday or on public holidays.
Column 1 Extractive industry activity	Column 2 Hours of operation						
Blasting operations	9am to 5pm Monday to Friday.  No operations occur on Saturday, Sunday or on public holidays.						
Extraction, haulage, crushing, screening, loading, operation of plant equipment, ancillary activities	6am to 6pm Monday to Saturday.  No operations occur on Sunday or on public holidays.						
Noise emissions							
<p><b>PO8</b> Noise emissions from the extractive industry, including along transportation routes, is managed to acceptable levels to ensure that there are no significant adverse impacts to any existing or</p>	<p><b>AO8.1</b> For a proposed new extractive industry, noise from the site complies with the 'controlling background creep' criteria for 'noise that varies over time' specified in the <i>Queensland Environmental Protection (Noise) Policy 2008</i>.</p>						



Performance outcomes	Acceptable outcomes
<p>planned sensitive land uses on surrounding premises.</p>	<p><b>AO8.2</b> For a proposed extension to, or intensification of, an existing extractive industry, noise from the proposed extension/intensification does not result in a significant increase in noise levels at premises containing a sensitive land use.</p> <p><b>AO8.3</b> All haulage vehicle movements associated with the extractive industry do not generate road traffic noise levels that exceed 63 dB(A) L10 (18 hour) or 80 dB(A) L<sub>Amax</sub> at residential dwellings on the nominated transportation route.</p> <p><b>OR</b></p> <p>Where existing road traffic noise levels at residential dwellings on the nominated transportation route exceed 63 dB(A) L10 (18 hour) or 80 dB(A) L<sub>Amax</sub>, haulage vehicle movements associated with the extractive industry do not result in a significant increase in noise levels.</p>
<b>Public safety</b>	
<p><b>PO9</b> Public access to the extractive industry site is effectively managed to discourage unauthorised or accidental public entry.</p>	<p><b>AO9.1</b> Safety fencing is provided to prevent unauthorised or accidental public access to the extractive industry site to the greatest extent practicable.</p> <p><b>AO9.2</b> Public signage to warn of extractive industry operations and safety hazards is provided to all boundaries of the site.</p>
<b>Hazardous materials</b>	
<p><b>PO10</b> Development is appropriately designed and managed to minimise the risk and impact of any accidental spills and/or releases of fuels, chemicals and other hazardous materials that may contaminate soil, stormwater, groundwater and/or air.</p>	<p><b>AO10</b> Storage of fuels and chemicals on-site is undertaken in accordance with <i>Australian Standard AS1940 – Storage and Handling of Flammable and Combustible Liquids</i>.</p>
<b>Site rehabilitation</b>	
<p><b>PO11</b> Rehabilitation of the site, both during the operating life of the extractive industry and at its cessation:-</p> <ul style="list-style-type: none"> <li>(a) provides for progressive/staged rehabilitation works;</li> <li>(b) includes appropriate clean-up works (taking particular account of areas of possible soil or water contamination);</li> <li>(c) results in a stable and appropriate final landform;</li> <li>(d) provides suitable drainage and hydraulic conditions; and</li> <li>(e) achieves a suitable degree of revegetation consistent with potential post-extraction land uses.</li> </ul>	<p><b>AO11</b> No acceptable outcome provided.</p> <p>Editor's note—the Council may require submission of a final landform design and site rehabilitation plan prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports</b> to demonstrate compliance with Performance Outcome PO11.</p> <p>Editor's note—the Council may require rehabilitation works to be bonded to ensure the effective return of disturbed areas to acceptable land use suitability.</p>
<p><b>PO12</b> Rehabilitation allows for suitable use of any water bodies created through the extraction process, having regard to water quality, hydraulic conditions, land form and vegetation.</p>	<p><b>AO12.1</b> Rehabilitation is carried out to provide water quality of a standard that can support aquatic vertebrates and invertebrates.</p> <p><b>AO12.2</b> Fringes of water bodies are planted with wetland species such that a sustainable aquatic plant community is established.</p>

## 9.2.8 Home based business code

### 9.2.8.1 Application

This code applies to development identified as requiring assessment against the Home based business code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.8.2 Purpose and overall outcomes

- (1) The purpose of the Home based business code is to ensure home based business is conducted in a manner which is appropriate to the preferred character of the area and protects the amenity of surrounding premises.
- (2) The purpose of the code will be achieved through the following overall outcomes:-
  - (a) a home based business is domestic in scale and operates in a manner that is subservient and ancillary to the residential use of the premises; and
  - (b) a home based business is compatible with the preferred character of the local area and does not adversely impact upon the amenity of adjoining or nearby residential uses.

### 9.2.8.3 Specific benchmarks for assessment

**Table 9.2.8.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b><i>Operation as bona fide working from home activity</i></b>	
<b>PO1</b> The home based business is conducted as a bona fide working from home activity.	<b>AO1.1</b> Except where a bed and breakfast, the home based business is conducted:- (a) in, under or within the curtilage of a dwelling house; (b) within a dual occupancy; or (c) within a multiple dwelling.  <b>OR</b>  For a home based business operating as a bed and breakfast, the bed and breakfast is conducted within the dwelling house.  <b>AO1.2</b> An occupant of the dwelling conducts the home based business.
<b><i>Appearance of a residential dwelling</i></b>	
<b>PO2</b> The home based business is conducted such that buildings on the site retain a residential appearance and character.	<b>AO2</b> The external appearance and character of the dwelling is not modified to accommodate the home based business.
<b><i>Scale of use and protection of amenity</i></b>	
<b>PO3</b> The home based business is limited in size and scale so that:- (a) the amenity of the existing neighbourhood is protected; and (b) the home based business remains ancillary to the residential use of the premises.	<b>AO3.1</b> For a home based business, other than a bed and breakfast, conducted in association with a dwelling house:- (a) the total area used for the home based business does not exceed:- (i) 40m <sup>2</sup> where the dwelling house is located on a lot not exceeding 2,000m <sup>2</sup> in area; or (ii) 80m <sup>2</sup> where the dwelling house is located on a lot exceeding 2,000m <sup>2</sup> in area; (b) no more than 3 customers or clients are present at any one time and no more than 8 customers or clients are present in any one day; and

Performance outcomes	Acceptable outcomes
	<p>(c) the home based business does not involve more than 1 equivalent full-time person who is not a resident of the dwelling.</p> <p><b>OR</b></p> <p>For a home based business conducted within a dual occupancy or multiple dwelling:-</p> <p>(a) the total gross floor area used for the home based business does not exceed 20m<sup>2</sup>;</p> <p>(b) the home based business does not involve outdoor use areas;</p> <p>(c) no more than 2 customers or clients are present at any one time and no more than 4 customers or clients are present in any one day; and</p> <p>(d) the home based business involves only the persons who are residents of the dwelling.</p> <p><b>OR</b></p> <p>For a home based business operating as a bed and breakfast:-</p> <p>(a) at least one bedroom within the dwelling house is excluded from use by guests; and</p> <p>(b) the maximum number of bedrooms used to accommodate guests is 3 and the maximum number of guests accommodated at any one time is 6.</p> <p><b>AO3.2</b>            Not more than one home based business is conducted on the premises.</p> <p><b>AO3.3</b>            The home based business does not involve the repair or servicing of motor vehicles.</p>
<p><b>PO4</b>            The home based business does not involve any materials, equipment or processes that cause nuisance or impact on residential amenity.</p>	<p><b>AO4.1</b>            The home based business does not produce any dust emissions.</p> <p><b>AO4.2</b>            The home based business does not produce a noticeable smell in excess of 1 odour unit at the site boundaries.</p> <p><b>AO4.3</b>            The home based business does not produce noise at the property boundary which exceeds the background noise level plus 5 dB(A) (8.00am – 6.00pm) (measured as an adjusted sound level).</p> <p><b>AO4.4</b>            A maximum of one commercial vehicle associated with the home based business is parked/garaged on the site.</p> <p><b>AO4.5</b>            Materials or equipment used or goods manufactured, serviced or repaired are stored within a building on the premises.</p> <p><b>AO4.6</b>            Trade person's storage and horticultural activities are located at the rear of the dwelling and any vehicle, or stored equipment or materials, is</p>

Performance outcomes	Acceptable outcomes
	<p>screened from view from all public places and adjoining residential premises.</p> <p><b>AO4.7</b> The home based business does not involve the storage of any chemicals, gases or other hazardous materials on the site.</p> <p><b>AO4.8</b> Where goods are offered for sale or hire from the premises, there is no public display of such goods.</p>
<p><b>PO5</b> The hours of operation of the home based business do not cause a nuisance or impact on residential amenity.</p>	<p><b>AO5</b> The hours of operation of the home based business, except in respect to a bed and breakfast or office activities, are limited to:-                      (a) between 8.00am and 5.00pm, Mondays to Saturdays; and                      (b) not at all on Sundays or public holidays.</p>
<b>Traffic impacts</b>	
<p><b>PO6</b> Traffic impacts of the home based business are no greater than that which might reasonably be expected in a residential location</p>	<p><b>AO6.1</b> The home based business does not involve the use of a motor vehicle with a carrying capacity exceeding 2.5 tonnes.</p> <p><b>AO6.2</b> Commercial deliveries or collections are limited to a vehicle no larger than a courier van and no more than 2 deliveries or collections per day.</p> <p><b>AO6.3</b> Loading or unloading activity is undertaken entirely within the site and only during the hours of operation of the home based business.</p>
<b>Signage</b>	
<p><b>PO7</b> Any signage associated with the home based business is small, unobtrusive and appropriate to its location and setting.</p>	<p><b>AO7</b> Not more than one advertising device is erected on the premises and the sign:-                      (a) includes only the name of the occupier and/or the business conducted on the premises;                      (b) has a maximum sign face area of 0.5m<sup>2</sup>;                      (c) is attached to a fence or wall; and                      (d) is not illuminated or in motion.</p>
<b>Impact on services and utilities</b>	
<p><b>PO8</b> The home based business does not impact on the capacity of infrastructure services.</p>	<p><b>AO8</b> No greater load is imposed on any public utility than would reasonably be expected from the normal residential use of the dwelling.</p>
<b>Additional requirements for bed and breakfast accommodation</b>	
<b>Temporary accommodation</b>	
<p><b>PO9</b> Bed and breakfast accommodation is provided for short-term stay only.</p>	<p><b>AO9</b> Guests stay no more than 14 consecutive nights.</p>
<b>Guest facilities</b>	
<p><b>PO10</b> An acceptable standard of facilities is provided for guests of the bed and breakfast.</p>	<p><b>AO10.1</b> Guests are provided with a bedroom capable of being enclosed to prevent visual or other intrusion by members of the host family or other guests.</p> <p><b>AO10.2</b> A separate bathroom and toilet facility is provided for the exclusive use of guests.</p>

## 9.2.9 Industry uses code

### 9.2.9.1 Application

This code applies to development identified as requiring assessment against the Industry uses code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.9.2 Purpose and overall outcomes

- (1) The purpose of the Industry uses code is to ensure industry uses are designed and operated in a manner which meets the needs of the industry use, protects public safety and environmental values and appropriately responds to amenity considerations.
- (2) The purpose of the Industry uses code will be achieved through the following overall outcomes:-
  - (a) the scale and intensity of an industry use is compatible with its location and setting;
  - (b) an industry use incorporates a site layout and building design that provides for the efficient and safe conduct of industrial activities and contributes to a well organised development that is attractive when viewed from the street;
  - (c) an industry use does not cause environmental harm or nuisance, including the contamination of land or water;
  - (d) an industry use avoids or effectively mitigates adverse impacts on the amenity of adjoining and nearby non-industrial uses where these uses are located in a zone other than an industry zone; and
  - (e) an industry use incorporates service areas and waste management processes that are efficient and maximise opportunities for reuse or recycling.

### 9.2.9.3 Specific benchmarks for assessment

**Table 9.2.9.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b><i>Built form, streetscape character and protection of amenity</i></b>	
<p><b>PO1</b> Buildings and structures associated with the industrial use:-</p> <ol style="list-style-type: none"> <li>(a) are of a scale and design which is appropriate to an industrial setting whilst contributing positively to the visual character and streetscape of the area; and</li> <li>(b) are designed to avoid or mitigate the potential for adverse amenity impacts on adjoining or nearby non-industrial uses.</li> </ol>	<p><b>AO1.1</b> Buildings have a maximum building height of:-</p> <ol style="list-style-type: none"> <li>(a) 12m if located in the Industry zone or in another zone other than the High impact industry zone; and</li> <li>(b) 20m if located in the High impact industry zone.</li> </ol> <p><b>AO1.2</b> Site cover does not exceed 70%.</p> <p><b>AO1.3</b> Buildings and structures are setback a minimum of:-</p> <ol style="list-style-type: none"> <li>(a) 6m to the primary street frontage;</li> <li>(b) 3m to any secondary street frontage; and</li> <li>(c) 3m from any side or rear boundary except where:-           <ol style="list-style-type: none"> <li>(i) a built to boundary wall, in which case no setback requirement applies; or</li> <li>(ii) adjoining a sensitive land use or land in a residential zone or the Community facilities zone, in which case a minimum setback of 10m applies.</li> </ol> </li> </ol> <p><b>AO1.4</b> Where the site has a common boundary with a sensitive land use:-</p>

Performance outcomes	Acceptable outcomes
	<p>(a) no openings occur in walls facing a common boundary;</p> <p>(b) effective acoustic screening is provided to all areas where work could be conducted outside of the building, including waste storage and refuse areas, so that off-site noise emissions are avoided or do not cause a nuisance; and</p> <p>(c) noise emitting services such as air conditioning equipment, pumps and ventilation fans are located as far away as possible from sensitive land uses.</p> <p><b>AO1.5</b>  The main entry to any building is easily identifiable, and directly accessible, from the street, or the primary street frontage if the site has more than one street frontage.</p> <p><b>AO1.6</b>  Where the industrial use has frontage to or overlooks a major road, building design incorporates variations in parapet design, roofing heights and treatments.</p> <p>Note—major road is defined in <b>Schedule 1 (Definitions)</b>.</p>
<b>Landscaping and buffering</b>	
<p><b>PO2</b>  The industrial use incorporates landscaping that:-</p> <p>(a) makes a positive contribution to the streetscape;</p> <p>(b) provides shade to open car parking areas; and</p> <p>(c) buffers the development from adjoining sensitive uses.</p>	<p><b>AO2.1</b>  Landscaping strips with a minimum width of 2m are provided within the site boundaries adjacent to all street frontages.</p> <p><b>AO2.2</b>  Any security fencing is set within or located behind any required landscaping strips rather than adjacent to the street.</p> <p><b>AO2.3</b>  For car parking areas with 12 or more spaces, shade trees are provided in car parking areas at a ratio of 1 tree for every 6 car parking spaces.</p> <p><b>AO2.4</b>  Where adjoining a sensitive land use, or land included in a residential zone, a minimum 1.8m high solid screen fence and a minimum 3m wide landscaping strip is provided for the full length of the common boundary.</p>
<b>Services and utilities</b>	
<p><b>PO3</b>  The industrial use is provided with and connected to essential infrastructure and services, where available.</p>	<p><b>AO3.1</b>  The industrial use is connected to the reticulated water supply (where available), stormwater drainage and electricity infrastructure networks.</p> <p><b>AO3.2</b>  Where reticulated water supply is not available, the industrial use is provided with an alternate potable water supply source (e.g. rainwater, bore water) that complies with the <i>Australian Drinking Water Guidelines</i> (NHMRC, 2011).</p> <p><b>AO3.3</b>  Where located in a sewered area, the industrial use is connected to the reticulated sewer infrastructure network.</p> <p><b>OR</b></p>

Performance outcomes	Acceptable outcomes
	Where not located in a sewerage area, the industrial use is provided with an effluent treatment and disposal system in accordance with the <i>Plumbing and Drainage Act 2018</i> .
<p><b>PO4</b> The use provides the site frontage works, access and manoeuvring arrangements and on-site infrastructure and services necessary to accommodate the use and facilitate the coordinated development of the site.</p>	<p><b>AO4.1</b> Kerb and channel or other frontage works in accordance with the road classification are constructed for the full length of the road frontage of the site in accordance with the standards specified in the <b>Planning scheme policy for development works</b>.</p> <p><b>AO4.2</b> Reinforced industrial rated crossovers are provided in accordance with the standards specified in the <b>Planning scheme policy for development works</b>.</p> <p><b>AO4.3</b> The layout and design of the development provides for the manoeuvring and parking of all vehicles associated with the use to be accommodated on the site, including the loading and un-loading of goods.</p> <p><b>AO4.4</b> The layout and design of the industrial use provides for on-site storage of refuse so that it is not visible from the street.</p>
<b>Environmental performance</b>	
<p><b>PO5</b> The industrial use ensures that any emissions of odour, dust, air pollutants, noise, light or vibration does not cause nuisance to or have an unreasonable impact on adjoining or nearby premises.</p> <p>Editor's note—in addition to complying with the corresponding acceptable outcomes, development involving industry activities will also need to comply with relevant environmental legislation including the <i>Environmental Protection Act 1994</i> and subordinate legislation.</p>	<p><b>AO5.1</b> The industrial use achieves the acoustic environment and acoustic quality objectives for sensitive receiving environments set out in the <i>Environment Protection (Noise) Policy</i>.</p> <p><b>AO5.2</b> The industrial use achieves the air quality objectives set out in the <i>Environmental Protection (Air) Policy</i>.</p> <p><b>AO5.3</b> The industrial use does not produce any odour emissions in excess of 1 odour unit beyond the site boundaries.</p> <p><b>AO5.4</b> The industrial use ensures that any vertical illumination resulting from direct, reflected or other incidental lighting emanating from the site does not exceed 8 lux when measured at any point 1.5m outside the site boundaries and at any level from ground level upwards.</p> <p><b>AO5.5</b> Vibrations resulting from the industrial use do not exceed the maximum acceptable levels identified in <i>Australian Standard AS2670 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz)</i>.</p>
<p><b>PO6</b> The industrial use ensures that stormwater does not contaminate surface water and provides for the collection, treatment and disposal of all liquid waste such that:-</p> <ol style="list-style-type: none"> <li>there is no off-site release of contaminants;</li> <li>all wastes are collected and disposed of in accordance with relevant license and</li> </ol>	<p><b>AO6.1</b> Areas where potentially contaminating substances are stored or used:-</p> <ol style="list-style-type: none"> <li>are roofed and designed to prevent intrusion from stormwater; and</li> <li>make provision for potential spills to be bunded and retained on site for removal and disposal by an approved means.</li> </ol>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>approval conditions and/or relevant government or industry standards; and</p> <p>(c) there are no adverse impacts on the quality of surface water or groundwater resources.</p>	<p><b>AO6.2</b> Waste water associated with the industrial use is disposed of to the Council's sewerage system or an on-site industrial waste treatment system.</p> <p><b>AO6.3</b> Liquid wastes that cannot be disposed of to the Council's sewerage system or the on-site industrial waste treatment system are disposed of off-site to an approved waste disposal facility.</p> <p><b>AO6.4</b> No discharge of waste occurs to local watercourses (including dry watercourses) or wetlands.</p>
<b>On-site retail, office or administration functions</b>	
<p><b>PO7</b> Any retail, office or administration functions conducted from the premises are ancillary to the industrial use.</p>	<p><b>AO7.1</b> On-site retail sales are limited to goods manufactured or assembled on the premises.</p> <p><b>OR</b></p> <p>On-site retail sale of goods not manufactured or assembled on the premises, including display areas, is limited to a gross floor area of 50m<sup>2</sup> or 5% of the gross floor area of the premises, whichever is the lesser.</p> <p><b>AO7.2</b> The area used for office and administration functions is limited to 200m<sup>2</sup> or 10% of the gross floor area of the premises, whichever is the lesser.</p>

**Table 9.2.9.3.2 Benchmarks for assessable development only**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b>Location and site suitability</b>	
<p><b>PO8</b> The industry use is established on a site included in an industry zone that is suitable having regard to:-</p> <p>(a) the nature, scale and intensity of the industry use;</p> <p>(b) the odour and noise emissions likely to be emitted by the industrial use;</p> <p>(c) the proximity of the industrial use to any residential use or other sensitive receptor; and</p> <p>(d) the infrastructure and services needs of the industry use.</p>	<p><b>AO8</b> No acceptable outcome provided.</p>
<p><b>PO9</b> The industrial use is established on a site that has sufficient area and dimensions to appropriately accommodate the operational requirements of the use including required buildings, parking and service areas, storage areas, vehicle access and on-site movement, landscaping and buffering.</p>	<p><b>AO9</b> No acceptable outcome provided.</p>
<b>Site layout</b>	
<p><b>PO10</b> The layout and design of the industrial use ensures that:-</p> <p>(a) premises are safe, secure and legible;</p> <p>(b) movement systems and accessible on-site parking and manoeuvring areas, meet the needs of users;</p> <p>(c) premises contribute to an attractive address to the street, with buildings integrated with</p>	<p><b>AO10</b> No acceptable outcome provided.</p>



<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
landscaping and security fencing to provide a quality contemporary appearance; and (d) surplus areas that may become unsightly or difficult to manage due to their size, configuration or access limitations are not created.	
<b><i>Integration of site infrastructure and services</i></b>	
<b>PO11</b> Where the industrial use is located on a large site which is intended to be developed incrementally or in stages, the industrial use is designed to allow for the infrastructure and service requirements of future users.	<b>AO11</b> No acceptable outcome provided.

## 9.2.10 Market code

### 9.2.10.1 Application

This code applies to development identified as requiring assessment against the Market code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.10.2 Purpose and overall outcomes

- (1) The purpose of the Market code is to ensure markets are appropriately located, and are operated in a manner which is economically, environmentally and socially sustainable and appropriately responds to local amenity issues.
- (2) The purpose of the Market code will be achieved through the following overall outcomes:-
  - (a) markets are established in locations of community attraction;
  - (b) markets are established where infrastructure and services are available or can easily be provided to meet the needs of users; and
  - (c) markets operate in a manner which takes account of:-
    - (i) the amenity of the local area; and
    - (ii) the viability of local businesses.

### 9.2.10.3 Specific benchmarks for assessment

**Table 9.2.10.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Location and site suitability</b>	
<b>PO1</b> The market is operated at a location where the attraction of a large number of people is consistent with the preferred character of the local area.	<b>AO1</b> The market is located on or adjoining land included in a centre zone, the Community facilities zone, the Open space zone or the Sport and recreation zone <sup>2</sup> .
<b>PO2</b> The market:- <ol style="list-style-type: none"> <li>(a) promotes community, entertainment, farmers and food production and non-profit uses in the market; and</li> <li>(b) minimises economic impacts on established businesses in the vicinity of the market.</li> </ol>	<b>AO2.1</b> A minimum of 10% of stalls are used for one or more of the following:- <ol style="list-style-type: none"> <li>(a) entertainment;</li> <li>(b) sales of fresh food and produce;</li> <li>(c) home-made goods; and</li> <li>(d) activities conducted by or on behalf of a non-profit or community organisation.</li> </ol> <b>AO2.2</b> Where market stalls are proposed to be located adjacent to existing shops the market is not held on more than 1 day per week.
<b>Site layout</b>	
<b>PO3</b> The market is designed to provide for:- <ol style="list-style-type: none"> <li>(a) convenient pedestrian access and movement;</li> <li>(b) legibility and accessibility between stalls and existing surrounding uses; and</li> <li>(c) pedestrian comfort and safety, including the provision of public convenience facilities.</li> </ol>	<b>AO3.1</b> Pedestrian access or pathways a minimum of 2m wide are provided between:- <ol style="list-style-type: none"> <li>(a) stall fronts; and</li> <li>(b) stalls and existing shop fronts.</li> </ol> <b>AO3.2</b> Public toilets:- <ol style="list-style-type: none"> <li>(a) are provided within the area of the market or are located within 250m of the market;</li> </ol>

<sup>2</sup> Editor's note—a market conducted on public land and roads requires authorisation from the Council as the land manager for these community assets. Compliance with the requirements of the planning scheme does not, on its own, provide authorisation for a market to be conducted. Potential market operators should contact Council for further information.

Performance outcomes	Acceptable outcomes
	<p>(b) remain open and accessible for use during market hours; and</p> <p>(c) are maintained in a clean, safe and tidy state.</p> <p><b>AO3.3</b> Directional signage is provided to identify the location of and the entry to public toilet facilities.</p>
<b>Operation and protection of amenity</b>	
<p><b>PO4</b> The market is operated in a manner that does not cause environmental nuisance to neighbouring and nearby residents and other sensitive uses having regard to:-</p> <p>(a) the generation of noise, dust, odour and light emissions; and</p> <p>(b) hours and frequency of operation.</p>	<p><b>AO4.1</b> The market is conducted, including set-up and pack-up time, between the hours of 5.00am and 10.00pm.</p> <p><b>AO4.2</b> The market is conducted, excluding set-up and pack-up time, for not more than 8 hours.</p> <p><b>AO4.3</b> The market is held on not more than two days per week.</p> <p><b>AO4.4</b> The use of amplified music, megaphones, public address systems and noise generating plant and equipment is avoided.</p> <p><b>AO4.5</b> Noise generated from the market complies with the level of noise emissions prescribed under the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p><b>AO4.6</b> Any outdoor lighting associated with the market is designed, installed, operated and maintained in accordance with <i>AS4282 – The Control of the Obtrusive Effects of Outdoor Lighting</i>.</p> <p><b>AO4.7</b> Any temporary lighting is dismantled immediately on closure of the markets.</p>
<b>Waste management</b>	
<p><b>PO5</b> The market is established and operated to provide a safe and healthy environment and provides waste disposal facilities which are appropriate to the type and scale of the market.</p>	<p><b>AO5.1</b> The market is operated in accordance with an approved waste management plan.</p> <p><b>AO5.2</b> The use area of the market is left in a clean state at the end of each market day.</p>
<b>Maintenance of pedestrian movement</b>	
<p><b>PO6</b> The market maintains safe pedestrian movement through the market area.</p>	<p><b>AO6</b> Where the market is conducted on a footpath and the adjoining road remains open to vehicle use, a minimum 1.2m clearance from the kerb to any market structure or use area is provided.</p>

## 9.2.11 Multi-unit residential uses code

### 9.2.11.1 Application

This code applies to development identified as requiring assessment against the Multi-unit residential uses code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.11.2 Purpose and overall outcomes

- (1) The purpose of the Multi-unit residential uses code is to ensure multi-unit residential uses are of a high quality design which appropriately responds to local character, environment and amenity considerations.
- (2) The purpose of the Multi-unit residential uses code will be achieved through the following overall outcomes:-
  - (a) a multi-unit residential use is visually attractive with a built form which addresses the street and integrates with surrounding development;
  - (b) a multi-unit residential use incorporates building design that responds to the character of the particular local area;
  - (c) a multi-unit residential use provides a high standard of privacy and amenity for residents, including well designed and usable open space areas; and
  - (d) a multi-unit residential use incorporates and is supported by infrastructure and services commensurate with the scale of the use and its location.

### 9.2.11.3 Assessment Specific benchmarks for assessment

**Table 9.2.11.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Site suitability</b>	
<b>PO1</b> The multi-unit residential use is located on a site which has an area and configuration capable of accommodating the intended use and that is compatible with the intended character of the locality, including associated:- <ol style="list-style-type: none"> <li>(a) vehicle access, parking and manoeuvring areas;</li> <li>(b) communal and private open space areas and landscaping;</li> <li>(c) on-site servicing areas; and</li> <li>(d) buffering or separation areas to incompatible uses or sensitive environments.</li> </ol>	<b>AO1.1</b> The multi-unit residential use is located on a lot having a minimum area of 800m <sup>2</sup> .  <b>OR</b> Where situated in the Low density residential zone, the multi-unit residential use is located on a lot having a minimum area of 4,000m <sup>2</sup> .  <b>AO1.2</b> The multi-unit residential use is not located on a hatchet/battle axe lot or a lot otherwise relying upon access via an easement.
<b>Site analysis</b>	
<b>PO2</b> The multi-unit residential use is sited and designed so as to:- <ol style="list-style-type: none"> <li>(a) take account of its setting and site context;</li> <li>(b) create an attractive living environment for residents; and</li> <li>(c) make a positive contribution to the character of the street and local area.</li> </ol>	<b>AO2</b> No acceptable outcome provided.  Editor's note—the Council may require submission of a site analysis plan prepared in accordance with the <b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports</b> to demonstrate compliance with Performance Outcome PO2.
<b>Relationship of buildings to streets, public spaces and private open space</b>	
<b>PO3</b> The multi-unit residential use is sited and designed to:- <ol style="list-style-type: none"> <li>(a) provide a visibly clear pedestrian entrance to and from the building;</li> <li>(b) minimise the potential for pedestrian and vehicular conflict;</li> </ol>	<b>AO3.1</b> The building is sited and designed such that:- <ol style="list-style-type: none"> <li>(a) street and parkland frontages of the site comprise "semi-active uses/spaces" such as habitable rooms, common recreation areas (indoor and outdoor) and landscaped areas, to facilitate casual surveillance; and</li> </ol>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>(c) provide a semi-active frontage and promote casual surveillance of the street, adjacent parkland or other public spaces; and</p> <p>(d) ensure that car parking areas, services, mechanical plant and site facilities are not visually prominent.</p>	<p>(b) the number of dwellings, rooming units, windows and balconies of habitable rooms that address adjoining streets, communal recreation areas and open spaces is maximised; and</p> <p>(c) pedestrian access to the site and the entrances of buildings and individual dwellings is easily discerned, and is separate from vehicular access.</p> <p><b>AO3.2</b>  Any car parking area or other associated structures are integrated into the design of the development such that:-</p> <p>(a) they are screened from view from frontages to streets, parks and adjoining land;</p> <p>(b) they are not located between the building and the road frontage (excluding visitor car parking); and</p> <p>(c) a basement car parking area does not protrude above the adjacent ground level by more than 1m.</p> <p><b>AO3.3</b>  External clothes drying facilities, building services and mechanical plant, including individual air conditioning equipment for dwellings or rooming units, are visually integrated into the design and finish of the building or effectively screened from view.</p>
<b>Building mass and composition</b>	
<p><b>PO4</b>  The multi-unit residential use is sited and designed in a manner which:-</p> <p>(a) maximises the retention of existing vegetation and allows for spaces and landscaping between buildings; and</p> <p>(b) allows sufficient area at ground level for communal open space, site facilities, resident and visitor parking, landscaping and maintenance of a residential streetscape.</p>	<p><b>AO4.1</b>  Where a standalone multi-unit residential use, site cover does not exceed:-</p> <p>(a) 50% if 1 storey; and</p> <p>(b) 40% if 2 or more storeys.</p> <p><b>OR</b></p> <p>Where forming part of a mixed use development, site cover does not exceed:-</p> <p>(a) 70% for that part of a building not exceeding 2 storeys; and</p> <p>(b) 40% for that part of a building exceeding 2 storeys.</p> <p><b>AO4.2</b>  The building incorporates vertical and horizontal articulation such that no unbroken elevation is longer than 15m.</p> <p><b>AO4.3</b>  The building incorporates most or all of the following design features:-</p> <p>(a) variations in plan shape, such as curves, steps, recesses, projections or splays;</p> <p>(b) variations in the treatment and patterning of windows, sun protection and shading devices, or other elements of a facade treatment at a finer scale than the overall building structure;</p> <p>(c) balconies, verandahs or terraces; and</p> <p>(d) planting, particularly on podiums, terraces and low level roof decks.</p>
<p><b>PO5</b>  The multi-unit residential use is in a building which has a top level and roof form that is shaped to reduce the apparent bulk of the building and provide a visually attractive skyline silhouette.</p>	<p><b>AO5</b>  No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
<b>Relationship of buildings to streets and adjoining premises</b>	
<p><b>PO6</b>                      The multi-unit residential use is sited and designed so as to:-</p> <ul style="list-style-type: none"> <li>(a) provide amenity and privacy for users of the premises whilst preserving the visual and acoustic privacy of adjoining and nearby properties;</li> <li>(b) provide adequate separation from adjoining uses;</li> <li>(c) allow for landscaping to be provided between buildings and street frontages and between neighbouring buildings;</li> <li>(d) maintain satisfactory access to prevailing breezes and sunlight penetration to adjacent properties; and</li> <li>(e) maintain the visual continuity and pattern of buildings and landscape elements within the street.</li> </ul>	<p><b>AO6.1</b>                      Buildings and structures comply with the minimum boundary setbacks in <b>Table 9.2.11.3.2 (Minimum boundary setbacks for multi-unit residential uses)</b>.</p> <p><b>AO6.2</b>                      The potential for overlooking to adjoining properties from windows, balconies, stairs, landings, terraces, decks and the like is minimised through building design, screening devices, distance and/or landscaping.</p> <p><b>AO6.3</b>                      Where habitable room windows look directly at habitable room windows in an adjacent dwelling or rooming unit within 3m at the ground floor or 9m at levels above the ground floor, privacy is protected by:-</p> <ul style="list-style-type: none"> <li>(a) window sill heights being a minimum of 1.5m above floor level; or</li> <li>(b) fixed opaque glazing being applied to any part of a window below 1.5m above floor level; or</li> <li>(c) fixed external screens; or</li> <li>(d) if at the ground floor, the provision of screen fencing to a minimum height of 1.8m.</li> </ul> <p><b>AO6.4</b>                      For buildings greater than 2 storeys, sunlight to open space and habitable rooms of buildings on adjacent properties is not reduced to less than 4 hours, or reduced by more than 20% than existing, between the hours of 9:00am and 3:00pm on 21 June.</p>
<b>Open space</b>	
<p><b>PO7</b>                      The multi-unit residential use provides sufficient open space to meet the needs of residents and visitors.</p>	<p><b>AO7.1</b>                      At least 25% of the site area is provided as private and/or communal open space.</p> <p><b>AO7.2</b>                      Each ground floor dwelling or rooming unit has a courtyard or similar private open space area directly accessible from the main living area that complies with the following minimum areas and dimensions respectively:-</p> <ul style="list-style-type: none"> <li>(a) 10m<sup>2</sup> and 2.5m for a studio unit, 1 bedroom unit or rooming unit;</li> <li>(b) 15m<sup>2</sup> and 2.5m for a 2 bedroom unit; and</li> <li>(c) 20m<sup>2</sup> and 3m for a 3 or more bedroom unit.</li> </ul> <p><b>AO7.3</b>                      Each dwelling or rooming unit above the ground floor has a balcony or similar private open space area directly accessible from a living area that complies with the following minimum areas and dimensions respectively:-</p> <ul style="list-style-type: none"> <li>(a) 4.5m<sup>2</sup> and 1.7m for a studio unit, 1 bedroom unit or rooming unit; and</li> <li>(b) 8m<sup>2</sup> and 2.1m for a 2 or more bedroom unit.</li> </ul>
<b>Boundary fences and walls</b>	
<p><b>PO8</b>                      Fences and walls are designed and located to:-</p> <ul style="list-style-type: none"> <li>(a) protect the privacy and amenity of residents of the site and adjacent residential properties while maximising opportunities for casual</li> </ul>	<p><b>AO8.1</b>                      A minimum 1.8m high solid screen fence is provided and maintained along all side (behind the front building line) and rear boundaries of the site to the front building line.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>surveillance of public spaces external to the site;</p> <p>(b) highlight site and building entrances; and</p> <p>(c) not unduly impact upon the amenity of the site or surrounding areas.</p>	<p><b>AO8.2</b></p> <p>Any fence or wall provided along a street frontage (or other public space), or side boundaries forward of the front building line, does not exceed a height of:-</p> <p>(a) 1.8m if 50% transparent; or</p> <p>(b) 1.2m if solid.</p> <p>Editor's note—the height of the fence or wall may be tapered from 1.2m to 1.8m from the street frontage over a maximum distance of 6m.</p>
<b>Site facilities and waste management</b>	
<p><b>PO9</b></p> <p>Adequate communal clothes drying facilities are provided where dwellings or rooming units are not provided with individual drying facilities.</p>	<p><b>AO9</b></p> <p>Where dwellings or rooming units are not provided with individual clothes drying facilities, one or more outdoor clothes drying areas are provided in an accessible location, equipped with robust clothes lines.</p>
<p><b>PO10</b></p> <p>Refuse disposal and storage areas:-</p> <p>(a) are located in convenient and unobtrusive positions on the site; and</p> <p>(b) are able to be efficiently and effectively serviced by the Council's cleansing contractor.</p>	<p><b>AO10</b></p> <p>The multi-unit residential use provides for the on-site storage and collection of refuse in accordance with the requirements specified in the <b>Planning scheme policy for waste management</b>.</p>
<b>Additional requirements for a rooming accommodation or short-term accommodation</b>	
<p><b>PO11</b></p> <p>Except where in the form of a serviced apartment or self-contained accommodation, the rooming accommodation or short-term accommodation use is provided with sufficient kitchen, dining, laundry and common room facilities to accommodate the needs of residents and staff.</p>	<p><b>AO11</b></p> <p>No acceptable outcome provided.</p>
<b>Additional requirements for workforce accommodation or rural workers accommodation if located in a Rural zone<sup>3</sup></b>	
<p><b>PO12</b></p> <p>The workforce accommodation or rural workers accommodation use is sited and designed to:-</p> <p>(a) provide amenity for users of the premises;</p> <p>(b) avoid conflicts with residents and rural activities on surrounding properties; and</p> <p>(c) maintain the visual continuity and pattern of buildings and landscape elements within the locality.</p>	<p><b>AO12</b></p> <p>The workforce accommodation or rural workers accommodation use is setback at least:-</p> <p>(a) 20m from any site frontage; and</p> <p>(b) 50m from any other site boundary.</p>
<p><b>PO13</b></p> <p>The scale, design and external finish of buildings:-</p> <p>(a) complements the rural and/or natural character of the area and integrates with the surrounding natural landscape; and</p> <p>(b) incorporates colours and finishes that allow the buildings to blend in with the natural and rural landscape.</p>	<p><b>AO13</b></p> <p>No acceptable outcome provided.</p>
<b>Additional requirements for mixed use development</b>	
<p><b>PO14</b></p> <p>Where the multi-unit residential use forms part of a mixed use development (i.e. involving non-residential activities in the same building), the development provides residents with reasonable privacy and security.</p>	<p><b>AO14.1</b></p> <p>Entry areas for the residents of and visitors to dwellings or rooming units are provided separately from entrances for other building users and provide for safe entry from streets, car parking areas and servicing areas.</p> <p><b>AO14.2</b></p> <p>Clearly marked, safe and secure parking areas are provided for residents and visitors which are</p>

<sup>3</sup> For these particular uses, where there is inconsistency between the assessment benchmarks in this table and the assessment benchmarks contained elsewhere in this code, the provisions in this table will prevail to the extent of the inconsistency.

Performance outcomes	Acceptable outcomes
	separate from parking areas provided for other building users.  <b>AO14.3</b> Security measures are installed such that other building users do not have access to areas that are intended for the exclusive use of residents of and visitors to residential accommodation.

**Table 9.2.11.3.2 Minimum boundary setbacks for multi-unit residential uses**

Column 1 Building height	Column 2 Boundary type	Column 3 Minimum boundary setback
1 storey	Front (primary)	6m
	Front (secondary)	4.5m
	Side	2m
	Rear	3m
2 storeys	Front (primary)	6m
	Front (secondary)	4.5m
	Side	3m
	Rear	4.5m
3 storeys and above	Front (primary)	6m
	Front (secondary)	6m
	Side	4m
	Rear	6m



## 9.2.12 Nature and rural based tourism code

### 9.2.12.1 Application

This code applies to development identified as requiring assessment against the Nature and rural based tourism code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.12.2 Purpose and overall outcomes

- (1) The purpose of the Nature and rural based tourism code is to ensure nature and rural based tourism uses are appropriately located and designed in a manner which meets visitor needs, preserves environmental and landscape values, protects the amenity of surrounding premises and avoids land use conflicts.
- (2) The purpose of the Nature and rural based tourism code will be achieved through the following overall outcomes:-
  - (a) a nature or rural based tourism use is located and designed in a manner which sensitively responds to site characteristics;
  - (b) a nature or rural based tourism use provides high quality amenities and facilities commensurate with its location and setting, the types of accommodation supplied and the length of stay accommodated;
  - (c) a nature or rural based tourism use is of a scale and intensity that is compatible with and subservient to its rural or natural setting and the preferred character of the local area;
  - (d) a nature or rural based tourism use does not adversely impact on the amenity of rural and residential areas or the viable operation of rural activities; and
  - (e) a nature or rural based tourism use is provided with appropriate utilities and services.

### 9.2.12.3 Specific benchmarks for assessment

**Table 9.2.12.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Location and site suitability</b>	
<b>PO1</b> A nature or rural based tourism use is located such that it avoids land use conflicts with residents and rural uses on surrounding properties.	<b>AO1.1</b> The nature or rural based tourism use is sited so as to not overlook the living areas of neighbouring or surrounding residential properties.  <b>AO1.2</b> The nature or rural based tourism use is setback at least:- (a) 50m from the common boundary of any property included in the Rural zone; and (b) 20m from any site boundary where the circumstances identified in (a) above do not apply.
<b>PO2</b> The area of the site is sufficient to accommodate the nature or rural based tourism use without detracting from the natural or rural character and amenity of the local area.	<b>AO2</b> The site is at least 4 hectares in area.
<b>PO3</b> A nature or rural based tourism use:- (a) provides an opportunity to access and appreciate an area or feature of environmental, natural or scenic significance or a recreational or rural feature or activity; and	<b>AO3.1</b> <u>For assessable development only:-</u> The nature or rural based tourism use is based on and has a direct association with:- (a) an area of environmental, natural or scenic significance; (b) a rural-based activity or feature; (c) a valued recreational feature or activity; or

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
(b) remains subordinate to the area or feature of significance.	(d) a place of local interest.  <b>AO3.2</b> <u>For assessable development only:-</u> The environmental, agricultural, recreational or rural feature or activity with which the nature or rural based tourism use is associated remains the dominant or primary land use on the site.
<b>Building design and appearance</b>	
<b>PO4</b> The scale, design and external finish of buildings:- (a) complements the natural and/or rural character of the area and integrates with the surrounding natural landscape; (b) incorporates colours and finishes that allow the buildings to blend in with the natural and rural landscape.	<b>AO4.1</b> <u>For assessable development only:-</u> Buildings take the form of small, separate buildings which are visually separated.  <b>AO4.2</b> <u>For assessable development only:-</u> The architectural style and materials used for any new building comprise a mix of lightweight and textured external materials such as timber cladding and corrugated iron.
<b>PO5</b> The height of any building or structure associated with the nature or rural based tourism use does not:- (a) overshadow adjoining residences; (b) obstruct the outlook from adjoining lots; or (c) visually dominate the rural or natural landscape.	<b>AO5</b> The maximum height of any building or structure associated with the use does not exceed two (2) storeys and 8.5m above ground level.
<b>Temporary accommodation</b>	
<b>PO6</b> Accommodation is provided for short-term stays only.	<b>AO6</b> Guests stay no more than 14 consecutive nights.
<b>Intensity of use</b>	
<b>PO7</b> The size, scale and density of accommodation facilities:- (a) is appropriate to its environmental or rural location and setting; and (b) does not detract from the environmental or rural character and amenity of the local area.	<b>AO7.1</b> For cabin accommodation:- (a) the gross floor area of each cabin does not exceed 60m <sup>2</sup> ; (b) site density does not exceed 4 cabins per hectare; and (c) the maximum number of cabins on any site does not exceed 8.  <b>AO7.2</b> For camping grounds:- (a) site density does not exceed 20 camp sites per hectare; (b) the maximum number of camp sites on any site does not exceed 100; and (c) the total gross floor area of all buildings associated with the operation of the camping ground does not exceed 500m <sup>2</sup> .  <b>AO7.3</b> For other forms of accommodation, no acceptable outcome provided.
<b>Guest facilities</b>	
<b>PO8</b> An acceptable standard of facilities is provided for guests.	<b>AO8.1</b> For cabin accommodation:- (a) guest accommodation is self-contained; or (b) a common area or building is provided for meals and other facilities.  <b>AO8.2</b> For camping grounds, a minimum of 1 unisex toilet is provided on-site for every 10 camp sites.

Performance outcomes	Acceptable outcomes
	<p><b>AO8.3</b> For other forms of accommodation, no acceptable outcome provided.</p>
<b>Site access and car parking</b>	
<p><b>PO9</b> A nature or rural based tourism use:- (a) ensures that the location and design of any new site access does not interfere with the planned function, safety, capacity and operation of the transport network; (b) provides sufficient on-site car parking for the demand anticipated to be generated by the use; and (c) ensures that the layout and design of vehicle access, on-site circulation systems and parking areas is safe, convenient and legible for all users.</p>	<p><b>AO9.1</b> The location and design of any new site access is in accordance with the standards specified in the <b>Planning scheme policy for development works</b>.</p> <p><b>AO9.2</b> The nature or rural based tourism use provides on-site car parking at a rate of 1 space per cabin, camp site or guest suite.</p> <p><b>AO9.3</b> Access driveways, internal circulation and manoeuvring areas, and on-site car parking areas are designed and constructed in accordance with <i>AS2890 Parking facilities – Off-street car parking</i>.</p>
<b>Services and utilities</b>	
<p><b>PO10</b> A nature or rural based tourism use is provided with a level of infrastructure and services that: (a) is appropriate to its location and setting; (b) maintains environmental and public health; and (c) is commensurate with the needs of users.</p>	<p><b>AO10.1</b> The nature or rural based tourism use is:- (a) connected to the reticulated sewer infrastructure network; or (b) where not located in a sewer area, an on-site effluent treatment and disposal system is provided in accordance with the <i>Plumbing and Drainage Act 2018</i>.</p> <p><b>AO10.2</b> The nature or rural based tourism use is:- (a) connected to the reticulated water supply infrastructure network; or (b) where reticulated water supply is not available, provided with an alternate potable water supply source (e.g. rainwater, bore water) that complies with the <i>Australian Drinking Water Guidelines</i> (NHMRC, 2011).</p>

## 9.2.13 Relocatable home park and tourist park code

### 9.2.13.1 Application

This code applies to development identified as requiring assessment against the Relocatable home park and tourist park code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.13.2 Purpose and overall outcomes

- (1) The purpose of the Relocatable home park and tourist park code is to ensure relocatable home parks and tourist parks are appropriately located and are designed in a manner which meets the needs of residents and visitors and protects the amenity of surrounding premises.
- (2) The purpose of the Relocatable home park and tourist park code will be achieved through the following overall outcomes:-
  - (a) a relocatable home park and tourist park is well located and offers convenient access to the services and facilities required to support residents' and travellers' needs;
  - (b) a relocatable home park and tourist park provides high quality amenities and facilities commensurate with its setting, the types of accommodation supplied and the length of stay accommodated;
  - (c) a relocatable home park and tourist park is of a scale and intensity that is compatible with the preferred character of the local area;
  - (d) a relocatable home park and tourist park does not adversely impact on the amenity of rural and residential areas or the viable operation of rural activities; and
  - (e) a relocatable home park and tourist park is provided with appropriate utilities and services.

### 9.2.13.3 Specific benchmarks for assessment

**Table 9.2.13.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b><i>Design and layout</i></b>	
<b>PO1</b> The design and layout of the relocatable home park or tourist park ensures that residents and guests are provided with a high quality living environment.	<b>AO1</b> No acceptable outcome provided.
<b><i>Location and site suitability</i></b>	
<b>PO2</b> The relocatable home park or tourist park is located so that residents and guests have convenient access to:- <ol style="list-style-type: none"> <li>(a) tourist attractions if a tourist park;</li> <li>(b) everyday commercial, community and recreation facilities;</li> <li>(c) public transport services if a relocatable home park.</li> </ol>	<b>AO2</b> No acceptable outcome provided.
<b>PO3</b> The relocatable home park or tourist park is located on a site of an appropriate size and has suitable levels of accessibility.	<b>AO3.1</b> The relocatable home park or tourist park is located on a site which:- <ol style="list-style-type: none"> <li>(a) is at least 2ha in area in the case of a tourist park or at least 4ha in area in the case of a relocatable home park; and</li> <li>(b) has a road frontage of at least 20m.</li> </ol> <b>AO3.2</b> Roads to which the site has access:- <ol style="list-style-type: none"> <li>(a) have a minimum reserve width of 20m;</li> <li>(b) are fully constructed with bitumen paving for the full frontage of the site; and</li> </ol>

Performance outcomes	Acceptable outcomes
	(c) are capable of accommodating any projected increase in traffic generated by the development.
<b>Residential amenity and landscaping</b>	
<p><b>PO4</b>                      The relocatable home park or tourist park does not impact on the amenity of adjoining or nearby residential areas.</p>	<p><b>AO4.1</b>                      A 1.8m high solid screen fence is provided for the full length of any property boundary adjoining an existing residential use or land included in a residential zone.</p> <p><b>AO4.2</b>                      A 3m wide landscaping strip is provided to the front, side and rear property boundaries of the site.</p> <p><b>AO4.3</b>                      Pools and other potentially noisy activities or mechanical plant are not located where they adjoin an existing residential use.</p>
<b>Privacy and separation</b>	
<p><b>PO5</b>                      A reasonable level of privacy and separation is available to all residents within the relocatable home park or tourist park.</p>	<p><b>AO5.1</b>                      Individual relocatable home sites:-                      (a) are at least 200m<sup>2</sup> in area;                      (b) are setback at least 6m from any external road frontage;                      (c) have a minimum boundary width to any internal accessway of 10m; and                      (d) are clearly delineated and separated from adjoining sites by trees or shrubs.</p> <p><b>AO5.2</b>                      Relocatable homes are not sited within 1.5m of the side and rear boundaries or within 3m of the front boundary of the individual relocatable home site.</p> <p><b>AO5.3</b>                      Individual caravan and cabin sites:-                      (a) are set back at least 12m from any external road frontage and 5m from any other property boundary;                      (b) are sited such that no part of any caravan is within 3m of any other caravan, tent, cabin or building;                      (c) have a frontage of at least 10m to any internal accessway;                      (d) are clearly delineated and separated from adjoining sites by trees or shrubs;                      (e) contain a clear area of at least 2.5m by 2.5m for outdoor space; and                      (f) ensure that no part of any caravan or cabin is within 2m of any internal accessway.</p>
<b>Residential density</b>	
<p><b>PO6</b>                      The relocatable home park or tourist park has a residential density that is compatible with the preferred character of the local area in which it is located.</p>	<p><b>AO6.1</b>                      The maximum site density for the relocatable home park or tourist park does not exceed 30 relocatable home or caravan sites per hectare.</p> <p><b>AO6.2</b>                      The total number of cabins within a tourist park does not exceed 1 cabin for every 3 caravan sites.</p>
<b>Recreational open space</b>	
<p><b>PO7</b>                      The relocatable home park or tourist park provides recreational open space that is:-                      (a) provided to meet the needs of all residents;                      and</p>	<p><b>AO7.1</b>                      A minimum of 10% of the total site area, exclusive of landscaping strips, is provided as recreational open space.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>(b) designed to promote resident safety through casual surveillance.</p>	<p><b>AO7.2</b> 50% of the required recreational open space is provided in one area.</p> <p><b>AO7.3</b> Recreational open space:-                      (a) has a minimum dimension of 15m;                      (b) contains one area at least 150m<sup>2</sup> in size;                      (c) is independent of landscaping strips and clothes drying areas;                      (d) is located not more than 80m from any caravan or cabin site or 150m from any relocatable home park site; and                      (e) includes a fenced children’s playground.</p> <p><b>AO7.4</b> A communal recreation building is provided for the use of residents.</p>
<b>Site access and parking</b>	
<p><b>PO8</b> The design and management of access and entry parking arrangements:-                      (a) facilitates the safe and convenient use of the relocatable home park or tourist park by residents and visitors; and                      (b) minimises the demand upon external roads and other public spaces for car parking associated with the use.</p>	<p><b>AO8.1</b> Excluding any required emergency access points, vehicle access is limited to 1 major entry/exit point on 1 road frontage.</p> <p><b>AO8.2</b> Visitor parking is located with direct access to the entry driveway and is located and sign-posted to encourage visitor use.</p> <p><b>AO8.3</b> For a tourist park, a short-term standing area with a minimum dimension of 4m by 20m is provided either as a separate bay or as part of a one-way entrance road.</p> <p><b>AO8.4</b> No caravan or relocatable home site has direct access to any public road.</p>
<b>Internal access and circulation</b>	
<p><b>PO9</b> The design and management of internal vehicle and pedestrian access, parking and vehicle movement on the site facilitates the safe and convenient use of the relocatable home park or tourist park.</p>	<p><b>AO9</b> The design of internal access roads and footpaths and the location of visitor parking areas complies with the following:-                      (a) vehicular access to each site is via shared internal accessways which are designed to provide safe, convenient and efficient movement of vehicles and pedestrians;                      (b) accessways are designed to discourage vehicle speeds in excess of 15km/hr;                      (c) the accessway and footpath system together provide adequate access for service and emergency vehicles to each site and connect sites with amenities, recreational open space and external roads;                      (d) internal accessways comply with the following:-                      (i) carriageway width is not less than 6m for two way traffic and not less than 4m for one way traffic;                      (ii) the verge width on both sides is not less than 1.5m;                      (iii) a loop circulation system is provided, with culs-de-sac avoided or minimised;                      (iv) where culs-de-sac are provided, turning bays are incorporated capable of allowing conventional service trucks to reverse direction with a maximum of two movements;</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
	<p>(v) all internal roads are sealed to the carriageway widths stated above; and</p> <p>(vi) internal footpaths are a minimum width of 1.2m (internal footpaths may be accommodated within the carriageway of internal accessways serving 10 sites or less).</p>
<b>Amenities and refuse management</b>	
<p><b>PO10</b>            Caravan, tent and cabin sites are provided with adequate access to amenities for day-to-day living.</p>	<p><b>AO10.1</b>            Except where private facilities are provided to each site, toilet, shower and laundry amenities are located:-</p> <p>(a) within 100m of every caravan, tent or cabin site; and</p> <p>(b) not closer than 6m to any caravan, tent or cabin site.</p> <p><b>AO10.2</b>            Laundry and clothes drying facilities are provided for guests.</p>
<p><b>PO11</b>            The relocatable home park or tourist park provides on-site facilities for the storage and collection of refuse, with such facilities:-</p> <p>(a) located in convenient and unobtrusive positions; and</p> <p>(b) capable of being serviced by the Council's cleansing contractor.</p>	<p><b>AO11</b>            In the case of a tourist park, a central waste collection area is provided for every 50 caravan sites.</p> <p><b>OR</b>            In the case of a relocatable home park, refuse collection is provided to every relocatable home park site.</p>
<b>Relocatable homes in tourist parks</b>	
<p><b>PO12</b>            A section of a tourist park may be used as a relocatable home park (i.e. long-term residential accommodation) provided that the relocatable home park section is subservient to the tourist park section.</p>	<p><b>AO12</b>            Not more than 40% of the total area of a tourist park is used to accommodate relocatable homes.</p>

## 9.2.14 Residential care facility and retirement facility code

### 9.2.14.1 Application

This code applies to development identified as requiring assessment against the Residential care facility and retirement facility code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.14.2 Purpose and overall outcomes

- (1) The purpose of the Residential care facility and retirement facility code is to ensure residential care facilities and retirement facilities:-
  - (a) are appropriately located;
  - (b) are designed in a manner which meets the needs of and provides a comfortable and safe environment for residents; and
  - (c) protect the amenity of surrounding premises.
- (2) The purpose of the Residential care facility and retirement facility code will be achieved through the following overall outcomes:-
  - (a) a residential care facility or retirement facility is located where residents can have easy and direct access to public transport and community services and facilities;
  - (b) a residential care facility or retirement facility provides a home-like, non-institutional environment that promotes individuality, sense of belonging and independence;
  - (c) a residential care facility or retirement facility achieves a balance between providing specialised housing for residents whilst providing the opportunity for residents to participate in the wider community;
  - (d) a residential care facility or retirement facility is designed to be integrated with surrounding development;
  - (e) a residential care facility or retirement facility is sited such that there is ease of movement, safety and legibility for residents and visitors; and
  - (f) a residential care facility or retirement facility is designed such that the comfort, safety, security, individuality, privacy and wellbeing of residents are promoted.

### 9.2.14.3 Specific benchmarks for assessment

**Table 9.2.14.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Location and site suitability</b>	
<b>PO1</b> The residential care facility or retirement facility is located so that residents have convenient access to:- (a) everyday commercial facilities; (b) community facilities and social services; and (c) regular public transport or facility specific transport that provides a comparable or better level of service.	<b>AO1</b> The residential care facility or retirement facility is located on a site within 400m walking distance from land in a centre zone or a public transport stop.  <b>OR</b> Where the residential care facility or retirement facility is not located close to an activity centre or public transport stop, a regular, convenient and affordable transport service is provided for residents of the residential care facility by the facility operator to the nearest activity centre or public transport connection.
<b>Site area and dimensions</b>	
<b>PO2</b> The residential care facility or retirement facility is located on a site which has an area and	<b>AO2</b> No acceptable outcome provided.



Performance outcomes	Acceptable outcomes
<p>dimensions suitable to enable the development of a well-designed and integrated facility that incorporates:-</p> <ul style="list-style-type: none"> <li>(a) accommodation and support facilities;</li> <li>(b) vehicles access, parking and manoeuvring;</li> <li>(c) stormwater treatment areas;</li> <li>(d) open space areas and landscaping; and</li> <li>(e) any necessary buffering to adjoining uses or other elements.</li> </ul>	
<b>Integration of large sites with neighbourhoods and street networks</b>	
<p><b>PO3</b> The residential care facility or retirement facility is integrated with the neighbourhood and local transport network.</p>	<p><b>AO3</b> The residential care facility or retirement facility:-</p> <ul style="list-style-type: none"> <li>(a) is connected to and forms part of the surrounding neighbourhood rather than establishing as a separate private enclave;</li> <li>(b) is integrated with and extends the existing or proposed local transport network;</li> <li>(c) provides for legible and direct pedestrian, bicycle and vehicular access for all residents to nearby activity centres, community facilities and public open space; and</li> <li>(d) clearly defines the boundaries of public, communal and private open space.</li> </ul>
<b>Building scale and bulk</b>	
<p><b>PO4</b> The residential care facility or retirement facility is sited and designed in a manner which:-</p> <ul style="list-style-type: none"> <li>(a) results in a building scale that is compatible with surrounding development;</li> <li>(b) does not represent an appearance of excessive bulk to adjacent premises, the streetscape or other areas external to the site;</li> <li>(c) maximises the retention of existing vegetation and allows for spaces and landscaping between buildings;</li> <li>(d) allows sufficient area at ground level of private and communal open space, site facilities, resident and visitor parking, landscaping and maintenance of a residential streetscape; and</li> <li>(e) facilitates onsite stormwater management and vehicle access.</li> </ul>	<p><b>AO4.1</b> Site cover does not exceed 50%.</p> <p><b>AO4.2</b> Building bulk is reduced by incorporating a combination of the following elements in building design:-</p> <ul style="list-style-type: none"> <li>(a) verandahs;</li> <li>(b) recesses;</li> <li>(c) variation in materials, colours, and/or textures including between levels; and</li> <li>(d) variation in building form.</li> </ul> <p><b>AO4.3</b> The length of any unarticulated elevation of a building, fence or other structure visible from the street does not exceed 15m.</p> <p><b>AO4.4</b> Any building does not exceed 40m in length, with separation between buildings for the purposes of cross ventilation, articulation and light, of at least 6m.</p>
<b>Building design and streetscape appearance</b>	
<p><b>PO5</b> The residential care facility or retirement facility is designed to:-</p> <ul style="list-style-type: none"> <li>(a) take account of its setting and site context;</li> <li>(b) create an attractive living environment for residents; and</li> <li>(c) make a positive contribution to the character of the street and local area.</li> </ul>	<p><b>AO5.1</b> The residential care facility or retirement facility incorporates a high standard of facility design that is responsive to the specific needs of its residents.</p> <p><b>AO5.2</b> Buildings are oriented to the street and provide casual surveillance of the street.</p> <p><b>AO5.3</b> Buildings and structures are setback a minimum of:-</p> <ul style="list-style-type: none"> <li>(a) 6m from the front boundary; and</li> <li>(b) 4.5m from the side and rear boundaries.</li> </ul> <p><b>AO5.4</b> Screening of balconies is limited to the side and rear boundaries and the sides of balconies where needed to prevent noise and overlooking of other rooming units or dwellings and recreation areas.</p>

Performance outcomes	Acceptable outcomes
	<p><b>AO5.5</b>            Services structures and mechanical plant are screened or designed as part of the building.</p>
<p><b>PO6</b>            The site layout and design of buildings forming part of the residential care facility or retirement facility promote a domestic scale, individuality and sense of belonging.</p>	<p><b>AO6.1</b>            Rooming units and dwellings are configured in clusters with each cluster having a clearly defined street address and each rooming unit and dwelling having clearly defined private open space and a prominent front door.</p> <p><b>AO6.2</b>            Clusters of rooming units and dwellings are supported by unique design features that help identify and individualise them.</p> <p><b>AO6.3</b>            Rooming units and dwellings have clear addresses within a conventional address system of streets and dwellings.</p> <p><b>AO6.4</b>            Logical, direct and separated pedestrian and vehicle routes are provided between rooming units and dwellings, communal buildings and other on-site facilities and facilities in the neighbourhood.</p>
<b><i>Open space and landscaping</i></b>	
<p><b>PO7</b>            The residential care facility or retirement facility incorporates communal and private open space areas and landscaping that provides:-</p> <ul style="list-style-type: none"> <li>(a) sufficient spaces for residents to engage in and enjoy outdoor activities;</li> <li>(b) community gardens and or edible landscape elements; and</li> <li>(c) an attractive sub-tropical setting for the development that is able to be appreciated by residents.</li> </ul>	<p><b>AO7.1</b>            At least 30% of the area of the site is provided as communal and private open space, exclusive of required setbacks and buffers with:-</p> <ul style="list-style-type: none"> <li>(a) each ground floor dwelling having a courtyard or similar private open space area, not less than 20m<sup>2</sup> and with a minimum dimension of 3m directly accessible from the living area of the dwelling;</li> <li>(b) each dwelling above ground level having a balcony or similar private open space area, not less than 10m<sup>2</sup> and with a minimum dimension of 2.5m directly accessible from the living area of the dwelling; and</li> <li>(c) each nursing care rooming unit having a courtyard or similar private open space area not less than 10m<sup>2</sup> with a minimum dimension of 2.5m directly accessible from the living area.</li> </ul> <p><b>AO7.2</b>            A landscaping strip at least 3m wide and located within the boundaries of the site is provided along the full frontage of the site.</p>
<p><b>PO8</b>            Fences and walls used in landscaping for the residential care facility or retirement facility:-</p> <ul style="list-style-type: none"> <li>(a) assist the development to address the street;</li> <li>(b) enable the use of private open space abutting the street;</li> <li>(c) provide an acoustic barrier for traffic noise when other measures cannot be implemented;</li> <li>(d) highlight site and building entrances;</li> <li>(e) maintain safety and opportunities for casual surveillance; and</li> <li>(f) do not unduly impact upon the amenity of the site or surrounding areas.</li> </ul>	<p><b>AO8.1</b>            Except where adjoining a public space, a 1.8m high solid screen fence is provided along the full length of all side and rear boundaries of the site.</p> <p><b>AO8.2</b>            Unless required to ameliorate traffic noise or headlight glare, high solid fences or walls are avoided along street frontages.</p> <p>Editor's note—dwelling design utilising noise reduction construction techniques and landscaping are the preferred solutions to ameliorate traffic noise and headlight glare.</p> <p><b>AO8.3</b>            Any fence or wall provided along a street frontage (or other public space), or side boundaries forward</p>

Performance outcomes	Acceptable outcomes
	<p>of the front building line, does not exceed a height of:-            (d) 1.8m if 50% transparent; or            (e) 1.2m if solid.</p> <p>Editor's note—the height of the fence or wall may be tapered from 1.2m to 1.8m from the street frontage over a maximum distance of 6m.</p> <p><b>AO8.4</b>            Front fences and walls are setback behind the 3m wide landscaping strip.</p>
<b>Management, residential care and social facilities</b>	
<p><b>PO9</b>            The residential care facility or retirement facility provides appropriate management, social and care facilities on site.</p>	<p><b>AO9.1</b>            The residential care facility or retirement facility provides management facilities, supervised care facilities and social facilities in communal buildings.</p> <p><b>AO9.2</b>            Communal buildings are easily accessible and centrally located, and residents are able to easily navigate the site on foot or with the assistance of mobility aids.</p>
<b>Accessibility</b>	
<p><b>PO10</b>            The residential care facility or retirement facility incorporates easy and safe pedestrian access and movement.</p>	<p><b>AO10.1</b>            No dwelling or rooming unit is more than 250m walking distance from a site entry or exit point.</p> <p><b>AO10.2</b>            All pathways and land used for outdoor recreation have grades of 5% or less, with paths having hard, slip resistant surfaces.</p> <p><b>AO10.3</b>            Internal paths, ramps and hallways are capable of accommodating two wheelchairs (side by side) at any one time.</p> <p><b>AO10.4</b>            Buildings exceeding one storey in height incorporate lifts and ramped access to each storey.</p>
<b>Safety and security</b>	
<p><b>PO11</b>            The residential care facility or retirement facility provides a safe and secure living environment.</p>	<p><b>AO11.1</b>            Buildings adjacent to public or communal streets or open space have at least one habitable room window with an outlook to that area.</p> <p><b>AO11.2</b>            Entrances and exits to the site are clearly marked and well lit.</p> <p><b>AO11.3</b>            Bollard or overhead lighting (which achieves lighting levels of at least category 2 as specified in <i>Australian Standard AS1158</i>) is provided along all footways and roads, and in all car parking areas.</p> <p><b>AO11.4</b>            External lighting to dwellings is controlled by light photo cell sensor devices.</p>

## 9.2.15 Rural uses code

### 9.2.15.1 Application

This code applies to development identified as requiring assessment against the Rural uses code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.15.2 Purpose and overall outcomes

- (1) The purpose of the Rural uses code is to facilitate rural uses and ensure rural uses are developed in a sustainable manner which conserves the productive characteristics of rural land and protects environmental and landscape values and the amenity of surrounding premises.
- (2) The purpose of the Rural uses code will be achieved through the following overall outcomes:-
  - (a) rural uses are undertaken on a sustainable basis;
  - (b) agricultural land classification (ALC) Class A and Class B land is not alienated or encroached upon by incompatible land uses or development;
  - (c) rural uses are established in suitable locations where potential adverse environmental, amenity and other impacts can be effectively managed; and
  - (d) adverse impacts on the surrounding or downstream environments or natural environmental processes are avoided.

### 9.2.15.3 Specific benchmarks for assessment

**Table 9.2.15.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Requirements for animal husbandry, cropping, intensive horticulture, minor aquaculture and wholesale nursery</b>	
<p><b>PO1</b> The rural use is conducted on a lot that is of sufficient size to reasonably accommodate the use and mitigate potential nuisance arising from noise, dust, odour and other emissions or contaminants generated by the rural use.</p>	<p><b>AO1</b> The rural use is conducted on a site with an area of at least 4,000m<sup>2</sup>.</p>
<p><b>PO2</b> The rural use is sited such that natural watercourses and wetlands are protected.</p>	<p><b>AO2</b> Where the rural use is located on land adjoining a natural watercourse or wetland, as identified in the SPP interactive mapping system, the rural use is set back at least 10m from the high bank of the watercourse or wetland.</p>
<p><b>PO3</b> Buildings and structures associated with the rural use are set well back from site boundaries so as to:-</p> <ol style="list-style-type: none"> <li>(a) maintain an open or mostly open rural landscape character;</li> <li>(b) protect the visual amenity of scenic rural roads;</li> <li>(c) protect the functional characteristics of the State and local road networks; and</li> <li>(d) provide adequate privacy and visual separation to adjoining properties.</li> </ol>	<p><b>AO3.1</b> Where located on a lot exceeding 2ha in area, buildings and structures associated with the rural use have front boundary setbacks of at least:-</p> <ol style="list-style-type: none"> <li>(a) 40m from a State-controlled road; or</li> <li>(b) 20m from any other road; or</li> <li>(c) where there is an existing building or structure on the lot with a setback less than (a) or (b) above, the same setback as the existing building or structure.</li> </ol> <p><b>AO3.2</b> Where located on a lot not exceeding 2ha in area, buildings or structures associated with the rural use have front boundary setbacks of at least:-</p> <ol style="list-style-type: none"> <li>(a) 10m; or</li> <li>(b) where there is an existing building or structure on the lot with a setback less than (a) above, the same setback as the existing building or structure.</li> </ol>

Performance outcomes	Acceptable outcomes
	<p><b>AO3.3</b> Buildings and structures associated with the rural use are setback from side and rear boundaries in accordance with the following:-</p> <ul style="list-style-type: none"> <li>(a) a minimum of 10m where the lot is more than 2ha in area; or</li> <li>(b) a minimum of 3m where the lot is not more than 2ha in area.</li> </ul>
<b>Requirements for permanent plantation</b>	
<p><b>PO4</b> The permanent plantation is located such that it conserves the productive characteristics of agricultural land classification (ALC) Class A and Class B land.</p>	<p><b>AO4</b> No part of the permanent plantation is located on land identified as ALC Class A or Class B land in the SPP interactive mapping system.</p>
<b>Requirements for roadside stall</b>	
<p><b>PO5</b> The roadside stall:-</p> <ul style="list-style-type: none"> <li>(a) only displays and offers for sale local rural produce; and</li> <li>(b) has a scale and intensity that is appropriate to a rural area.</li> </ul>	<p><b>AO5.1</b> The display and sale of goods at the roadside stall is limited to fresh or processed rural produce that is grown, produced or manufactured on the site or an adjoining site.</p> <p><b>AO5.2</b> The roadside stall has a GFA not exceeding 50m<sup>2</sup>, and:-</p> <ul style="list-style-type: none"> <li>(a) is located in an existing building or part of an existing building; or</li> <li>(b) buildings or structures used for the roadside stall are temporary or mobile or are constructed of materials that can easily be dismantled following cessation of the use.</li> </ul> <p><b>AO5.3</b> The roadside stall is ancillary to a rural use occurring on the same site.</p>
<p><b>PO6</b> The roadside stall does not have an adverse impact on the safety or functioning of the road network.</p>	<p><b>AO6.1</b> The roadside stall is located on a site adjoining a road other than a State-controlled road or a principal rural road identified in Council's plans for trunk infrastructure in <b>Schedule 3</b>.</p> <p><b>AO6.2</b> The roadside stall is located on a site with sufficient area to park at least three (3) cars clear of the road reserve and within 20m of the roadside stall.</p>
<p><b>PO7</b> Signage associated with the roadside stall is small, unobtrusive and appropriate to a rural location.</p>	<p><b>AO7</b> Not more than one (1) sign is placed on the premises and the sign:-</p> <ul style="list-style-type: none"> <li>(a) has a maximum sign face area of 0.5m<sup>2</sup> per side; and</li> <li>(b) is not illuminated or in motion.</li> </ul>

**Table 9.2.15.3.2 Benchmarks for assessable development only**

Performance outcomes	Acceptable outcomes
<b>Requirements for aquaculture (other than minor aquaculture), animal keeping, intensive animal industry and rural industry (intensive rural uses)</b>	
<b>Location and site suitability</b>	
<p><b>PO8</b> The intensive rural use, including associated buildings, pens, ponds, other structures and waste disposal areas, is located on a site which:-</p> <ul style="list-style-type: none"> <li>(a) has sufficient area to physically accommodate the intended use;</li> <li>(b) provides for adequate setbacks to:- <ul style="list-style-type: none"> <li>(i) road frontages;</li> <li>(ii) site boundaries;</li> </ul> </li> </ul>	<p><b>AO8.1</b> The intensive rural use is located on a site which has a minimum site area that complies with <b>Table 9.2.15.3.3 (Siting and setback requirements for intensive rural uses)</b>.</p> <p><b>AO8.2</b> The use area for the intensive rural use is setback to roads, residential buildings on surrounding land,</p>

Performance outcomes	Acceptable outcomes
<p>(iii) residential uses on surrounding land; and (iv) watercourses or wetlands; and (c) is sufficiently separated from any existing or planned residential area or other sensitive receptor to avoid any adverse impacts with regard to noise, dust, odour, visual impact, traffic generation, lighting, radiation or other emissions or contaminants</p>	<p>wetlands and watercourses in accordance with the requirements specified in <b>Table 9.2.15.3.3 (Siting and setback requirements for intensive rural uses)</b>.</p> <p><b>AO8.3</b> The intensive rural use, other than a rural industry, is located on a site which is not less than:- (a) 5,000m from land included in a residential zone; or (b) 1,000m from land included in the Rural Residential zone; or (c) 1,000m from any community activity where people gather (e.g. educational establishment or child care centre).</p> <p><b>OR</b></p> <p>If the intensive rural use is a rural industry, the use is located on a site which is not less than 500m from land included in a residential zone, the Rural residential zone or any community activity where people gather (e.g. educational establishment or child care centre).</p>
<p><b>PO9</b> The intensive rural use is located on land which is physically suitable and is sufficiently elevated to facilitate ventilation and drainage.</p>	<p><b>AO9</b> The intensive rural use is located on a site which:- (a) has slopes not exceeding 10%; (b) is not subject to the Flood hazard overlay or otherwise identified as being subject to inundation in the defined flood event; and (c) is not located in an overland flow path.</p>
<p><b>PO10</b> The intensive rural use is located on a site which has appropriate access to necessary infrastructure including:- (a) a reliable, good quality water supply; (b) adequate vehicle access; and (c) reticulated sewerage or on-site treatment and disposal facilities.</p>	<p><b>AO10</b> The intensive rural use is:- (a) provided with a reliable water supply with capacity to store a minimum of two weeks supply; (b) located on a site which has sealed or fully formed gravel road access; and (c) provided with appropriate on-site effluent treatment and disposal facilities, where reticulated sewerage is not available.</p>
<p><b>PO11</b> Buildings and structures associated with the intensive rural use are sited and designed to avoid or minimise adverse visual impacts on the rural landscape.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>
<b>Environmental and amenity impacts</b>	
<p><b>PO12</b> The intensive rural use incorporates waste disposal systems and practices which:- (a) ensure that off-site release of contaminants does not cause environmental harm or nuisance; (b) ensure no significant adverse impacts on surface or ground water resources; and (c) comply with relevant Government or industry guidelines, codes and standards applicable to a specific use or on-site waste disposal.</p>	<p><b>AO12</b> No acceptable outcome provided.</p>
<p><b>PO13</b> The intensive rural use provides for all animals to be effectively contained within the site.</p>	<p><b>AO13</b> All animals are kept in suitable enclosures or appropriate property fencing is erected to prevent the escape of animals from the site.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO14</b> The intensive rural use prevents or manages any discharges of stormwater runoff or wastewater from the site to any watercourse, wetland, roadside gutter or stormwater drainage system such that:-</p> <p>(a) no unacceptable levels of sediment, nutrients, chemicals or other pollutants enter a watercourse or wetland; and</p> <p>(b) the ecological and hydraulic processes of the watercourse or wetland are not adversely affected.</p>	<p><b>AO14</b> No acceptable outcome provided.</p>
<b>Requirements for winery</b>	
<b>Bona fide use</b>	
<p><b>PO15</b> The winery is associated with, and ancillary to, a bona fide cropping use located on the same site.</p>	<p><b>AO15</b> No acceptable outcome provided.</p>
<p><b>PO16</b> Ancillary activities associated with the winery are limited to those which are legitimately associated with a winery.</p>	<p><b>AO16</b> Ancillary activities associated with the winery are limited to cellar door sales, winery tours and restaurant facilities.</p>
<b>Location and site suitability</b>	
<p><b>PO17</b> The winery is in a location, and is of a size, scale, and design that is compatible with the desired character of the local area.</p>	<p><b>AO17</b> No acceptable outcome provided.</p>
<p><b>PO18</b> The winery is sited and designed to avoid or minimise conflict between the winery and its ancillary uses and:-</p> <p>(a) existing or potential rural uses on surrounding properties; or</p> <p>(b) residential uses on surrounding properties.</p>	<p><b>AO18</b> Any public areas or manufacturing areas associated with the winery are set back a minimum of 100m from all site boundaries.</p>
<b>Site layout, building design and landscaping</b>	
<p><b>PO19</b> Buildings and structures associated with the winery are designed and landscaped so as to complement the rural character, integrate with the surrounding natural landscape and minimise adverse visual impacts.</p>	<p><b>AO19.1</b> Manufacturing activities associated with the winery including wine-making and wine-storage activities and any ancillary bottling activities occur within enclosed buildings.</p> <p><b>AO19.2</b> Buildings and structures associated with the winery, other than public areas, are set back at least 10m from all side and rear property boundaries.</p> <p><b>AO19.3</b> On-site landscaping provides for the effective screening of all non-residential buildings, structures, parking areas and other outdoor use areas from surrounding roads and dwellings.</p>

**Table 9.2.15.3.3 Siting and setback requirements for intensive rural uses**

<b>Column 1 Rural use</b>	<b>Column 2 Minimum site area</b>	<b>Column 3 Minimum boundary setbacks</b>	<b>Column 4 Minimum distance from a residential building on surrounding land</b>	<b>Column 5 Distance from a wetland or watercourse</b>
Animal keeping	4ha	50m from any road frontage. 15m from any side or rear boundary.	100m	50m
Aquaculture (other than minor aquaculture)	5ha	50m from any road frontage. 15m from any side or rear boundary.	100m	100m
Intensive animal industry	20ha	200m from any road frontage. 100m from any side or rear boundary.	400m	100m
Rural industry	1ha	50m from any road frontage. 10m from any side or rear boundary.	100m	50m

Editor's note—the minimum site areas and setback requirements for intensive rural uses specified in **Table 9.2.15.3.3** may be varied having regard to relevant industry guidelines and/or an impact assessment report, prepared by an appropriately qualified person, demonstrating that no significant environmental harm or nuisance will arise from adopting a lesser site area or setback distance.



## 9.2.16 Sales office code

### 9.2.16.1 Application

This code applies to development identified as requiring assessment against the Sales office code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.16.2 Purpose and overall outcomes

- (1) The purpose of the Sales office code is to ensure sales offices are temporary in nature and are developed in a manner which protects the amenity of surrounding premises.
- (2) The purpose of the Sales office code will be achieved through the following overall outcomes:-
  - (a) the siting, layout, design and operation of a sales office does not adversely impact upon the character and amenity of the surrounding area; and
  - (b) a sales office is operated for a temporary duration only.

### 9.2.16.3 Specific benchmarks for assessment

**Table 9.2.16.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Operational characteristics</b>	
<b>PO1</b> The duration of the use of premises for a sales office:- (a) in the case of a display dwelling, display village (i.e. comprising 3 or more display dwellings) or estate sales office does not extend beyond a reasonable period required to construct and complete sales within the development or the applicable stage of the development; or (b) in the case of dwelling offered as a prize, does not extend beyond a reasonable period of time to allow for promotion of the prize.	<b>AO1</b> Where a display dwelling, display village or estate sales office, the use operates for a maximum period of 2 years.  <b>OR</b> Where a dwelling offered as a prize, the use operates for a maximum period of 6 months.
<b>PO2</b> At the cessation of sales office use involving temporary buildings or structures, the site is left in an appropriate condition.	<b>AO2</b> Any temporary building or structure associated with the operation of the sales office is removed from the site within 14 days of the end of the period of operation and the site is left in a clean and tidy condition.
<b>PO3</b> The hours of operation of the sales office does not adversely affect the amenity of nearby residential premises.	<b>AO3</b> The hours of operation of the sales office do not commence before 8.00am or extend later than 6.00pm.
<b>PO4</b> The number of employees engaged in the operation of the sales office does not adversely affect the amenity of nearby residential premises.	<b>AO4</b> Where a display dwelling, dwelling offered as a prize or estate sales office, a maximum of 2 employees are engaged in the operation of the sales office at any one time.  <b>OR</b> Where a display village, a maximum of 2 employees per display home are engaged in the operation of the sales office at any one time.
<b>Landscaping</b>	
<b>PO5</b> The sales office incorporates site landscaping and fencing that:-	<b>AO5.1</b> Private and public open space areas are landscaped with turf and tree and shrub species.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>(a) provides an attractive landscape setting for the enjoyment and appreciation of staff and visitors;</p> <p>(b) integrates the development into the surrounding landscape;</p> <p>(c) effectively defines and screens private open space and service areas;</p> <p>(d) protects the amenity of adjoining dwellings.</p>	<p><b>AO5.2</b>  A 1.8m high solid screen fence is provided to each side and rear boundary that has residential uses adjoining, to the front building line.</p>
<b>Public convenience facilities</b>	
<p><b>PO6</b>  The sales office provides appropriate public convenience facilities for users of the sales office.</p>	<p><b>AO6</b>  Public toilet facilities are provided for a display village comprising 4 or more display dwellings.</p>
<b>On-site car parking</b>	
<p><b>PO7</b>  Sufficient on-site car parking is provided to satisfy the projected needs of the sales office and is appropriately designed to facilitate ease of use.</p>	<p><b>AO7</b>  A minimum of 2 on-site parking spaces are provided for each display dwelling, estate sales office or dwelling offered as a prize.</p>

## 9.2.17 Service station code

### 9.2.17.1 Application

This code applies to development identified as requiring assessment against the Service station code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.17.2 Purpose and overall outcomes

- (1) The purpose of the Service station code is to ensure service stations are developed in appropriate locations and in a manner which meets the needs of users, provides safe access and protects the environment and amenity of surrounding premises.
- (2) The purpose of the Service station code will be achieved through the following overall outcomes:-
  - (a) a service station is established at a suitable location and on a site that is capable of accommodating all necessary and associated activities;
  - (b) a service station does not adversely impact upon the amenity of the surrounding local area;
  - (c) a service station incorporates a high standard of built form and landscaping;
  - (d) a service station is provided with safe and convenient access to the road network; and
  - (e) a service station incorporates appropriate environment management measures and minimises the risk of land, ground and surface water contamination.

### 9.2.17.3 Specific benchmarks for assessment

**Table 9.2.17.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Location and site suitability</b>	
<b>PO1</b> The service station is located on a site having sufficient area and dimensions to accommodate required buildings and structures, vehicle access and manoeuvring areas and site landscaping and buffer areas.	<b>AO1</b> The service station is located on a site that:- <ol style="list-style-type: none"> <li>(a) is at least 1,500m<sup>2</sup> in area; and</li> <li>(b) has a road frontage of at least 40m.</li> </ol>
<b>PO2</b> The service station is located so that it does not adversely impact upon the amenity of existing or future planned residential areas.	<b>AO2</b> The service station is located on land included in a centre zone, industry zone or the Specialised centre zone.  <b>OR</b> The service station is located in the Rural zone on a major road and at least 15km from any existing or approved service station.
<b>Siting of building and structures</b>	
<b>PO3</b> Buildings and structures associated with the service station are sited so as to:- <ol style="list-style-type: none"> <li>(a) ensure the safe and efficient use of the site and operation of the facility;</li> <li>(b) protect streetscape character; and</li> <li>(c) provide adequate separation to adjoining land uses.</li> </ol>	<b>AO3.1</b> For front boundary setbacks:- <ol style="list-style-type: none"> <li>(a) fuel pumps and canopies are setback a minimum of 7.5m from the property boundary; and</li> <li>(b) all other buildings or structures are setback at least 10m from the property boundary.</li> </ol> <b>AO3.2</b> For side and rear boundary setbacks, all buildings or structures are setback at least 2m from the property boundary.  <b>OR</b>

Performance outcomes	Acceptable outcomes
	Where adjoining an existing residential use or land included a residential zone, all buildings and structures are setback at least 5m from the property boundary.
<b>Siting of fuel pumps and bulk fuel storage</b>	
<p><b>PO4</b> Fuels pumps and bulk fuel storage tanks are located:-</p> <ul style="list-style-type: none"> <li>(a) wholly within the site;</li> <li>(b) to avoid queuing of vehicles beyond the site boundaries and impairment of on-site vehicle movement; and</li> <li>(c) a safe distance from all site boundaries.</li> </ul>	<p><b>AO4.1</b> Fuel pumps are located in accordance with <i>Australian Standard AS1940 – The storage and handling of flammable and combustible liquids</i>.</p> <p><b>AO4.2</b> Fuel pumps are located such that vehicles while fuelling and refuelling are standing wholly within the site and are parked away from entrances and circulation driveways.</p> <p><b>AO4.3</b> Bulk fuel storage tanks are situated no closer than 8m to any road frontage.</p> <p><b>AO4.4</b> Inlets to bulk fuel storage tanks are located to ensure that tankers, while discharging fuel, are standing wholly within the site and are on level ground.</p>
<b>Site access</b>	
<p><b>PO5</b> The service station:-</p> <ul style="list-style-type: none"> <li>(a) does not impair traffic flow or road safety; and</li> <li>(b) facilitates, through the design and arrangement of vehicular crossovers, safe and convenient movement to and from the site.</li> </ul>	<p><b>AO5.1</b> Separate entrances to and exits from the site are provided, and these are clearly marked for their intended use.</p> <p><b>AO5.2</b> Reinforced industrial crossovers are constructed to provide suitable access for fuel delivery vehicles.</p> <p><b>AO5.3</b> Vehicle crossovers are at least 8m wide.</p> <p><b>AO5.4</b> No part of a vehicle crossover is closer than:-</p> <ul style="list-style-type: none"> <li>(a) 14m from any other vehicle crossover on the same site;</li> <li>(b) 12m from an intersection; and</li> <li>(c) 3m from any property boundary.</li> </ul>
<b>Environmental performance</b>	
<p><b>PO6</b> The service station is designed and constructed so as to ensure that on-site operations:-</p> <ul style="list-style-type: none"> <li>(a) do not cause any environmental nuisance or harm;</li> <li>(b) do not result in the release of untreated pollutants; and</li> <li>(c) achieve acceptable levels of stormwater run-off quality and quantity.</li> </ul>	<p><b>AO6.1</b> Sealed impervious surfaces are provided in areas where potential spills of contaminants may occur.</p> <p><b>AO6.2</b> Grease and oil arrestors or other infrastructure is provided to prevent the movement of contaminants from the site.</p>
<p><b>PO7</b> Automatic mechanical carwash facilities (where provided) are designed to collect, treat and recycle waste water for reuse.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<p><b>PO8</b> The collection, treatment and disposal of solid and liquid wastes ensures that:</p> <ul style="list-style-type: none"> <li>(a) off-site releases of contaminants do not occur; and</li> <li>(b) measures to minimise waste generation and to maximise recycling are implemented.</li> </ul>	<p><b>AO8</b> No acceptable outcome provided.</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b>Protection of residential amenity</b>	
<p><b>PO9</b> The service station ensures the amenity of existing or planned residential activities on adjoining premises is protected.</p>	<p><b>AO9</b> Where the service station adjoins a residential use or land included in a residential zone:- (a) a 2m high solid screen fence is provided along all common property boundaries of the site; and (b) the hours of operation of the service station are limited to between 6.00am and 10.00pm.</p>
<b>Landscaping</b>	
<p><b>PO10</b> The service station incorporates landscaping that softens the development and contributes to the development providing an attractive appearance.</p>	<p><b>AO10.1</b> At least 10% of the site area is provided as landscaped area.</p> <p><b>AO10.2</b> A minimum 2m wide landscaping strip is provided along each street frontage and common property boundary of the site.</p>
<b>On-site amenities</b>	
<p><b>PO11</b> Customer air and water facilities, and any automatic mechanical car washing facilities, are located such that:- (a) vehicles using, or waiting to use such facilities are standing wholly within the site; and (b) an adequate buffer is provided to any adjoining residential use.</p>	<p><b>AO11</b> No acceptable outcome provided.</p>
<b>Extent of retail sale of goods</b>	
<p><b>PO12</b> The associated sale of goods, including food stuffs, is ancillary to the provision of fuel and automotive repairs and service.</p>	<p><b>AO12</b> The gross floor area used for the associated retail sale of goods is limited to 150m<sup>2</sup>.</p>

## 9.2.18 Telecommunications facility code

### 9.2.18.1 Application

This code applies to development identified as requiring assessment against the Telecommunications facility code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.18.2 Purpose and overall outcomes

- (1) The purpose of the Telecommunications facility code is to ensure telecommunication facilities are developed in a manner which protects public health, the environment and the amenity of surrounding premises.
- (2) The purpose of the Telecommunication facility code will be achieved through the following overall outcomes:-
  - (a) a telecommunications facility is visually integrated with its natural or townscape setting;
  - (b) a telecommunications facility does not adversely affect the amenity of surrounding sensitive uses;
  - (c) a telecommunications facility does not adversely impact upon community wellbeing; and
  - (d) a telecommunications facility is located with compatible uses and facilities.

### 9.2.18.3 Specific benchmarks for assessment

**Table 9.2.18.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Visual amenity</b>	
<p><b>PO1</b>            The telecommunications facility is not visually prominent and does not adversely impact on the amenity of nearby residential, community or other sensitive uses.</p>	<p><b>AO1.1</b>            The telecommunications facility:-            (a) is of a similar height to surrounding structures or vegetation; and            (b) has a colour and finish that reduces visual recognition in the landscape.</p> <p><b>AO1.2</b>            Except where collocated with an existing telecommunications facility, the telecommunications facility is located at least:-            (a) 400m from a residential activity;            (b) 500m from any child care centre, community care centre, educational establishment or park;            (c) 20m from any public pathway; and            (d) 1km from any other existing or approved telecommunications facility.</p> <p><b>AO1.3</b>            Any building associated with the telecommunications facility is setback from any street front boundary a distance at least equal to the front setback required for the adjoining use.</p> <p><b>AO1.4</b>            A 3m wide landscaping strip is provided between any building associated with the telecommunications facility and any street front boundary or adjoining use.</p>
<b>Health and safety</b>	
<p><b>PO2</b>            The telecommunications facility does not cause human exposure to electromagnetic radiation beyond accepted precautionary limits.</p>	<p><b>AO2</b>            The telecommunications facility is designed and operated to restrict human exposure to electromagnetic radiation in accordance with the:-</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
	(a) <i>Radio Communications (Electromagnetic Radiation – Human Exposure) Standard 2003</i> ; and (b) <i>Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields</i> .
<b>PO3</b> The telecommunications facility is publicly inaccessible.	<b>AO3.1</b> Security fencing is provided to prevent unauthorised entry to the telecommunications facility.  <b>AO3.2</b> Safety and warning signage is displayed where necessary.
<b><i>Facility co-location</i></b>	
<b>PO4</b> The telecommunications facility is designed to facilitate co-location with other telecommunications facilities.	<b>AO4</b> The structural elements of the telecommunications facility are designed to support co-masting or co-siting with other carriers.

## 9.2.19 Utility code

### 9.2.19.1 Application

This code applies to development identified as requiring assessment against the Utility code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.2.19.2 Purpose and overall outcomes

- (1) The purpose of the Utility code is to ensure major utilities and other large scale infrastructure projects are provided in a co-ordinated and efficient way and are developed in a manner which effectively services and protects local communities.
- (2) The purpose of the Utility code will be achieved through the following overall outcomes:-
  - (a) major utility infrastructure and facilities are provided in a co-ordinated and efficient manner;
  - (b) major utility infrastructure and facilities do not adversely affect the amenity of surrounding sensitive uses;
  - (c) major utility infrastructure and facilities maximise the efficient use of natural resources, including water and energy;
  - (d) major utility infrastructure and facilities do not adversely impact upon community wellbeing; and
  - (e) where essential community infrastructure, major utility infrastructure and facilities are designed to function during and immediately after flood events.

### 9.2.19.3 Specific benchmarks for assessment

**Table 9.2.19.3.1 Benchmarks for assessable development**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b><i>Location and site suitability</i></b>	
<b>PO1</b> The utility is located such that:- (a) it is well placed relative to the infrastructure network that it services; (b) opportunities for cost efficiencies and reduction in environmental and social impacts are maximised; and (c) a high standard of accessibility is available for maintenance purposes and at times of emergency.	<b>AO1.1</b> The utility is established on a site that is well located relative to any supply or distribution network.  <b>AO1.2</b> Where practicable, the utility is co-located with another utility of a similar or compatible type.  <b>AO1.3</b> The utility is located on a site that can be easily accessed for maintenance purposes or at times of emergency.
<b><i>Visual and amenity impacts</i></b>	
<b>PO2</b> The utility is sited and designed to:- (a) minimise adverse visual impacts beyond the boundaries of the site; and (b) minimise adverse impacts on the amenity of nearby residential, community or other sensitive uses.	<b>AO2</b> No acceptable outcome provided.
<b>PO3</b> The utility provides an attractive street front address with unsightly elements screened from view by walls and landscaping strips.	<b>AO3</b> No acceptable outcome provided.
<b><i>Water, energy and waste use efficiency</i></b>	
<b>PO4</b> The utility is designed, constructed and operated in a manner that:- (a) minimises energy use and greenhouse gas emissions; (b) minimises the use of water; and	<b>AO4</b> No acceptable outcome provided.



Performance outcomes	Acceptable outcomes
(c) maximises the re-use and recycling of by-products associated with the operation of the utility.	
<b>Building siting and design</b>	
<b>PO5</b> The siting and design of any buildings or structures associated with the utility are compatible with the setting and character of the local area in which the facility is located.	<b>AO5</b> No acceptable outcome provided.
<b>Health and safety</b>	
<b>PO6</b> Public access is discouraged to those parts of the utility that pose a health or safety risk.	<b>AO6.1</b> Security fencing is provided to prevent unauthorised access to those parts of the utility that pose a health or safety risk.  <b>AO6.2</b> Safety and warning signage is displayed where necessary.
<b>Recommended flood level</b>	
<b>PO7</b> The functioning of a utility that is essential community service infrastructure is maintained during and immediately after flood and storm tide inundation events.  Editor's note—essential community service infrastructure is defined in <b>Schedule 1 (Definitions)</b> .	<b>AO7</b> A utility that is essential community service infrastructure is:- (a) located in an area that is above the recommended flood levels identified in <b>Table 9.2.19.3.2 (Recommended flood level for a utility that is essential community service infrastructure)</b> ; or (b) located and designed to ensure any components of the infrastructure that are likely to fail to function or may result in contamination when inundated by floodwaters (e.g. electrical switchgear and motors, water supply pipeline air valves) are: (i) located above the recommended flood level; or (ii) designed and constructed to exclude floodwater intrusion/infiltration.

**Table 9.2.19.3.2 Recommended flood level for a utility that is essential community service infrastructure**

Type of utility	Recommended flood level
Major switch yards and substations (refer to note)	0.5% AEP
Power stations	0.2% AEP
Sewage treatment plants (refer to note)	1% AEP
Water treatment plants (refer to note)	0.5% AEP
<ul style="list-style-type: none"> <li>o Works of an electricity entity not otherwise listed in this table</li> <li>o Communication network facilities</li> </ul>	No specific recommended flood level but development proponents should ensure that the infrastructure is optimally located and designed to achieve suitable levels of service, having regard to the processes and policies of the administering government agency.

Note—the recommended flood level applies only to electrical and other equipment that, if damaged by floodwater or debris, would prevent the infrastructure from functioning. This equipment should either be protected from damage or designed to withstand inundation.

## 9.3 Other development codes

### 9.3.1 Advertising devices code<sup>4 5</sup>

#### 9.3.1.1 Application

This code applies to development identified as requiring assessment against the Advertising devices code by the tables of assessment in **Part 5 (Tables of assessment)**.


#### 9.3.1.2 Purpose and overall outcomes

- (1) The purpose of the Advertising devices code is to ensure that advertising devices are established in a manner which is consistent with the desired character and amenity of the Bundaberg Region.
- (2) The purpose of the Advertising devices code will be achieved through the following overall outcomes:-
  - (a) an advertising device complements and does not detract from the desirable characteristics of the natural and built environment in which the advertising device is exhibited;
  - (b) an advertising device is designed and integrated into the built form so as to minimise visual clutter;
  - (c) an advertising device does not adversely impact on the amenity of rural, rural residential or residential areas;
  - (d) an advertising device does not adversely impact on the visual amenity of a scenic route, high scenic area, heritage or character area or public open space;
  - (e) an advertising device does not pose a hazard for pedestrians, cyclists or drivers of motor vehicles;
  - (f) an advertising device accommodates the legitimate need to provide directions and business identification in a manner that is consistent with achieving overall outcomes (a) to (e) above; and
  - (g) an advertising device located within the Sea turtle sensitive area avoids illumination of the beach, ocean, and sky at night.

#### 9.3.1.3 Description of advertising devices<sup>6</sup>

**Table 9.3.1.3.1 Description of advertising device types**








Various types of advertising device are described and illustrated below.







Advertising device type	Written description	Pictorial description
Above awning sign	An advertising device located on top of an awning or verandah.	







<sup>4</sup> Editor's note—temporary advertising devices are not regulated by the Advertising devices code but may require an approval or license under a local law.

<sup>5</sup> Editor's note—an advertising device which is not visible from a public place or premises other than the premises on which the advertising device is erected is not regulated by the Advertising devices code.

<sup>6</sup> Editor's note—other terms used in the Advertising devices code are defined in **Schedule 1 (Definitions)**.

Advertising device type	Written description	Pictorial description
Awning fascia sign	An advertising device painted on or attached to the end or front or end face of an awning.	
Blind sign	An advertising device painted or affixed to a solid or flexible material suspended from an awning, verandah or wall.	
Business name plate / Home based business sign	An advertising device displaying the name, occupation and contact details for the business occupant and which may also include the hours of operation of the business.	
Canopy sign	An advertising device painted on or affixed to a canopy structure.	
Commercial flag sign	An advertising device in the form of a flag (excluding national, state, local government and institutional crests) which is flown from a masthead or suspended from any pole or structure.	
Created awning sign	An advertising device positioned on the face, or aligned with the face of an awning where the shape interrupts the natural line of the awning.	
Fence sign	An advertising device painted or otherwise affixed to a fence (e.g. sporting field fence).	

Advertising device type	Written description	Pictorial description
Flush wall sign	An advertising device painted or otherwise affixed upon and confined within the limits of a wall.	
Freestanding sign	A freestanding advertising device, typically in the form of a billboard (the width of which is greater than the height) or a pylon (the height of which is greater than the width) and which may be positioned on the ground or mounted to one or more vertical supports.	
Ground sign	An advertising device that is independent of a building and that is normally erected at a driveway entrance to identify the business or points of entry.	
Hamper sign	An advertising device painted or otherwise affixed above the door head or its equivalent height and below the awning level or verandah of a building.	
Projecting sign	An advertising device attached and mounted at a right angle to the façade of a building.	
Roof sign	An advertising device placed at or near the top of a building where the roof of that building would normally form the predominant backdrop to the sign when it is viewed from the ground.	

Advertising device type	Written description	Pictorial description
Roof-top sign	An advertising device fitted to the roof of a building with no relation to the architectural design or appearance of the building.	
Sign written roof sign	An advertising device painted or otherwise affixed to the roof cladding of a building.	
Stallboard sign	An advertising device located below the ground storey window of a building.	
Structure sign	An advertising device painted or otherwise affixed to any structure which is not a building.	
Under awning sign	An advertising device attached or suspended under an awning or verandah.	
Window sign	An advertising device painted or affixed to the exterior or on the inner surface of a glazed area of any window. It includes any devices that are suspended from the window frame. The term does not include product displays or showcases for viewing by pedestrians.	

### 9.3.1.4 Specific benchmarks for assessment

**Table 9.3.1.4.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Requirements for all advertising device types</b>	
<b>General</b>	
<p><b>PO1</b>            An advertising device:-</p> <ul style="list-style-type: none"> <li>(a) is compatible with the existing and future planned character of the locality in which it is erected;</li> <li>(b) is compatible with the scale, proportion, bulk and other characteristics of buildings, structures, landscaping and other advertising devices on the site;</li> <li>(c) is of a scale, proportion and form that is appropriate to the streetscape or other setting in which it is located;</li> <li>(d) is sited and designed to be compatible with the nature and extent of development and advertising devices on adjoining sites and does not interfere with the reasonable enjoyment of those sites or unreasonably obstruct lawfully established advertising devices;</li> <li>(e) is sited and designed to:-               <ul style="list-style-type: none"> <li>(i) not unduly dominate the visual landscape;</li> <li>(ii) maintain views or vistas of public value; and</li> <li>(iii) protect the visual amenity of scenic routes;</li> </ul> </li> <li>(f) is designed to achieve high standards of architectural and urban design or least not detract from the architectural or urban design standards of a locality (including any streetscape improvement programs implemented by the Council); and</li> <li>(g) is designed, sited and integrated so as not to contribute to the proliferation of visual clutter.</li> </ul>	<p><b>AO1</b>  <u>Accepted subject to requirements development</u></p> <p>For accepted subject to requirements development, the advertising device complies with the requirements specified in Column 2 of <b>Table 9.3.1.4.2 (Specific requirements for types of advertising device)</b>.</p> <p><u>Assessable development</u></p> <p>For assessable development, in partial fulfilment of the performance outcome—the advertising device complies with the requirements specified in Column 2 of <b>Table 9.3.1.4.2 (Specific requirements for types of advertising device)</b>.</p> <p>Note—the Council may require a streetscape or landscape analysis to demonstrate compliance with Performance outcome PO1.</p>
<b>Maximum site based sign face area</b>	
<p><b>PO2</b>            The maximum sign face area of an advertising device does not unduly detract from a building or location where the device is positioned, including:-</p> <ul style="list-style-type: none"> <li>(a) visually dominating the appearance of a building; or</li> <li>(b) being visually intrusive in the streetscape or natural landscape setting.</li> </ul>	<p><b>AO2.1</b>            The combined sign face area of all advertising devices on a site does not exceed 0.8m<sup>2</sup> of sign face area per linear metre of street front boundary length.</p> <p><b>AO2.2</b>            The area of any building façade visible from a public place (including all windows or wall faces) obscured by advertising devices does not exceed an area equivalent to 30% of the building façade.</p>
<b>Movement, illumination and lighting</b>	
<p><b>PO3</b>            An advertising device does not incorporate elements that move or give the impression of movement.</p> <p>Note—this performance outcome does not apply to a flag associated with a commercial flag sign.</p>	<p><b>AO3</b>            The advertising device does not revolve, contain moving parts or otherwise contain mechanisms that give the impression of movement.</p>
<p><b>PO4</b>            An advertising device only incorporates illumination and lighting where it:-</p>	<p><b>AO4.1</b>            The advertising device is only illuminated where it is:-</p> <ul style="list-style-type: none"> <li>(a) located in an urban area;</li> <li>(b) located in the Rural zone adjacent to a major road; or</li> </ul>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>(a) is appropriate to the setting and is compatible with and will not detract from the amenity of the local area;</p> <p>(b) does not cause nuisance to surrounding or adjoining uses;</p> <p>(c) limits impacts on areas of environmental significance; and</p> <p>(d) will not cause distraction or create a potential safety hazard, including a traffic safety hazard.</p>	<p>(c) associated with a business that operates at night.</p> <p><b>AO4.2</b>  Where the advertising device is illuminated, it:-</p> <p>(a) has a maximum luminance of 350 candelas per m<sup>2</sup>;</p> <p>(b) does not incorporate flashing lights;</p> <p>(c) complies with <i>AS4282 Control of the Obtrusive Effects of Outdoor Lighting</i>; and</p> <p>(d) is switched off between the hours of 11.00pm and 5.00am or at any time the business is not operating between these hours.</p> <p><b>AO4.3</b>  Any electronic display component or digital advertising device:-</p> <p>(a) includes static writing and/or images with a minimum dwell time of 8 seconds;</p> <p>(b) does not contain video, animated or scrolling content (including in any message change);</p> <p>(c) does not contain images that emulate a traffic control device such as traffic lights or regulatory or advisory signs;</p> <p>(d) has a maximum surface brightness or luminance of 3000 candelas per m<sup>2</sup> during the daytime and 150 candelas per m<sup>2</sup> during night-time hours;</p> <p>(e) incorporates a light sensor to adjust illumination levels according to ambient light levels; and</p> <p>(f) defaults to a blank (black) screen in the event of a malfunction.</p>
<b>Safety of pedestrians and vehicles</b>	
<p><b>PO5</b>  An advertising device is designed so as not create a traffic or pedestrian safety hazard.</p>	<p><b>AO5.1</b>  The advertising device does not physically obstruct the passage of pedestrians or vehicles.</p> <p><b>AO5.2</b>  The advertising device does not mimic and is not able to be confused with a traffic control device.</p> <p><b>AO5.3</b>  The advertising device does not restrict sight lines at intersections and site access points.</p>
<b>Appropriate and safe construction</b>	
<p><b>PO6</b>  An advertising device is constructed and installed to an appropriate standard to ensure public safety.</p>	<p><b>AO6</b>  No support, fixing or other system required for the proper installation of the advertising device is exposed.</p>
<b>Electrical systems</b>	
<p><b>PO7</b>  An advertising device utilising electricity is safe and electrical componentry is integrated into the device</p>	<p><b>AO7.1</b>  All conduits, wiring, switches or other electrical apparatus installed on the advertising device are concealed from view.</p> <p><b>AO7.2</b>  No electrical equipment is mounted on exposed surfaces of the advertising device.</p>
<b>Additional requirements for third party advertising devices</b>	
<p><b>PO8</b>  An advertising device that is used for third party advertising (a third party advertising device):-</p> <p>(a) is located in an appropriately zoned area or in an area that is already used for commercial purposes;</p> <p>(b) is not located within an area which has an intact or mostly intact rural</p>	<p><b>AO8.1</b>  The third party advertising device is located only:-</p> <p>(a) in a centre zone or the Specialised centre zone; or</p> <p>(b) in an industry zone; or</p> <p>(c) in the Rural zone adjacent to a major road, other than where in a third party advertising device exclusion area as identified in <b>Figures 9.3.1A to 9.3.1C (Third party advertising device exclusion areas)</b>; or</p> <p>(d) on a site in another zone with an existing lawful commercial use.</p>

Performance outcomes	Acceptable outcomes
<p>landscape with no or only minimal intrusion of advertising devices;</p> <p>(c) is of a form, size and scale which does not dominate the natural, rural or built environment;</p> <p>(d) is well separated from other third party advertising devices so as not to create visual clutter; and</p> <p>(e) is located and designed so as not to detract from the overall character and amenity of the local area in which it is placed (i.e. streetscape, town entrance, landscape feature, and vista or view corridor).</p>	<p><b>AO8.2</b> The third party advertising device is not located in a third party advertising device exclusion area as identified on <b>Figures 9.3.1A to 9.3.1C (Third party advertising device exclusion areas)</b>.</p> <p><b>AO8.3</b> The third party advertising device is in the form of a freestanding (billboard or pylon) sign or wall sign.</p> <p><b>AO8.4</b> The third party advertising device does not exceed a sign face area of 18m<sup>2</sup> per side.</p> <p><b>AO8.5</b> The third party advertising device does not exceed a maximum height of 7m above ground level.</p> <p><b>AO8.6</b> The third party advertising device is sited at least 3 metres from any adjoining site</p> <p><b>AO8.7</b> The third party advertising device is separated from another third party advertising device:-                      (a) at least 100m where located in a centre zone, the Specialised centre zone or an industry zone; or                      (b) at least 300m where located in another zone.</p>
<b>Advertising devices in commercial neighbourhood character areas</b>	
<p><b>PO9</b> Advertising devices in commercial neighbourhood character areas are positioned in a manner that respects the architecture and streetscape presentation of the building, including window and façade treatments.</p>	<p><b>AO9.1</b> Advertising devices:-                      (a) are located below the verandah;                      (b) are mounted on the verandah fascia; or                      (c) take the form of window lettering at street level.</p> <p><b>AO9.2</b> Advertising devices are not roof mounted.</p> <p><b>AO9.3</b> No form of advertising device alters the form of the existing building.</p> <p><b>AO9.4</b> No illuminated or moving advertising devices are located on or above the ground floor awning fascia.</p>
<b>Additional requirements for advertising devices in a Sea Turtle Sensitive Area<sup>7</sup></b>	
<p><b>PO10</b> Where development within a Sea turtle sensitive area involves advertising devices:-                      (a) illuminated signage is avoided; or                      (b) where associated with a use on the same site, signage only incorporates illumination and lighting where it:-                      (i) limits impacts on sea turtle nesting areas; and                      (ii) avoids direct illumination of the beach, ocean, and sky at night.</p>	<p><b>AO10</b> Where associated with an approved use on the same site, any advertising device illuminated at night involves lighting that is:-                      (a) where the development is visible from the coast, directed downward and away from the coast and shielded appropriately;                      (b) of an intensity and design that casts little or no upward light (above the horizontal) or light spill towards the coast;                      (c) minimised in intensity (brightness/luminance) to achieve the light's purpose;                      (d) of a wavelength less likely to cause nuisance to sea turtles (e.g. amber lighting); and                      (e) turned off by timer between the hours of 9.00pm and 6.00am, and at any other time at night that the business is not operating.</p> <p><b>OR</b></p>

<sup>7</sup> Editor's note—Sea turtle sensitive areas are identified on the Coastal Protection Overlay Maps in **Schedule 2 (Mapping)**.



Performance outcomes	Acceptable outcomes
	In all other circumstances, no acceptable outcome provided.

**Table 9.3.1.4.2 Specific requirements for types of advertising device**

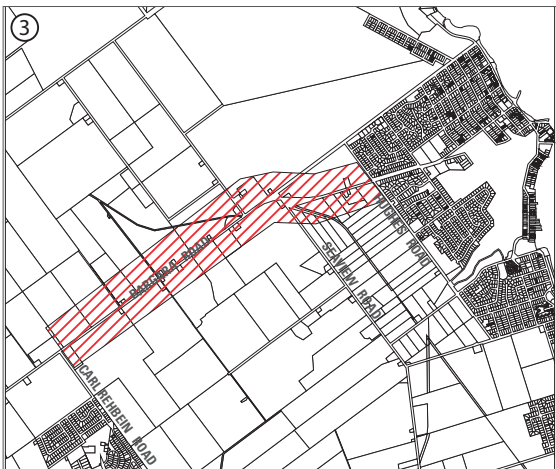
Column 1 Advertising device type	Column 2 Specific requirements
Above awning sign	<p>(a) is erected only where it can be demonstrated that there is no opportunity to make use of an alternative sign type;</p> <p>(b) does not project above the roofline of the building to which it is attached;</p> <p>(c) is of size and form that is appropriate to the scale and character of the building on which it is exhibited and the development within the locality; and</p> <p>(d) is positioned and designed in a manner that is compatible with the architecture of the building to which it is attached.</p> <p>Editor's note—an above awning sign is unlikely to satisfy the outcomes of the Advertising devices code and this advertising device type is generally discouraged.</p>
Awning fascia sign	<p>(a) has a sign face area contained within the outline of the fascia; and</p> <p>(b) does not exceed 600mm in height.</p>
Blind sign	<p>(a) has a sign face area contained within the outline of the blind;</p> <p>(b) is affixed to/painted on a ground storey blind only;</p> <p>(c) if fixed to an awning above a footpath, has a minimum clearance of:-</p> <p style="padding-left: 20px;">(i) 2.1m between the footway pavement and any flexible part of the blind; and</p> <p style="padding-left: 20px;">(ii) 2.4m between the footway pavement and any rigid part of the blind.</p>
Business name plate/ Home based business sign	<p>(a) is limited to one sign per business entry point (if a business name plate) or 1 sign per premises (if a home based business sign);</p> <p>(b) is attached to a fence or wall; and</p> <p>(c) does not exceed a maximum sign face area of 0.3m<sup>2</sup> where erected in an urban area of 0.6m<sup>2</sup> where erected other than in an urban area.</p>
Canopy sign	<p>(a) has a sign face area contained within the outline of the canopy;</p> <p>(b) is affixed to/painted on a ground storey canopy only;</p> <p>(c) if fixed to an awning above a footpath, has a minimum clearance of:-</p> <p style="padding-left: 20px;">(i) 2.1m between the footway pavement and any flexible part of the canopy; and</p> <p style="padding-left: 20px;">(ii) 2.4m between the footway pavement and any rigid part of the canopy.</p>
Commercial flag sign	<p>(a) Is limited to one sign per 20m of road frontage;</p> <p>(b) does not exceed a maximum sign face area of 4m<sup>2</sup>; and</p> <p>(c) does not exceed a maximum height of 7m above ground level.</p>
Created awning sign	<p>(a) does not project out from either face of the awning;</p> <p>(b) does not project more than 500mm above the height of the fascia;</p> <p>(c) does not exceed a sign face area equivalent to 25% of the area of the fascia; and</p> <p>(d) has a minimum clearance of 2.4m between the lowest part of the sign and the footway surface.</p>
Fence sign	<p>(a) does not project above or beyond the fence to which it is attached;</p> <p>(b) does not exceed 1.2m in height;</p> <p>(c) if erected on a sporting field fence, is positioned on the inside (sports field) facing side of the fence only; and</p> <p>(d) if erected on another type of fence, does not exceed a maximum sign face area of 2m<sup>2</sup>.</p>
Flush wall sign	<p>(a) is erected only in a centre zone, the Specialised centre zone or an industry zone;</p> <p>(b) is positioned so as not obscure any window or architectural feature;</p> <p>(c) does not project beyond the edges of the wall or structure to which it is painted/affixed;</p> <p>(d) does not exceed a maximum sign face area of 18m<sup>2</sup>; and</p> <p>(e) does not cover more than 30% of the total surface area of the wall face.</p>
Freestanding sign (excluding third party advertising devices)	<p>(a) is limited to one (1) freestanding (pylon or billboard) sign per site, including where a site has multiple occupancies/tenancies, but not including any approved third party advertising device;</p> <p>(b) is mounted as a freestanding structure in a landscaped environment;</p> <p>(c) is sited at least 3 metres from any adjoining site;</p>

Column 1 Advertising device type	Column 2 Specific requirements
	<p>(d) does not exceed a maximum sign face area of 6m<sup>2</sup> where erected in a centre zone, the Specialised centre zone or an industry zone or 4m<sup>2</sup> where erected in another zone;</p> <p>(e) does not exceed a maximum height of 7m above ground level where erected in a centre zone, the Specialised centre zone or an industry zone or 4m above ground level where erected in another zone.</p>
Ground sign	<p>(a) is mounted as a freestanding structure in a landscaped environment;</p> <p>(b) does not exceed a maximum sign face area of 6m<sup>2</sup></p> <p>(c) does not exceed a maximum height of 1.8m above ground level; and</p> <p>(d) does not face an adjoining site unless at least 3m from the boundary of that site.</p>
Hamper sign	<p>(a) is limited to the area between the door head and the underside of the verandah or awning roof above; and</p> <p>(b) does not project more than 300mm from the face of the wall to which it is painted on/affixed to.</p>
Projecting sign	<p>(a) is erected only in a centre zone, the Specialised centre zone or an industry zone;</p> <p>(b) does not exceed a maximum sign face area of 2m<sup>2</sup>;</p> <p>(c) does not extend beyond a height of 10m above the ground, or extend above the wall to which it is attached; and</p> <p>(d) is positioned and designed in a manner that is compatible with the architecture of the building to which it is attached.</p>
Roof sign	<p>(a) is contained within an existing or created outline of a building;</p> <p>(b) does not extend horizontally beyond the edge of the roof of the building;</p> <p>(c) is of size and form that is appropriate to the scale and character of the building on which it is exhibited and the development within the locality;</p> <p>(d) is positioned and designed in a manner that is compatible with the architecture of the building to which it is attached; and</p> <p>(e) matches, aligns or is otherwise compatible with any other roof signs on the building.</p> <p>Editor's note—a roof sign is unlikely to satisfy the outcomes of the Advertising devices code and this advertising device type is generally discouraged.</p>
Roof-top sign	<p>(a) is erected only where it can be demonstrated that there is no opportunity to make use of an alternative sign type;</p> <p>(b) is of size and form that is appropriate to the scale and character of the building on which it is exhibited and the development within the locality; and</p> <p>(c) is positioned and designed in a manner that is compatible with the architecture of the building to which it is attached.</p> <p>Editor's note—a roof-top sign is unlikely to satisfy the outcomes of the Advertising devices code and this advertising device type is discouraged.</p>
Sign-written roof sign	<p>(a) is erected only in a centre zone, the Specialised centre zone, an industry zone or the Rural zone; and</p> <p>(b) displays only the name of the property, business or facility on which it is painted.</p>
Stallboard sign	<p>(a) is limited to the stallboard area below a street front window;</p> <p>(b) does not project more than 300mm from the face of the wall to which it is painted/affixed; and</p> <p>(c) does not protrude in a manner which could injure pedestrians.</p>
Structure sign	<p>(a) is erected only in a centre zone, the Specialised centre zone or an industry zone;</p> <p>(b) does not project beyond the surface of the structure; and</p> <p>(c) does not exceed a maximum sign face area of 4m<sup>2</sup></p>
Under awning sign	<p>(a) is oriented at right angles to the building frontage;</p> <p>(b) is not larger than 2.5m long and is not more than 0.5m high;</p> <p>(c) is no longer than the width of the awning or verandah to which it is attached and does not project beyond the outer edge of the awning or verandah;</p> <p>(d) is not located closer than 3m to another under awning sign; and</p> <p>(e) has a minimum clearance of 2.4m between the lowest part of the sign and the footway surface.</p>
Window sign	<p>(a) is affixed/painted on a ground storey window only; and</p> <p>(b) does not cover/obscure more than 50% of a window or if obscuring more than 50% of a window, provides for every second window to be kept free of advertising.</p>

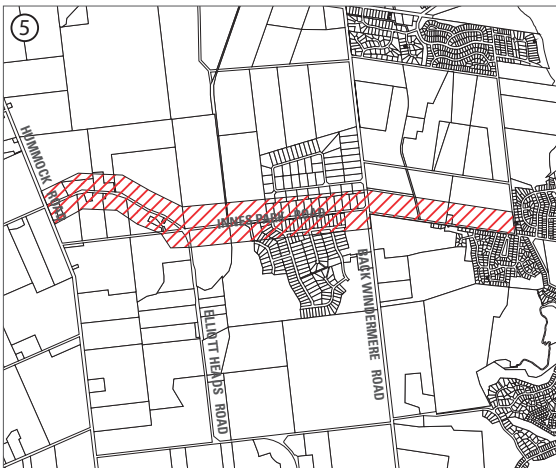
**MOORE PARK ROAD (FROM FAIRYDALE ROAD TO THE TOWNSHIP OF MOORE PARK BEACH)**



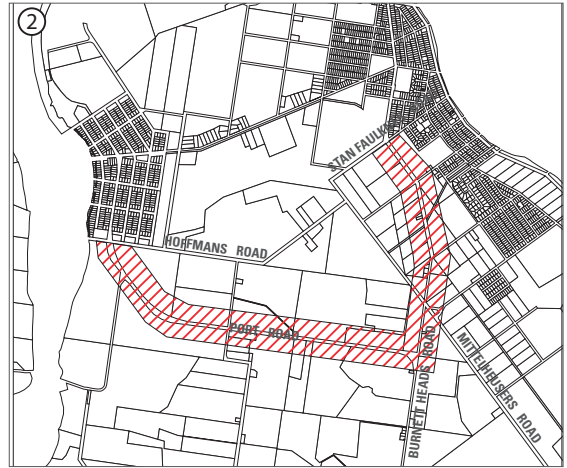
**BARGARA ROAD (FROM CARL REHBEIN ROAD TO HUGHES ROAD)**



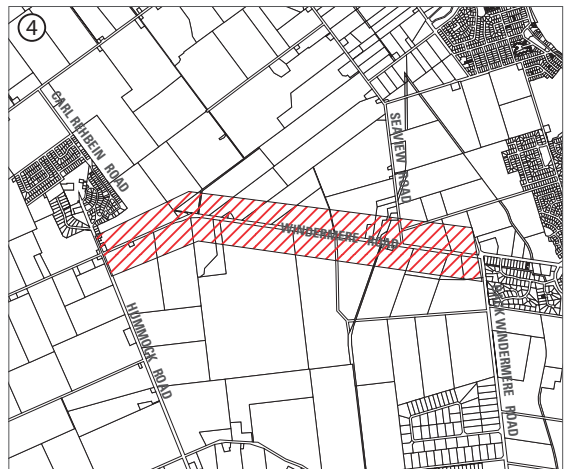
**ELLIOTT HEADS ROAD AND INNES PARK ROAD (FROM HUMMOCK ROAD TO LOGAN ROAD)**



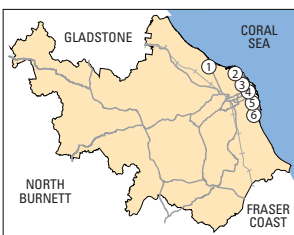
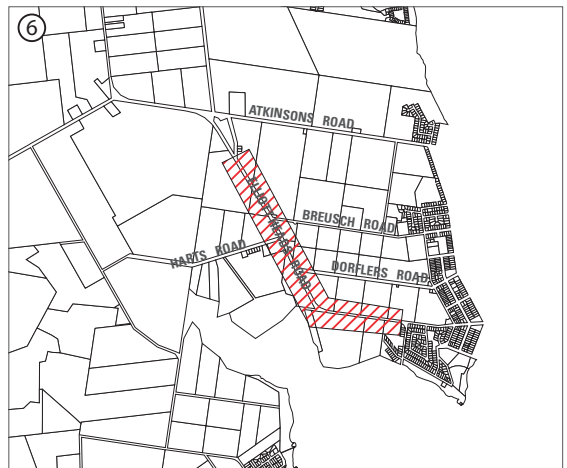
**PORT ROAD AND BURNETT HEADS ROAD (FROM HOFFMANS ROAD TO THE INTERSECTION OF PORT ROAD AND BURNETT HEADS ROAD, NORTH TO STAN FAULKNER ROAD)**



**WINDERMERE ROAD (FROM HUMMOCK ROAD) TO BACK WINDERMERE ROAD**



**ELLIOTT HEADS ROAD (FROM ATKINSONS ROAD TO THE INTERSECTION OF MOORE STREET AND SAUNDERS STREET)**

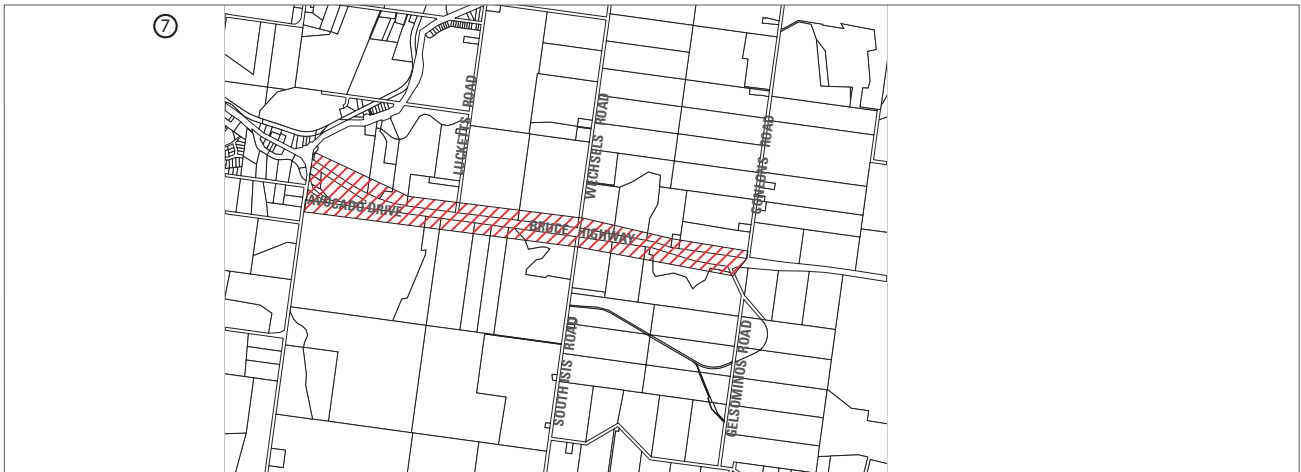


**Figure 9.3.1A**  
**Third Party Advertising Device Exclusion Areas**

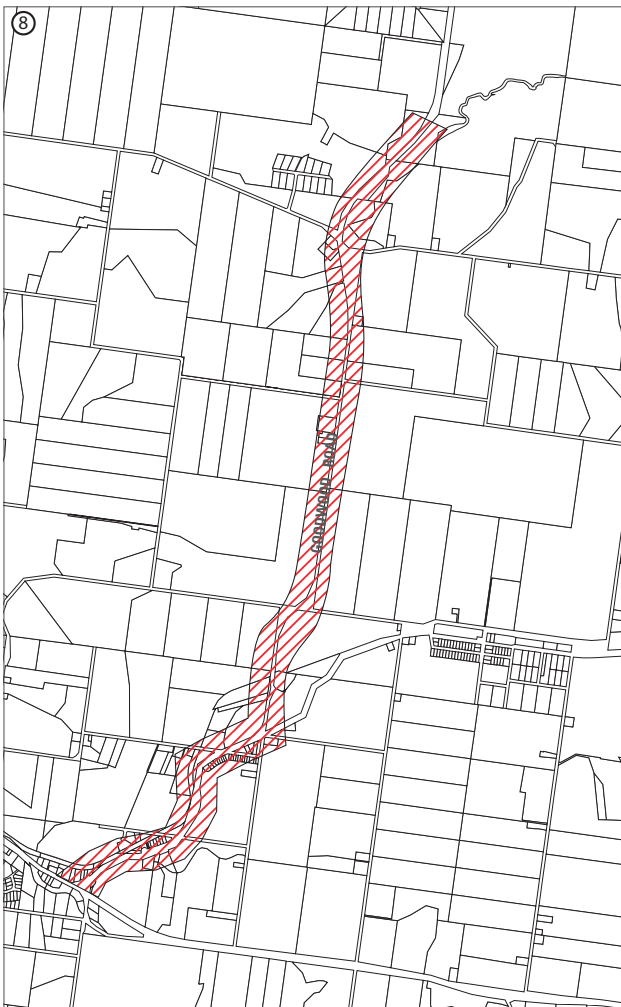
Version 5.0 effective 10 February 2020



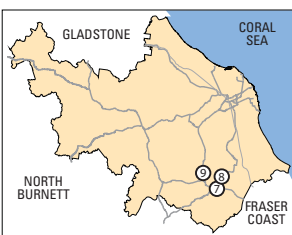
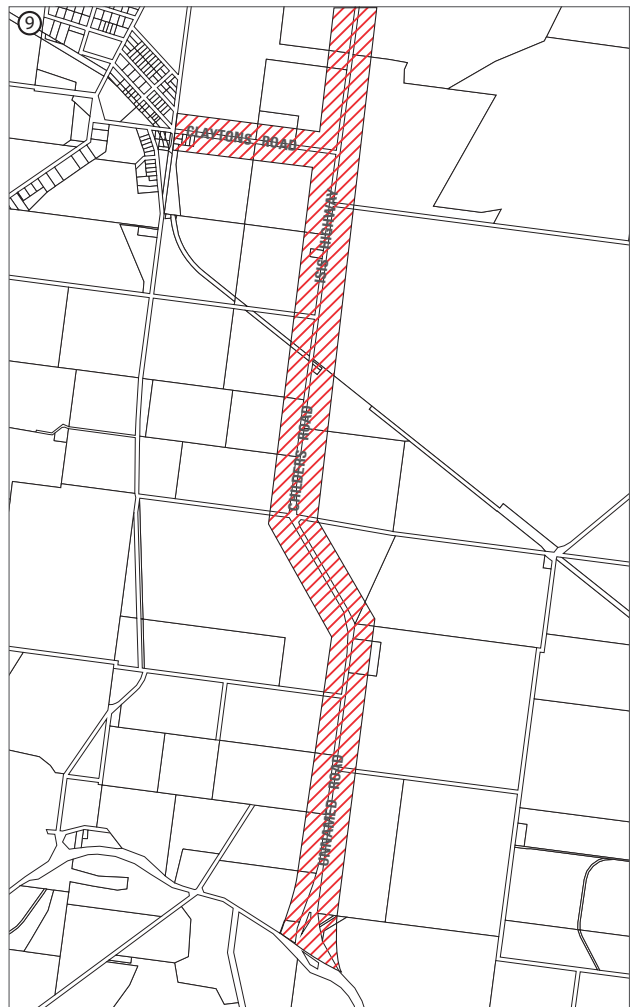
**BRUCE HIGHWAY, CHILDERS (GELSOMINOS ROAD/CONLONS ROAD TO GOODWOOD ROAD)**



**GOODWOOD ROAD, DOOLBI (STOCKYARD CREEK TO THE BRUCE HIGHWAY)**



**ISIS HIGHWAY (CORDALBA TURNOFF AND CHILDERS ROAD TO START OF KEVIN LIVINGSTONE DRIVE)**

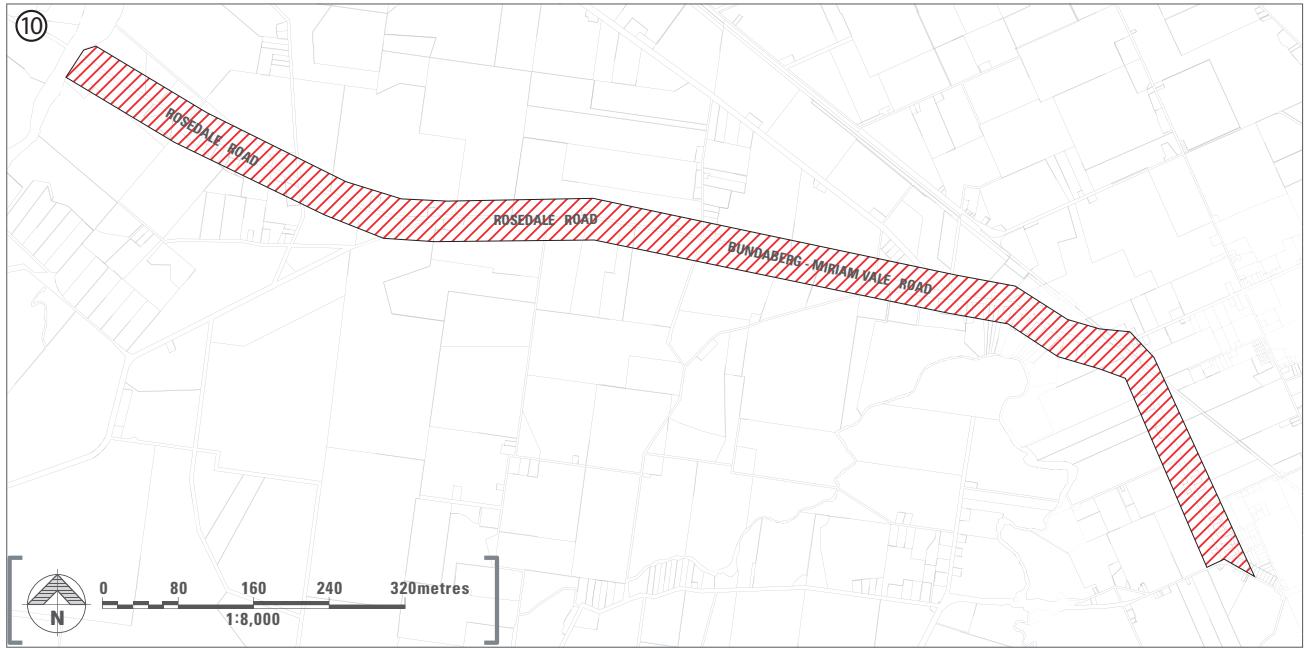


**Figure 9.3.1B**  
**Third Party Advertising Device Exclusion Areas**

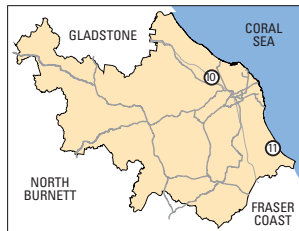
OCTOBER 2015



**ROSEDALE ROAD (FROM ROSEDALE ROAD TURN OFF FROM BUNDABERG GIN GIN ROAD TO KOLAN RIVER)**



**WOODGATE ROAD (FROM DRAPER DRIVE TO FRIZZELLS ROAD)**



**Figure 9.3.1C**  
**Third Party Advertising Device Exclusion Areas**

OCTOBER 2015



## 9.3.2 Landscaping code<sup>8</sup>

### 9.3.2.1 Application

This code applies to development identified as requiring assessment against the Landscaping code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.3.2.2 Purpose and overall outcomes

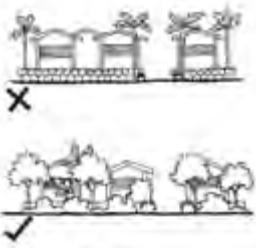
- (1) The purpose of the Landscaping code is to ensure that landscaping is provided in a manner which is consistent with the desired character and amenity of the Bundaberg Region.
- (2) The purpose of the Landscaping code will be achieved through the following overall outcomes:-
  - (a) development provides for landscaping that complements and enriches the natural landscapes and built environment of the Bundaberg Region;
  - (b) development provides for landscaping that integrates the built form with its surroundings and adds to the desired character of places;
  - (c) development provides landscaping that minimises the consumption of energy and water, and encourages the use of local provenance plant species and landscape materials; and
  - (d) development provides landscaping that enhances personal safety and security, is functional and durable, and is practical and economic to maintain.

### 9.3.2.3 Specific benchmarks for assessment

**Table 9.3.2.3.1 Benchmarks for assessable development – general requirements**

Performance outcomes	Acceptable outcomes
<b>Landscaping design generally</b>	
<p><b>PO1</b>            Development provides for landscaping that:-</p> <ol style="list-style-type: none"> <li>(a) protects and enhances the character and amenity of the site, street and surrounding locality;</li> <li>(b) promotes the character of the Bundaberg Region as a sub-tropical environment;</li> <li>(c) is sensitive to site conditions, natural landforms and landscape characteristics;</li> <li>(d) as far as practicable, retains, protects and enhances existing trees, vegetation and topographic features of ecological, recreational, aesthetic and cultural value;</li> <li>(e) clearly defines public and private spaces;</li> <li>(f) promotes passive surveillance of public and semi-public spaces; and</li> <li>(g) is of an appropriate scale to integrate successfully with development.</li> </ol>	<p><b>AO1.1</b>            Existing significant trees, vegetation and topographic features are retained and integrated within the landscaping concept for the development.</p> <p><b>OR</b></p> <p>Where significant trees and vegetation cannot practicably be retained, mature vegetation of the same or similar species is provided elsewhere on the development site.</p> <p><b>AO1.2</b>            Development provides landscaping which:-</p> <ol style="list-style-type: none"> <li>(a) defines territory and ownership of public, common, semi-private and private space and does not create ambiguous spaces that encourage loitering; and</li> <li>(b) allows passive surveillance into, and visibility within, communal recreational spaces, children’s play areas/playgrounds, pathways and car parks.</li> </ol> <p><b>AO1.3</b>            Elements of built form are softened and integrated within a broader landscape that incorporates structured landscape planting.</p> <p>Note—<b>Figure 9.3.2A (Landscaping screening of built form elements)</b> demonstrates how landscape screening is intended to soften and integrate with the built form.</p>

<sup>8</sup> Editor’s note—the **Planning scheme policy for development works** provides guidance for satisfying certain outcomes of this code, including details of how to prepare a landscape plan and preferred plant species to be used in landscaping.

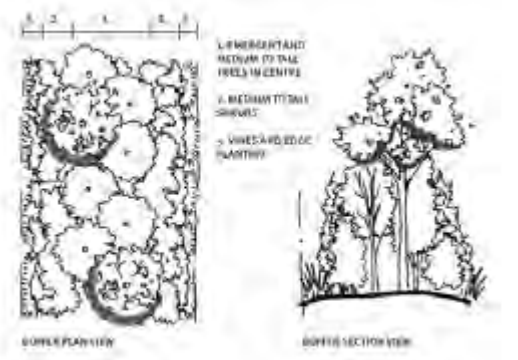
Performance outcomes	Acceptable outcomes
	<p><b>Figure 9.3.2A Landscaping screening of built form elements</b></p>  <p><b>AO1.4</b> Unless otherwise specified in an applicable use code, driveways and car parking areas are screened by a landscaping strip with a minimum width of:- (a) 1.5m where adjacent to a residential use; or (b) 3m where adjacent to a street frontage or public open space.</p> <p><b>AO1.5</b> Car parking areas are provided with a minimum of 1 shade tree for every 6 car parking spaces. Trees within car parking areas are planted within a deep natural ground/structured soil garden bed, and are protected by raised kerbs, wheel stops or bollards as required.</p> <p><b>AO1.6</b> Any solid screen fence or wall greater than 1.2m in height provided along a street frontage is set behind landscaping strips or articulated by recesses to allow for dense vegetative screening.</p> <p><b>AO1.7</b> Storage and utility areas are screened by vegetation or built screens.</p>
<p><b>PO2</b> Development provides sufficient areas to cater for landscaping.</p>	<p><b>AO2</b> Site layout and design provides sufficient area, in appropriate locations, for landscaping, including catering for water sensitive urban design devices.</p>
<b>Streetscape landscaping</b>	
<p><b>PO3</b> Development provides for streetscape landscaping that:- (a) incorporates shade trees; (b) contributes to the continuity, character and form of existing and proposed streetscapes in the locality, including streetscape works; (c) in established urban areas, towns and villages, incorporates landscape design (including planting, pavements, furniture, structures, etc.) that reflect and enhance the character of the streetscape; and (d) in new or establishing urban areas, incorporates landscape design that is consistent with and complementary to the natural landscape character of the local area.</p>	<p><b>AO3</b> No acceptable outcome provided.</p>
<b>Climate control and energy efficiency</b>	
<p><b>PO4</b> Development provides landscaping that assists in passive solar access, the provision of shade, microclimate management and energy conservation.</p>	<p><b>AO4.1</b> Landscaping elements are positioned to shade walls, windows and outdoor areas from summer sun.</p>

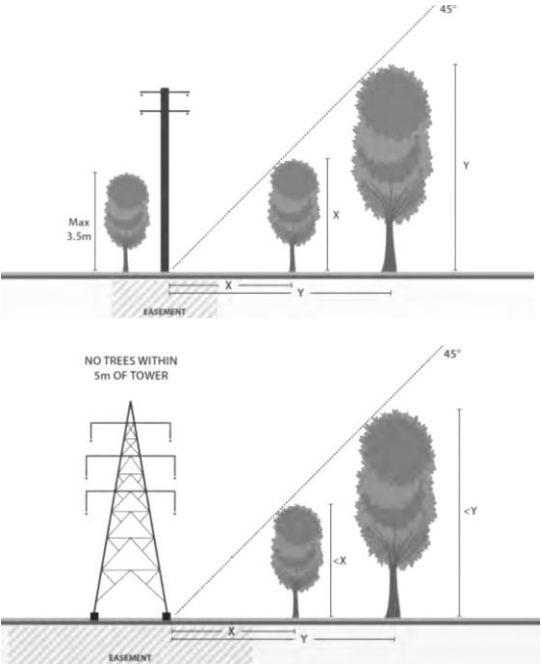
Performance outcomes	Acceptable outcomes
	<p><b>AO4.2</b> Landscaping allows winter sun access to living areas, north facing windows and public spaces.</p> <p><b>AO4.3</b> Landscaping, fences and walls allow exposure of living and public areas to prevailing summer breezes and protection against winter winds.</p>

**Table 9.3.2.3.2 Benchmarks for assessable development – additional requirements for operational work only**

Performance outcomes	Acceptable outcomes
<b>Species selection</b>	
<p><b>PO5</b> Development provides for landscaping which incorporates plant species that are:-            (a) fit for the intended purpose;            (b) suited to local environmental conditions;            (c) non-toxic; and            (d) not declared environmental weeds.</p>	<p><b>AO5.1</b> Landscape planting utilises locally endemic and/or other native species as specified in the <b>Planning scheme policy for development works</b>.</p> <p><b>AO5.2</b> Species that have the potential to become an environmental weed or are known to be toxic to people or animals are not used in landscaping.</p>
<b>Safety, security and accessibility</b>	
<p><b>PO6</b> Development provides for landscaping that:-            (a) enhances personal safety and security; and            (b) provides universal and equitable access.</p>	<p><b>AO6</b> Development provides landscaping which:-            (a) incorporates trees with a minimum of 1.8m clear trunk and understorey planting that is a maximum of 0.3m in height where located immediately adjacent to pathways, entries, parking areas, street corners, street lighting and driveways;            (b) minimises the use of dense shrubby vegetation over 1.5m in height along open street frontages and adjacent to open space areas;            (c) incorporates pedestrian surfaces that are slip-resistant, stable and trafficable in all weather conditions;            (d) provides security and pathway level lighting to site entries, driveways, parking areas, building entries and pedestrian pathways; and            (e) facilitates universal access.</p>
<b>Water sensitive urban design and environmental management</b>	
<p><b>PO7</b> Development provides for landscaping that promotes the efficient and sensitive use of water through appropriate plant selection and layout and by maximising opportunities for water infiltration.</p>	<p><b>AO7</b> Landscaping maximises the infiltration and conservation of water by:-            (a) selecting locally endemic and/or other native plant species and appropriate turf species that require minimal irrigation after establishment;            (b) grouping plants and street trees (where appropriate) in mulched beds;            (c) minimising impervious surfaces;            (d) incorporating semi-porous pavement surfaces as an alternative to impervious surfaces; and            (e) draining hard surface areas to landscaped areas and water sensitive urban design devices.</p>
<b>Landscape buffers</b>	
<p><b>PO8</b> Development provides for landscape buffers that:-            (a) effectively protect the edges of existing native vegetation or another area of environmental significance;            (b) achieve visual screening of acoustic attenuation devices; and</p>	<p><b>AO8</b> Where a landscape buffer is required by an applicable planning scheme code, it is designed, constructed and maintained in accordance with the following:-            (a) earth mounding is provided where necessary to achieve satisfactory acoustic attenuation, visual screening or land use separation;</p>



Performance outcomes	Acceptable outcomes
<p>(c) provide separation between incompatible land uses or between major infrastructure elements (such as State-controlled roads) and land uses.</p>	<p>(b) selected plant species are appropriate to the location, drainage and soil type; meet the buffer's functional requirements and require minimal ongoing maintenance;</p> <p>(c) plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the buffer;</p> <p>(d) planting density results in the creation of upper, mid and understorey strata with:-</p> <ul style="list-style-type: none"> <li>(i) large trees planted at 6m centres;</li> <li>(ii) small trees planted at 2m centres;</li> <li>(iii) shrubs planted at 1m centres; and</li> </ul> <p>(e) tufting plants, vines and groundcovers are planted at 0.5m to 1m centres; and</p> <p>(f) where adjoining the edge of native vegetation or watercourse understorey, shrubs and vines are used to bind appropriately the buffer edges against degradation and weed infestation.</p> <p>Note—Figure 9.3.2B (Design of landscape buffers) demonstrates the preferred form and structure of landscape buffers.</p> <p><b>Figure 9.3.2B Design of landscape buffers</b></p> 
<p><b>Traffic safety and infrastructure</b></p>	
<p><b>PO9</b> Development ensures that landscaping does not adversely impact upon the provision, operation and maintenance of infrastructure.</p>	<p><b>AO9.1</b> Development ensures that landscaping (including fencing) does not impede traffic visibility at access points, speed control devices and intersections.</p> <p><b>AO9.2</b> Planting and landscape structures are located to enable tradespersons to access, view and inspect switchboards, substations, service meters and the like.</p> <p><b>AO9.3</b> Root barriers are installed around tree root balls to minimise the risk of damage to infrastructure, services or utilities.</p> <p><b>AO9.4</b> Trees and large shrubs are located a minimum of:-</p> <ul style="list-style-type: none"> <li>(a) 6m from electricity poles and pillars;</li> <li>(b) 4m from street lights and landscape pole top lights;</li> <li>(c) 2m from stormwater catchment pits; and</li> <li>(d) 1m from underground services and utilities.</li> </ul> <p><b>AO9.5</b> Vegetation planted in the vicinity of major electricity infrastructure complies with the vegetation</p>

Performance outcomes	Acceptable outcomes
	<p>clearance dimensions illustrated in <b>Figure 9.3.2C Vegetation within or adjoining major electricity infrastructure</b>.</p> <p><b>Figure 9.3.2C Vegetation within or adjoining major electricity infrastructure</b></p> 

### 9.3.3 Nuisance code

#### 9.3.3.1 Application

This code applies to development identified as requiring assessment against the Nuisance code by the tables of assessment in **Part 5 (Tables of assessment)**.

#### 9.3.3.2 Purpose and overall outcomes

- (1) The purpose of the Nuisance code is to maintain community wellbeing and protect environmental values by preventing or mitigating:-
  - (a) nuisance emissions from development adversely impacting on surrounding sensitive land use; and
  - (b) the exposure of proposed sensitive land uses to nuisance emissions from surrounding development.
  
- (2) The purpose of the Nuisance code will be achieved through the following overall outcomes:-
  - (a) development is located, designed, constructed and operated to maintain appropriate levels of amenity and environmental performance by:-
    - (i) not imposing unacceptable noise, light, glare, dust or odour emissions on surrounding sensitive land uses; and
    - (ii) ensuring that proposed sensitive land uses are not subject to unacceptable nuisance emissions generated from surrounding development; and
  - (b) environmental values are protected by preventing or minimising potential environmental harm or environmental nuisance resulting from the release of contaminants or emissions, particularly noise, odour, light, glare, dust and particulates.

#### 9.3.3.3 Specific benchmarks for assessment<sup>9</sup>

**Table 9.3.3.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Acoustic amenity<sup>10</sup></b>	
<p><b>PO1</b>            Development is located, designed, constructed and operated to ensure that noise emissions do not adversely impact upon surrounding sensitive land uses.</p> <p>Note—this performance outcome also applies to noise emissions generated by sensitive land uses, from sources such as communal areas, service areas, plant and equipment (e.g. air conditioning units) and the like.</p>	<p><b>AO1</b>            No acceptable outcome provided.</p>
<p><b>PO2</b>            Development that is a sensitive land use is located, designed, constructed and operated to achieve a satisfactory level of acoustic amenity where there is potential for noise emissions generated from surrounding development to adversely affect the sensitive land use.</p> <p>Editor's note—this is often referred to as a "reverse amenity" situation where a proposed sensitive land use may be adversely affected by nuisance emissions from surrounding development. In such cases it is contingent upon the proposed sensitive land use to implement measures to ensure that a satisfactory level of acoustic</p>	<p><b>AO2</b>            The sensitive land use achieves the acoustic environment and acoustic quality objectives for sensitive receiving environments set out in the <i>Environment Protection (Noise) Policy</i>.</p>

<sup>9</sup> Editor's note—the Council may require an impact assessment report prepared in accordance with the **Planning scheme policy for information the Council may request and preparing well made applications and technical reports** to demonstrate compliance with certain performance outcomes of this code.

<sup>10</sup> Note—Council will take the order of occupancy of new and existing noise sources into consideration in implementing the Performance outcomes for the Acoustic amenity section of this code. The intent of these particular Performance outcomes is not to require existing lawful uses to control noise emissions in response to encroachment by proposed sensitive land uses.

Performance outcomes	Acceptable outcomes
amenity is provided to prospective occupants and users of the development.	
<p><b>PO3</b>            A satisfactory level of acoustic amenity is achieved for:-</p> <p>(a) external private and communal open space areas (including gardens and balconies) of sensitive land uses; and</p> <p>(b) parks and other areas of public open space (where not used for outdoor sport, recreation and entertainment).</p> <p>Note—this performance outcome will not be met if significant increases (i.e. more than 3 dB(A)) over and above pre-existing noise levels are likely to occur post-development.</p>	<p><b>AO3</b>            No acceptable outcome provided.</p>
<b>Live entertainment and amplified sound</b>	
<p><b>PO4</b>            Development involving live entertainment or amplified music and voices maintains a satisfactory level of acoustic amenity for surrounding sensitive land uses.</p>	<p><b>AO4</b>            No acceptable outcome provided.</p>
<b>Odour, dust and particulate nuisance</b>	
<p><b>PO5</b>            Development is located, designed, constructed and operated to ensure that odour, dust and particulate emissions do not cause environmental nuisance to sensitive land uses (whether existing or proposed uses) in the surroundings of the proposed development.</p>	<p><b>AO5.1</b>            Dust emissions do not result in levels at sensitive land uses which exceed the Air Quality Objectives contained in the <i>Environmental Protection (Air) Policy 2008</i> and do not cause environmental nuisance by dust deposition.</p> <p><b>AO5.2</b>            For odour and particulate emissions—no acceptable outcome provided.</p>
<p><b>PO6</b>            Development that is a sensitive land use is located, designed, constructed and operated to ensure that the proposed use is not subject to odour, dust or particulate emissions from surrounding development that would cause environmental nuisance.</p>	<p><b>AO6</b>            No acceptable outcome provided.</p>
<b>Lighting and glare nuisance</b>	
<p><b>PO7</b>            Development ensures that lighting and glare does not have any significant adverse amenity impacts or create nuisance to surrounding premises.</p>	<p><b>AO7.1</b>            Lighting devices are located, designed and installed to:-</p> <p>(a) minimise light spillage on surrounding premises;</p> <p>(b) preserve an acceptable degree of lighting amenity at surrounding premises;</p> <p>(c) provide covers or shading around lights;</p> <p>(d) direct lights downwards;</p> <p>(e) position lights away from possibly affected areas; and</p> <p>(f) enable brightness of lights to be adjusted to low levels.</p> <p><b>AO7.2</b>            Streets, driveways and servicing areas are located and designed to minimise vehicle headlight impacts on any surrounding residential premises.</p> <p><b>AO7.3</b>            Reflective glare that would cause a nuisance to residents or the general public at surrounding premises and public spaces is avoided or minimised through the use of:-</p> <p>(a) external building materials and finishes with low-reflectivity; or</p>

Performance outcomes	Acceptable outcomes
	(b) building design/architectural elements or landscape treatments to block or reduce excessive reflective glare.
<b><i>Management of impacts to fauna</i></b>	
<p><b>PO8</b> Effective measures are implemented during the construction and operation of development to protect fauna that is sensitive to disturbance from noise, vibration, odour, light, dust and particulates.</p>	<p><b>AO8.1</b> Any noise, odour, light, dust, particulates or vibration generated during the construction and operation of development is managed to ensure it does not have an adverse impact on fauna within an area of environmental significance.</p>

## 9.3.4 Reconfiguring a lot code

### 9.3.4.1 Application

This code applies to development identified as requiring assessment against the Reconfiguring a lot code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.3.4.2 Purpose and overall outcomes

- (1) The purpose of the Reconfiguring a lot code is to ensure that new lots are configured in a manner which:-
  - (a) is appropriate for their intended use;
  - (b) is responsive to local character and site constraints;
  - (c) ensures protection of productive rural land and the minimisation of conflict between rural activities and other uses;
  - (d) provides appropriate access (including access for services); and
  - (e) supports high quality urban design outcomes.
- (2) The purpose of the Reconfiguring a lot code will be achieved through the following overall outcomes:-
  - (a) development provides for lots that are of a size and have dimensions that:-
    - (i) are appropriate for their intended use;
    - (ii) promote a range of housing types in the case of residential development;
    - (iii) are compatible with the prevailing character and density of development within the local area; and
    - (iv) sensitively respond to site constraints;
  - (b) development provides for the consolidation of rural land and minimises further fragmentation of rural land;
  - (c) development provides for lots that have a suitable and safe means of access to a public road; and
  - (d) development provides for subdivisions that result in the creation of safe, healthy and prosperous communities by:-
    - (i) incorporating a well-designed and efficient lot layout that promotes walking, cycling and the use of public transport;
    - (ii) incorporating a road and transport network with a grid or modified grid street pattern that is responsive to the natural topography of the site, integrated with existing or planned adjoining development and supportive of the circulation of public transport;
    - (iii) avoiding adverse impacts on economic or natural resource areas;
    - (iv) avoiding, as far as practicable, adverse impacts on native vegetation, watercourses, wetlands and other areas of environmental significance present on, or adjoining the site;
    - (v) avoiding, or if avoidance is not practicable, mitigating the risk to people and property of natural hazards, including hazards posed by bushfire, flooding, landslide and steep slopes;
    - (vi) incorporating a lot layout that is responsive to natural climatic influences and allows for new dwellings to reflect the principles of sub-tropical and sustainable design; and
    - (vii) providing timely, efficient and appropriate infrastructure including reticulated water supply and sewerage (where available), sealed roads, pedestrian and bicycle paths, open space and community facilities in urban areas.

### 9.3.4.3 Specific benchmarks for assessment

**Table 9.3.4.3.1 Benchmarks for assessable development**

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<b><i>Lot layout and site responsive design</i></b>	
<p><b>PO1</b>            Development provides for a lot layout and configuration of roads and other transport corridors that is responsive to:-</p> <ul style="list-style-type: none"> <li>(a) the setting of the site within an urban or non-urban context;</li> <li>(b) the likely future use to be undertaken on the site;</li> <li>(c) any natural environmental values or hazards present on, or adjoining the site;</li> <li>(d) any places of cultural heritage significance or character areas present on, or adjoining the site;</li> <li>(e) any important landmarks, views, vistas or other areas of high scenic quality present on, or able to be viewed from the site;</li> <li>(f) any economic resources present on, adjoining or near the site; and</li> <li>(g) sub-tropical and sustainable design principles including the orientation of lots, the provision of water cycle infrastructure and the incorporation of landscaping within the subdivision.</li> </ul>	<p><b>AO1</b>            No acceptable outcome provided.</p> <p>Note—the Council may require submission of a local area structure plan for a site exceeding five hectares in area or a development involving the creation of 10 or more new lots to demonstrate compliance with Performance outcome PO1.</p>
<b><i>Lot layout and neighbourhood/estate design</i></b>	
<p><b>PO2</b>            Development provides for a lot layout, land use and infrastructure configuration that:-</p> <ul style="list-style-type: none"> <li>(a) provides for an efficient land use pattern;</li> <li>(b) effectively connects and integrates the site with existing or planned development on adjoining sites;</li> <li>(c) provides for the efficient movement of pedestrians, cyclists, public transport and private motor vehicles;</li> <li>(d) creates legible and interconnected movement and open space networks;</li> <li>(e) provides defined edges to public open space and avoids direct interface between public open space or drainage reserves and freehold lots;</li> <li>(f) provides for the creation of a diverse range of lot sizes capable of accommodating a mix of housing types and other uses required to support the community as appropriate to the zone;</li> <li>(g) promotes a sense of community identity and belonging;</li> <li>(h) provides for a high level of amenity having regard to potential noise, dust, odour and lighting nuisance sources;</li> <li>(i) accommodates and provides for the efficient and timely delivery of infrastructure appropriate to the site's context and setting;</li> <li>(j) avoids the use of culs-de-sac; and</li> <li>(k) avoids the sporadic or out-of-sequence creation of lots.</li> </ul>	<p><b>AO2</b>            No acceptable outcome provided.</p> <p>Note—the Council may require submission of a local area structure plan for a site exceeding 5 hectares in area or a development involving the creation of 10 or more lots so as to demonstrate compliance with Performance outcome PO2.</p>
<p><b>PO3</b>            In Woodgate Beach, development provides for the extension and continuation of residential access streets between First Avenue and Seventh Avenue, including but not limited to Palm</p>	<p><b>AO3</b>            No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
Court, Jacaranda Court, Oleander Court and Banksia Court, consistent with the established cadastral and road alignment pattern in the area, and so as not to preclude or prejudice access to and development of adjacent and nearby properties.	
<i>Size and dimensions of lots</i>	
<p><b>PO4</b>            Development provides for the size, dimensions and orientation of lots to:-</p> <ul style="list-style-type: none"> <li>(a) be appropriate for their intended use;</li> <li>(b) be compatible with the preferred character of the local area;</li> <li>(c) provide suitable building envelopes and safe pedestrian, bicycle and vehicular access without the need for major earthworks and retaining walls;</li> <li>(d) provide for the efficient use of land whilst including sufficient area for suitable and useable private open space;</li> <li>(e) where not located in a sewerred area, provide for the safe and sustainable on-site treatment and disposal of effluent;</li> <li>(f) take account of and respond sensitively to site constraints;</li> <li>(g) in the case of land included in the Rural zone, maintain or enhance the productive use of rural land and minimise its further fragmentation; and</li> <li>(h) in the case of land in the Rural residential zone, maintain or enhance the low density amenity of the locality.</li> </ul>	<p><b>AO4.1</b>            Unless otherwise specified in this code, all reconfigured lots comply with the minimum lot size specified in <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b>.</p> <p><b>AO4.2</b>            All reconfigured lots (except rear (hatchet) lots) have a minimum frontage and a maximum depth to frontage ratio that complies with <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b>.</p> <p><b>AO4.3</b>            All reconfigured lots on land subject to a constraint or valuable feature, as identified on an overlay map or the SPP interactive mapping system, contain a development envelope marked on a plan of development that demonstrates that there is an area sufficient to accommodate the intended purpose of the lot that is not subject to the constraint or valuable feature or that appropriately responds to the constraint or valuable feature.</p> <p><b>AO4.4</b>            Except where for essential infrastructure and services, no additional lots are created on land included in the Limited development (constrained land) zone.</p> <p><b>AO4.5</b>            Lot boundaries are aligned to avoid traversing areas of environmental significance.</p>
<i>Small residential lots<sup>11</sup></i>	
<p><b>PO5</b>            Development may provide for small residential lots to be created where:-</p> <ul style="list-style-type: none"> <li>(a) they are within easy walking distance of an activity centre;</li> <li>(b) the development will be consistent with the preferred character for the zone in which the land is located;</li> <li>(c) the land is fit for purpose and not subject to significant topographic constraints; and</li> <li>(d) the lots have adequate dimensions and proportions to accommodate future housing construction.</li> </ul>	<p><b>AO5.1</b>            Despite acceptable outcome AO4.1 above, small residential lots may be created on land in one of the following zones:-</p> <ul style="list-style-type: none"> <li>(a) Medium density residential zone;</li> <li>(b) Emerging community zone; or</li> <li>(c) Low density residential zone, where the parent lot has a minimum area of 2,000m<sup>2</sup>.</li> </ul> <p><b>AO5.2</b>            The land does not have a slope of greater than 10%.</p> <p><b>AO5.3</b>            Small residential lots have the following dimensions and proportions:-</p> <ul style="list-style-type: none"> <li>(a) a minimum frontage of 10m; and</li> <li>(b) a maximum depth to frontage ratio of 2.5:1.</li> </ul>
<p><b>PO6</b>            Small residential lots are distributed across a development in a configuration that avoids an area being dominated by a particular lot type whilst providing for the development of a diverse range of housing products.</p>	<p><b>AO6</b>            No acceptable outcome provided.</p>

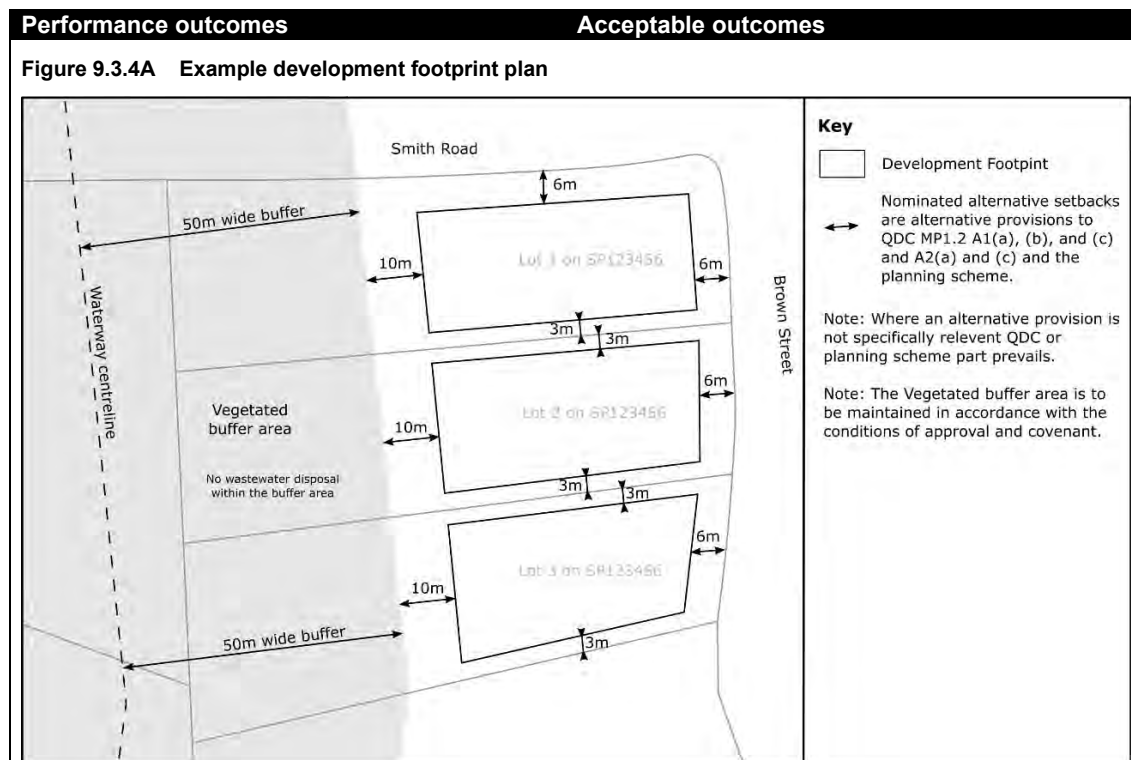
<sup>11</sup> Note—for the purposes of this code, a small residential lot is a residential lot with an area less than 600m<sup>2</sup>.



<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p><b>PO7</b>            Small residential lots are developed in accordance with a local area structure plan/plan of development which demonstrates that:-</p> <ul style="list-style-type: none"> <li>(a) the majority of lots are provided with a north-south orientation to optimise opportunities for passive solar design;</li> <li>(b) the development is efficiently configured and provides laneway access that optimises the use of public streets by pedestrians and minimises pedestrians/vehicle conflict points;</li> <li>(c) an appropriate building envelope can be accommodated;</li> <li>(d) any building contained within the building envelope is unlikely to impact adversely upon the amenity of adjoining premises as a result of overshadowing, privacy and access to sunlight; and</li> <li>(e) landscape planting can be accommodated in deep soil zones to soften built form elements, improve micro climate and contribute to the quality of the public realm.</li> </ul>	<p><b>AO7</b>            No acceptable outcome provided.</p>
<b>Rear (hatchet) lots</b>	
<p><b>PO8</b>            Development provides for rear lots to be created only where:-</p> <ul style="list-style-type: none"> <li>(a) the lots are not likely to prejudice the subsequent development of adjoining land;</li> <li>(b) it is not desirable nor practicable for the site to be reconfigured so that all lots have full frontage to a road;</li> <li>(c) the siting of buildings on the rear lot is not likely to be detrimental to the use and amenity of the surrounding area;</li> <li>(d) uses on surrounding land will not have a detrimental effect on the use and amenity of the rear lot;</li> <li>(e) the safety and efficiency of the road from which access is gained is not adversely affected; and</li> <li>(f) vehicular access to rear lots does not have a detrimental impact on lots adjoining the access strip due to excessive noise, light, dust, stormwater runoff and the like.</li> </ul>	<p><b>AO8</b>            Rear lots are designed such that:-</p> <ul style="list-style-type: none"> <li>(a) the minimum area of the lot, exclusive of any access strip, complies with the minimum lot size specified in <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b>;</li> <li>(b) the gradient of the access strip does not exceed 10%;</li> <li>(c) no more than four lots directly adjoin the rear lot, excluding lots that adjoin at one point;</li> <li>(d) no more than three lots gain access from the same access handle;</li> <li>(e) no more than 10% of lots within a subdivision are accessed from an access handle;</li> <li>(f) where two rear lots adjoin each other, a single common driveway and reciprocal access easements are provided;</li> <li>(g) no more than two rear lots and/or rear lot access strips directly adjoin each other (excluding lots that directly adjoin each other at a single point e.g. a corner);</li> <li>(h) rear lot access strips are located on only one side of a full frontage lot; and</li> <li>(i) rear lot access strips and driveways comply with the requirements of <b>Table 9.3.4.3.3 (Access strip requirements for rear lots)</b> and the standards specified in the <b>Planning scheme policy for development works</b>.</li> </ul>
<b>Irregular shaped lots</b>	
<p><b>PO9</b>            Development provides for irregular shaped lots to be created only where:-</p> <ul style="list-style-type: none"> <li>(a) the creation of regular lots is impractical such as at a curve in the road;</li> <li>(b) safe access and visual exposure to and from the site can be provided while not adversely impacting on the functionality of the surrounding road network; and</li> <li>(c) the irregular lot is demonstrably suitable for its intended purpose.</li> </ul>	<p><b>AO9</b>            Irregular shaped lots are designed so that they:-</p> <ul style="list-style-type: none"> <li>(a) satisfy the requirements for maximum to depth to frontage ratio specified in <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b>; and</li> <li>(b) comply with requirements of <b>Table 9.3.4.3.4 (Minimum width for irregular shaped lots)</b>.</li> </ul>

Performance outcomes	Acceptable outcomes
<b>Rearrangement of lot boundaries</b>	
<p><b>PO10</b>            Development provides that the rearrangement of lot boundaries is an improvement to the existing situation.</p>	<p><b>AO10</b>            The rearrangement of lot boundaries results in an improvement to the existing situation whereby the size and dimensions of proposed lots comply more fully with <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b>, and at least one of the following is achieved:-</p> <ul style="list-style-type: none"> <li>(a) the rearrangement of lots remedies an existing boundary encroachment by a building, structure or other use areas;</li> <li>(b) the rearranged lots will be made more regular in shape;</li> <li>(c) access is provided to a lot that previously had no access or an unsuitable access;</li> <li>(d) the rearranged lots better meet the overall outcomes for the zone and the local plan area in which the site is situated;</li> <li>(e) the rearrangement of lots remedies a situation where an existing lot has multiple zonings; or</li> <li>(f) the rearrangement of lots provides for a material improvement in rural productivity.</li> </ul>
<b>Volumetric subdivision</b>	
<p><b>PO11</b>            Development provides that the subdivision of space above or below the surface of land facilitates efficient development in a manner that is consistent with the overall outcomes for the zone and local plan area in which the site is located, or is consistent with a development approval that has not lapsed.</p>	<p><b>AO11</b>            No acceptable outcome provided.</p>
<b>Buffers to sensitive land, incompatible uses and infrastructure</b>	
<p><b>PO12</b>            Development provides for lots to be created in locations that:-</p> <ul style="list-style-type: none"> <li>(a) are adequately buffered to prevent potential adverse impacts on future users of the lots;</li> <li>(b) separate the lots from incompatible uses and infrastructure; and</li> <li>(c) do not create “reverse amenity” situations where the continued operation of existing uses is compromised by the proposed development.</li> </ul>	<p><b>AO12</b>  <i>In partial fulfilment only of Performance outcome PO12:-</i></p> <p>Where located adjacent to rural land, separation areas comply with the <i>State Planning Policy Guideline: State Interest—Agriculture</i> and <b>Section 9.3.2 (Landscaping code)</b>.</p>
<p><b>PO13</b>            Development provides for the separation of lots from electricity transmission line easements, major electricity infrastructure and substation sites.</p>	<p><b>AO13.1</b>            Any part of any lot included in a residential zone, the Emerging community zone or the Rural residential zone:-</p> <ul style="list-style-type: none"> <li>(a) achieves the minimum lot size specified in <b>Table 9.3.4.3.2 (Minimum lot size and dimensions)</b> clear of any electricity transmission line easement;</li> <li>(b) is not located within 500m of an existing or planned high voltage transmission grid substation site;</li> <li>(c) is not located within 100m of an existing bulk supply transformer;</li> <li>(d) is not located within 60m of an existing zone transformer; and</li> <li>(e) is not located within any area subject to unacceptable noise, vibration, lighting or odour nuisance from the operation of an existing lawful, adjoining or nearby use.</li> </ul> <p><b>AO13.2</b>            Any reconfiguring a lot involving land in a residential zone, the Emerging community zone or the Rural residential zone provides for the number of lots</p>

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
burdened by electricity transmission line easements to be reduced to one.	
<b>Public parks and open space infrastructure</b>	
<p><b>PO14</b>            Development provides for public parks and open space infrastructure that:-</p> <ul style="list-style-type: none"> <li>(a) provides for a range of passive and active recreation settings and can accommodate adequate facilities to meet the needs of the community;</li> <li>(b) is well distributed and contributes to the legibility, accessibility and character of the locality;</li> <li>(c) creates attractive settings and focal points for the community;</li> <li>(d) benefits the amenity of adjoining land uses;</li> <li>(e) incorporates appropriate measures for stormwater and flood management;</li> <li>(f) facilitates the retention of native vegetation, watercourses, wetlands and other areas of environmental significance and natural and cultural features;</li> <li>(g) is cost effective to maintain; and</li> <li>(h) is dedicated as public land in the early stages of the subdivision.</li> </ul>	<p><b>AO14</b>            No acceptable outcome provided.</p> <p>Editor's note—<b>Section 9.3.2 (Landscaping code)</b> includes requirements for the design and construction of landscape elements in public parks and open space infrastructure.</p>
<b>Development footprint plan</b>	
<p><b>PO15</b>            Development uses development footprint plans to ensure the ongoing:-</p> <ul style="list-style-type: none"> <li>(a) separation of incompatible land uses;</li> <li>(b) protection of natural or heritage features;</li> <li>(c) avoidance of natural hazard areas;</li> <li>(d) implementation of alternative built environment outcomes for individual sites to suit a preferred character identified for the locality by a local plan or local area structure plan.</li> </ul>	<p><b>AO15.1</b>            Any reconfiguring a lot that involves an agricultural buffer, areas with natural or heritage features, areas of natural hazard, or creates a small lot is to be provided with a development footprint plan to ensure future development of the site is appropriately located.</p> <p><b>AO15.2</b>            Each development footprint plan is to state:-</p> <ul style="list-style-type: none"> <li>(a) the detail of each alternative setback or site cover outcome; and</li> <li>(b) whether the QDC or planning scheme is to apply where an alternative outcome has not been nominated.</li> </ul> <p>Note—development footprint plans are only required for small lot subdivisions where alternative setbacks or site cover outcomes are nominated to achieve alternative built environment outcomes.</p> <p>Note—<b>Figure 9.3.4A Example development footprint plan</b> demonstrates how a development footprint plan may detail nominated alternative outcomes.</p>



**Bundaberg State Development Area**

**PO16**

Where located wholly or partly on land regulated by the Bundaberg State Development Area Development Scheme, development provides for a lot layout and configuration that:-

- (a) is consistent with a current approval given by the Coordinator-General under the Bundaberg State Development Area Development Scheme or the intent for land identified in the Bundaberg State Development Area Development Scheme;
- (b) maintains or enhances the productive use of rural land within the State Development Area and avoids its fragmentation until the land is required for infrastructure or industry purposes consistent with the Bundaberg State Development Area Development Scheme; and
- (c) maintains or enhances the productive use of rural land outside of the Bundaberg State Development Area, and avoids its fragmentation.

**AO16**

No acceptable outcome provided.

**Table 9.3.4.3.2 Minimum lot size and dimensions**<sup>12 13 14 15</sup>

Column 1 Zone	Column 2 Minimum lot size (excluding access strips in rear (hatchet) lots)	Column 3 Minimum frontage (metres)	Column 4 Maximum depth to frontage ratio
<b>Residential zones category</b>			
Low density residential zone	600m <sup>2</sup> if in a sewered area	15	3:1
	1,500m <sup>2</sup> if not in a sewered area	20	3:1
Medium density residential zone	800m <sup>2</sup> if in a sewered area	15	3:1
	1,500m <sup>2</sup> if not in a sewered area	20	3:1
High density residential zone	1,000m <sup>2</sup>	20	3:1
<b>Centre zones category</b>			
Principal centre zone	400m <sup>2</sup>	Not specified	4:1
Major centre zone	400m <sup>2</sup>	Not specified	4:1
District centre zone	400m <sup>2</sup>	Not specified	4:1
Local centre zone	400m <sup>2</sup>	Not specified	4:1
Neighbourhood centre zone	400m <sup>2</sup>	Not specified	4:1
<b>Industry zones category</b>			
Industry zone	1,000m <sup>2</sup> if in a sewered area	20	4:1
	1,500m <sup>2</sup> if not in a sewered area	25	4:1
High impact industry zone	2,000m <sup>2</sup>	30	4:1
<b>Recreation zones category</b>			
Sport and recreation zone	Not specified	Not specified	Not specified
Open space zone	Not specified	Not specified	Not specified
<b>Environmental zones category</b>			
Environmental management and conservation zone	Not specified	Not specified	Not specified
<b>Other zones category</b>			
Community facilities zone	Not specified	Not specified	Not specified
Emerging community zone	10ha	100	4:1
Limited development zone	Not specified	Not specified	Not specified
Rural zone	100ha	200	4:1
Rural residential zone	2,000m <sup>2</sup> if located in Precinct RRZ1.	30	4:1
	4,000m <sup>2</sup> if located in Precinct RRZ2.	40	4:1
	4ha if located in Precinct RRZ3	60	4:1
	2ha otherwise.	60	4:1
Special purpose zone	4,000m <sup>2</sup>	40	4:1
Specialised centre zone	1,000m <sup>2</sup>	20	4:1

<sup>12</sup> Note—for land included in the Low density residential zone or Medium density residential zone, the minimum lot size and dimension requirements specified in **Table 9.3.4.3.2 (Minimum lot size and dimensions)** may be varied by a plan of development that complies with the assessment benchmarks for small lot housing.

<sup>13</sup> Note—for land included in the Emerging community zone, the minimum lot size and dimension requirements specified in **Table 9.3.4.3.2 (Minimum lot size and dimensions)** may be varied by an approved local area structure plan/plan of development that provides for development of the land for urban purposes.

<sup>14</sup> Note—for land included in the Rural residential zone, the minimum lot size and dimension requirements specified in **Table 9.3.4.3.2 (Minimum lot size and dimensions)** may be varied by using the minimum lot size to calculate a lot yield so as to provide lots that vary in size and shape with boundaries that respond to site constraints such as vegetation, watercourses, wetlands, other areas of environmental significance and natural hazards. An alternative lot layout should not create lots that can be further subdivided (excluding balance lots) or lots of a size that are more likely to be located within a Low density residential zone. The alternative lot layout is required to satisfy Performance outcome PO4.

<sup>15</sup> Note—where **Table 9.3.4.3.2 (Minimum lot size and dimensions)** has not specified a minimum lot size or other dimension, development is required to satisfy Performance outcome PO4.

**Table 9.3.4.3.3 Access strip requirements for rear lots**

Column 1 Zone	Column 2 Minimum width of single access strip (metres)	Column 3 Minimum width of combined access strips with reciprocal easement (metres)	Column 4 Minimum driveway width (metres)	Column 5 Maximum driveway length (metres)
Residential zones	5	6 (2x3)	3.5	40
Rural residential zone	6	6 (2x3)	3.5	60
Rural zone	10	10 (2x5)	4	100

**Table 9.3.4.3.4 Minimum width for irregular shaped lots**

Column 1 Zone	Column 2 Minimum width measured at site frontage (metres)	Column 3 Minimum width measured 6m from site frontage (metres)
Low density residential zone Medium density residential zone	6	10
High density residential zone	10	15
Principal centre zone Major centre zone District centre zone Local centre zone Neighbourhood centre zone Specialised centre zone	6	10
Industry zone	12	20
High impact industry zone	15	25
Rural zone Rural residential zone	12	20

## 9.3.5 Transport and parking code<sup>16 17</sup>

### 9.3.5.1 Application

This code applies to development identified as requiring assessment against the Transport and parking code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.3.5.2 Purpose and overall outcomes

- (1) The purpose of the Transport and parking code is to ensure that transport infrastructure (including pathways, public transport infrastructure, roads, parking and service areas) is provided in a manner which meets the needs of the development, whilst maintaining a safe and efficient road network, promoting active and public transport use and preserving the character and amenity of the Bundaberg Region.
- (2) The purpose of the Transport and parking code will be achieved through the following overall outcomes:-
  - (a) development is consistent with the objectives of the strategic transport network, which are to:-
    - (i) provide for a highly permeable and integrated movement network;
    - (ii) improve coordination between land use and transport so as to maximise the potential for walking, cycling and public transport use;
    - (iii) achieve acceptable levels of access, convenience, efficiency and legibility for all transport users;
    - (iv) limit road construction to the minimum necessary to meet the endorsed levels of service for ultimate development of the Bundaberg Region;
    - (v) provide for staging of Council's limited trunk road construction program to maximise sustainability; and
    - (vi) maintain the safety and efficiency of the road network;
  - (b) transport infrastructure is designed and constructed to acceptable standards and operates in a safe and efficient manner that meets community expectations, prevents unacceptable off-site impacts and reduces whole of life cycle costs, including ongoing maintenance costs; and
  - (c) development provides for on-site parking, access, circulation and servicing areas that are safe, convenient and meet the reasonable requirements of the development.

### 9.3.5.3 Specific benchmarks for assessment

**Table 9.3.5.3.1 Requirements for development accepted subject to requirements and benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>On-site parking and access</b>	
<b>PO1</b> Development ensures that the location, layout and design of vehicle access, on-site circulation systems and parking and service areas:- <ol style="list-style-type: none"> <li>(a) is safe, convenient and legible for all users including people with disabilities, pedestrians, cyclists and public transport services, where relevant;</li> <li>(b) does not interfere with, and minimises any adverse impacts on, the planned function, safety, capacity, efficiency and operation of the transport network;</li> <li>(c) provides sufficient on-site parking to meet the needs of, and anticipated demand generated by, the development;</li> </ol>	<b>AO1.1</b> The location, design and provision of any site access, access driveways, internal circulation and manoeuvring areas, service areas and parking areas is in accordance with the standards specified in the <b>Planning scheme policy for development works</b> , including ensuring:- <ol style="list-style-type: none"> <li>(a) the number and type of vehicles planned for the development can be accommodated on-site;</li> <li>(b) on-site vehicle parking and manoeuvring areas provide for vehicles to enter and leave the site in a forward motion; and</li> <li>(c) a progressive reduction in vehicle speed between the external transport corridor and</li> </ol>

<sup>16</sup> Editor's note—the Council may require the preparation of a traffic impact assessment report to demonstrate compliance with certain outcomes of the **Transport and parking code**.

<sup>17</sup> Editor's note—the **Planning scheme policy for development works** provides guidance for satisfying certain outcomes of the Transport and parking code.

Performance outcomes	Acceptable outcomes
<p>(d) limit potential conflict between service vehicles, other vehicles and pedestrians; and</p> <p>(e) minimises adverse impacts on the local streetscape character and amenity of the surrounding area.</p>	<p>internal parking spaces such that lower speeds occur near areas of high pedestrian activity.</p> <p><b>AO1.2</b>                      For assessable development, the number of site access driveways is minimised (usually one), with access to the lowest order transport corridor to which the site has frontage, consistent with amenity impact constraints.</p> <p><b>AO1.3</b>                      Development provides on-site parking spaces at the rate specified in <b>Table 9.3.5.3.3 (Minimum on-site parking requirements)</b>.</p> <p>Note—where the calculated number of spaces is not a whole number, the required number of parking spaces is the nearest whole number.</p> <p>Note—the minimum on-site parking rates specified in <b>Table 9.3.5.3.3</b> provide for the needs of all users of the development including employees, customers, students and visitors.</p> <p><b>AO1.4</b>                      Development provides clearly defined pedestrian paths within and around on-site vehicle parking areas that:-</p> <ul style="list-style-type: none"> <li>(a) are located in areas where people will choose to walk; and</li> <li>(b) ensure pedestrian movement through vehicle parking areas is along aisles rather than across them.</li> </ul> <p><b>AO1.5</b>                      The layout and design of the development provides for the manoeuvring and parking of all vehicles associated with the use to be accommodated on the site. Driveways, internal circulation areas, manoeuvring areas and service areas (including loading and unloading areas and refuse collection facilities) are:-</p> <ul style="list-style-type: none"> <li>(a) designed and provided to accommodate the nominated design vehicles for each development type and other vehicles likely to be associated with the use; and</li> <li>(b) constructed in accordance with the standards specified in the <b>Planning scheme policy for development works</b>.</li> </ul> <p><b>AO1.6</b>                      For assessable development in a centre zone or Specialised centre zone, development provides for inter-connectivity with the internal vehicle circulation, pedestrian movement, and car parking areas of adjacent development, to enable the sharing of access and merging of customer car parking where appropriate, and to reduce impacts on the external road network.</p>

**Table 9.3.5.3.2 Benchmarks for assessable development only**

Performance outcomes	Acceptable outcomes
<b>Strategic transport network</b>	
<p><b>PO2</b>                      Development, particularly where involving high trip generating land uses or the creation of new</p>	<p><b>AO2</b>                      No acceptable outcome provided.</p>



<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
<p>roads and other transport corridors, ensures provision of a transport network that:-</p> <ul style="list-style-type: none"> <li>(a) accords with the Strategic transport network as shown on <b>Strategic Framework Map SFM-003 (Transport and infrastructure elements)</b> and the <b>Local Government Infrastructure Plan</b>;</li> <li>(b) provides visible distinction of roads, with the design of streets and roads based on function, safety and efficiency;</li> <li>(c) provides convenient, safe and efficient movement for all modes of transport between land use activities with priority given to pedestrian movement and bicycle use over vehicle movements;</li> <li>(d) allows for unimpeded and practical access to the development site and each proposed lot;</li> <li>(e) facilitates and promotes the use of public and active transport, including access to cycle and pedestrian pathways;</li> <li>(f) facilitates a high standard of urban design which reflects a grid pattern (or modified grid pattern) to assist in connectivity and permeability, particularly for pedestrians and cyclists;</li> <li>(g) connects to and integrates with existing roads and other relevant facilities within and external to the land to be developed or subdivided;</li> <li>(h) provides for the dedication and construction of roads where required to allow access to, and proper development of, adjoining land that is intended for development;</li> <li>(i) provides for the construction and adequate drainage of all proposed roads, pathways, laneways and bikeways within and adjoining the land to be developed;</li> <li>(j) minimises any adverse impacts on the existing transport network, surrounding land uses, and the amenity of the surrounding environment; and</li> <li>(k) does not adversely impact on wildlife movement corridors.</li> </ul>	<p>Editor's note—the <b>Planning scheme policy for development works</b> specifies standards and provides guidance for the design and construction of roads and transport corridors.</p> <p>Editor's note—the Council may require submission of a traffic impact assessment report prepared in accordance with the <b>Planning scheme policy for information that Council may require</b> to demonstrate compliance with Performance outcome PO1.</p>
<p><b>PO3</b>            In Woodgate Beach, development provides for the extension and continuation of residential access streets between First Avenue and Seventh Avenue, including but not limited to Palm Court, Jacaranda Court, Oleander Court and Banksia Court, consistent with the established cadastral and road alignment pattern in the area, and so as not to preclude or prejudice access to and development of adjacent and nearby properties.</p>	<p><b>AO3</b>            No acceptable outcome provided.</p>
<b><i>Pedestrian and bicycle network and facilities</i></b>	
<p><b>PO4</b>            Development provides for the establishment of a safe and convenient network of pedestrian and bicycle paths that:-</p> <ul style="list-style-type: none"> <li>(a) provides a high level of permeability and connectivity;</li> <li>(b) provide for joint usage where appropriate;</li> <li>(c) maximises opportunities to link activity centres, employment areas, residential areas, community facilities, open space and public transport stops located internally and externally to the site;</li> </ul>	<p><b>AO4</b>            No acceptable outcome provided.</p> <p>Editor's note—the <b>Planning scheme policy for development works</b> specifies standards and provides guidance for the design and construction of pedestrian and bicycle paths.</p>

Performance outcomes	Acceptable outcomes
<p>(d) have an alignment that maximises visual interest, allows for the retention of trees and other significant features and does not compromise the operation of or access to other infrastructure;</p> <p>(e) incorporates safe street crossings with adequate sight distances, pavement markings, warning signs and safety rails; and</p> <p>(f) is well lit and located where there is casual surveillance from nearby premises.</p>	
<p><b>PO5</b>            Appropriate on-site end of trip facilities are provided to encourage walking and cycling as an alternative to private car travel.</p>	<p><b>AO5.1</b>            Development for a business activity, community activity, sport and recreation activity, or for rooming accommodation, short-term accommodation, resort complex or air services provides residents, employees and visitors with shower cubicles and ancillary change rooms and lockers (including provision for both males and females) at the following rates:-</p> <p>(a) 1 cubicle and 5 lockers for the first 5,500m<sup>2</sup> of gross floor area, provided that the development exceeds a minimum gross floor area of 1,500m<sup>2</sup>; plus</p> <p>(b) 1 additional cubicle and 5 additional lockers for that part of the development that exceeds 5,500m<sup>2</sup> gross floor area up to a maximum of 30,000m<sup>2</sup> gross floor area; plus</p> <p>(c) 2 additional cubicles and 10 additional lockers for that part of the development that exceeds 30,000m<sup>2</sup> gross floor area.</p> <p><b>AO5.2</b>            Development provides bicycle access, parking and storage facilities that:-</p> <p>(a) are located close to the building's pedestrian entrance;</p> <p>(b) are obvious and easily and safely accessible from outside the site;</p> <p>(c) do not adversely impact on visual amenity; and</p> <p>(d) are designed in accordance with the <b>Planning scheme policy for development works</b>.</p>
<b>Public transport facilities</b>	
<p><b>PO6</b>            Development encourages the use of public transport through:-</p> <p>(a) appropriate development design which maximises accessibility via existing and planned public transport facilities; and</p> <p>(b) appropriate provision of on-site or off-site public transport facilities, having regard to the specific nature and scale of development, and the number of people or lots involved.</p>	<p><b>AO6.1</b>            Development is designed and arranged to provide safe, convenient and functional linkages to existing and proposed public transport facilities.</p> <p><b>AO6.2</b>            On-site public transport facilities are provided in conjunction with the following development:-</p> <p>(a) shopping centre, where having a gross floor area of greater than 10,000m<sup>2</sup>;</p> <p>(b) tourist attraction, having a total use area of greater than 10,000m<sup>2</sup>;</p> <p>(c) educational establishment, where accommodating more than 500 students;</p> <p>(d) major sport, recreation and entertainment facility;</p> <p>(e) indoor sport and recreation, where having a gross floor area of more than 1,000m<sup>2</sup> or for spectator sports; and</p> <p>(f) outdoor sport and recreation where for spectator sports.</p> <p><b>AO6.3</b>            On-street public transport facilities are provided as part of the following development:-</p>

Performance outcomes	Acceptable outcomes
	<p>(a) shopping centre, where having a gross floor area of 10,000m<sup>2</sup> or less;</p> <p>(b) tourist attraction, where having a gross floor area of 10,000m<sup>2</sup> or less;</p> <p>(c) educational establishment, where accommodating 500 or less students; and</p> <p>(d) indoor sport and recreation where having a gross floor area of 500m<sup>2</sup> or less and not for spectator sports.</p> <p><b>AO6.4</b> Where not otherwise specified above, on-street public transport facilities are provided where development is located on an existing or future public transport route.</p> <p><b>AO6.5</b> Public transport facilities are located and designed in accordance with the standards specified in the <b>Planning scheme policy for development works.</b></p>
<b>Amenity and environmental impacts of transport infrastructure</b>	
<p><b>PO7</b> Development ensures that on-site vehicle access, manoeuvring and parking facilities do not have adverse impacts on people, properties or activities, with regard to light, noise, emissions or stormwater run-off.</p>	<p><b>AO7</b> No acceptable outcome provided.</p>
<b>Transport corridor widths, pavement, surfacing and verges</b>	
<p><b>PO8</b> Development provides the reserve width and external road works along the full extent of the site frontage, and other transport corridors where appropriate, to support the function and amenity of the transport corridor, including where applicable:-</p> <p>(a) paved roadway;</p> <p>(b) kerb and channel;</p> <p>(c) safe vehicular access;</p> <p>(d) safe footpaths and bikeways;</p> <p>(e) safe on-road cycle lanes or verges for cycling.</p> <p>(f) stormwater drainage;</p> <p>(g) provision of public utility services;</p> <p>(h) streetscaping and landscaping; and</p> <p>(i) provision of street lighting systems, road signage and line marking.</p>	<p><b>AO8</b> The design and construction of road works, including external road works, is:-</p> <p>(a) undertaken in accordance with the <b>Planning scheme policy for development works</b>; and</p> <p>(b) consistent with the characteristics intended for the particular type of transport corridor specified in the <b>Planning scheme policy for development works.</b></p>
<b>Intersections and traffic controls</b>	
<p><b>PO9</b> Development provides for traffic speeds and volumes to be catered for through the design and location of intersections and traffic controls so as to:-</p> <p>(a) ensure the function, safety and efficiency of the road network is maintained;</p> <p>(b) minimise unacceptable traffic noise to adjoining land uses; and</p> <p>(c) maintain convenience and safety levels for pedestrians, cyclists and public transport.</p>	<p><b>AO9</b> Intersections and speed control devices are designed and constructed in accordance with the <b>Planning scheme policy for development works.</b></p>
<b>Development staging</b>	
<p><b>PO10</b> Staged development is planned, designed and constructed to ensure that:-</p> <p>(a) each stage of the development can be constructed without interruption to services and utilities provided to the previous stages;</p>	<p><b>AO10</b> No acceptable outcome provided.</p>

Performance outcomes	Acceptable outcomes
(b) transport infrastructure provided is capable of servicing the entire development; (c) early bus access and circulation is achieved through the connection of collector roads; and (d) materials used are consistent throughout the development.	

**Table 9.3.5.3.3 Minimum on-site parking requirements**

Column 1 Land use	Column 2 Cars	Column 3 Service vehicles	Column 4 Bicycles
<b>Residential activities</b>			
<b>Dwelling unit</b>	1 space (covered) per dwelling	Not required	Not required
<b>Nature based tourism</b>	1 space per cabin/site	Not specified	Not required
<b>Multiple dwelling</b>	1 space (covered) per dwelling + 1 visitor space per 10 dwellings if in the Bundaberg CBD, otherwise 1 visitor space per 2 dwellings	1 SRV where more than 10 dwellings	1 space / 4 dwellings (minimum 4 spaces)
<b>Relocatable home park</b>	1 space (covered) per relocatable home site + 1 visitor space per 2 relocatable home sites + 1 manager space (covered) + boat and trailer storage area	1 SRV where more than 10 relocatable home sites	1 space / relocatable home site (minimum 4 spaces)
<b>Residential care facility</b>	1 space per 4 beds/rooming units	1 MRV + Ambulance (if required)	1 space / 10 beds/rooming units (minimum 4 spaces), if required
<b>Resort complex</b>	Not specified	Not specified	Not specified
<b>Retirement facility</b>	1 space (covered) per dwelling + 1 visitor space per 4 dwellings + boat and trailer storage area	1 MRV + Ambulance	1 space / unit
<b>Rooming accommodation</b>	1 space (covered) per rooming unit + 1 visitor space per 10 rooming units	1 SRV	1 space / 10 rooming units (minimum 4 spaces)
<b>Short-term accommodation</b>	1 space (covered) per rooming unit + 1 visitor space per 10 rooming units	1 MRV	1 space / 10 rooming units (minimum 4 spaces)
<b>Tourist park</b>	1 space per caravan or cabin site + 1 visitor space per 10 sites + 1 manager space (covered) + boat and trailer storage area	1 LRV	1 space / 10 sites (minimum 4 spaces)
<b>Business activities in the Bundaberg, Childers or Gin Gin CBDs as identified in Figure 9.3.5 (CBD Parking Areas)</b>			
<b>Food and drink outlet</b>	1 space / 50m <sup>2</sup> GFA + separate queuing for 6 vehicles if a drive through facility is provided	1 SRV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)

Column 1 Land use	Column 2 Cars	Column 3 Service vehicles	Column 4 Bicycles
<b>Outdoor sales</b>	1 space / 150m <sup>2</sup> total display area + 4 spaces per maintenance bay	1 AV	1 space 400m <sup>2</sup> total use area (minimum 4 spaces)
<b>All other Business activities</b>	1 space / 50m <sup>2</sup> GFA	1 SRV if less than 500m <sup>2</sup> GFA or 1 ARV and 1 LRV if 500m <sup>2</sup> to 1,999m <sup>2</sup> GFA or not specified if 2,000m <sup>2</sup> GFA or above	As per QDC MP 4.1, P13 (if applicable); otherwise 1 space / 200m <sup>2</sup> GFA (minimum 4 space)
<b>Business activities other than where in the Bundaberg, Childers or Gin Gin CBDs as identified in Figure 9.3.5 (CBD Parking Areas)</b>			
<b>Adult store</b>	1 space / 20m <sup>2</sup> GFA	1 SRV if less than 500m <sup>2</sup> GFA or 1 SRV and 1 LRV if 500m <sup>2</sup> to 1,999m <sup>2</sup> GFA or not specified if 2,000m <sup>2</sup> GFA or above	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Agricultural supplies store</b>	1 space / 20m <sup>2</sup> total use area if less than 100m <sup>2</sup> total use area + 1 space / 50m <sup>2</sup> total use area for that part exceeding 100m <sup>2</sup> total use area	Not specified	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Food and drink outlet</b>	1 space / 15m <sup>2</sup> GFA + separate queuing for 6 vehicles if a drive through facility is provided	1 SRV	1 space / 200m <sup>2</sup> GFA (minimum 4 spaces)
<b>Garden centre</b>	1 space / 20m <sup>2</sup> total use area if less than 100m <sup>2</sup> total use area + 1 space / 50m <sup>2</sup> total use area for that part exceeding 100m <sup>2</sup> total use area	1 SRV if less than 500m <sup>2</sup> GFA or 1 SRV and 1 LRV if 500m <sup>2</sup> to 1,999m <sup>2</sup> GFA or not specified if 2,000m <sup>2</sup> GFA or above	1 space / 400m <sup>2</sup> total use area (minimum 4 spaces)
<b>Hardware and trade supplies</b>	1 space / 20m <sup>2</sup> total use area if less than 100m <sup>2</sup> total use area + 1 space / 50m <sup>2</sup> total use area for that part exceeding 100m <sup>2</sup> total use area	1 SRV if less than 500m <sup>2</sup> GFA or 1 SRV and 1 LRV if 500m <sup>2</sup> to 1,999m <sup>2</sup> GFA or not specified if 2,000m <sup>2</sup> GFA or above	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Market</b>	1 space / 20m <sup>2</sup> total use area	1 SRV	1 space / 50m <sup>2</sup> total use area (minimum 4 spaces)
<b>Office</b>	1 space / 40m <sup>2</sup> GFA where in a centre zone or 1 space / 30m <sup>2</sup> where not in a centre zone	Not specified	As per QDC MP 4.1, P13 (if applicable); otherwise 1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Outdoor sales</b>	1 space / 150m <sup>2</sup> total display area + 4 spaces per maintenance bay	1 AV	1 space / 400m <sup>2</sup> total use area (minimum 4 spaces)
<b>Service station</b>	1 space / 20m <sup>2</sup> GFA (when involving sale of goods) + 2 spaces / service bay (minimum of 4 spaces)	AV	1 space / 400m <sup>2</sup> GFA (minimum 6 spaces)
<b>Shop</b>	1 space / 20m <sup>2</sup> GFA	1 SRV if less than 500m <sup>2</sup> GFA or 1 SRV and 1 LRV if 500m <sup>2</sup> to 1,999m <sup>2</sup> GFA or not	1 space / 200m <sup>2</sup> GFA (minimum 4 spaces)

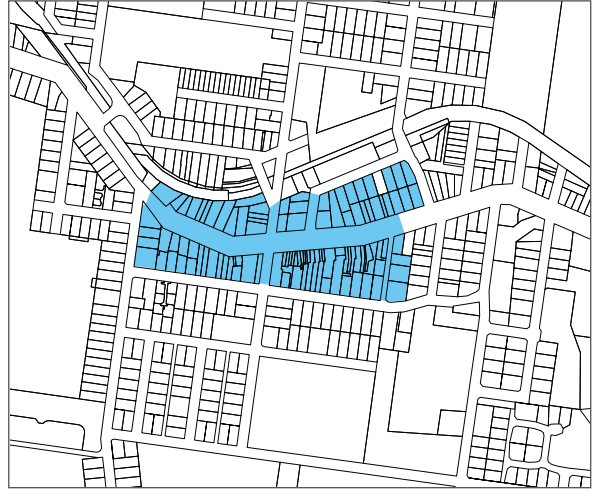
Column 1 Land use	Column 2 Cars	Column 3 Service vehicles	Column 4 Bicycles
		specified if 2,000m <sup>2</sup> GFA or above	
<b>Shopping centre</b>	1 space / 20m <sup>2</sup> GFA	1 SRV if less than 500m <sup>2</sup> GFA or 1 SRV and 1 LRV if 500m <sup>2</sup> to 1,999m <sup>2</sup> GFA or not specified if 2,000m <sup>2</sup> GFA or above	As per QDC MP 4.1, P13 (if applicable); otherwise 1 space / 200m <sup>2</sup> GFA (minimum 4 spaces)
<b>Showroom</b>	1 space / 50m <sup>2</sup> GFA	1 AV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Veterinary service</b>	1 space / 25m <sup>2</sup> GFA	1 SRV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Entertainment activities</b>			
<b>Club</b>	Not specified	Not specified	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Function facility</b>	1 space / 15m <sup>2</sup> GFA	1 SRV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Hotel</b>	1 space / 15m <sup>2</sup> of non-residential GFA + 1 space / rooming unit + separate queuing for 6 vehicles if a drive through bottle shop is provided	1 MRV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Nightclub entertainment facility</b>	1 space / 15m <sup>2</sup> GFA	1 SRV	Not specified
<b>Theatre</b>	Not specified	Not specified	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Tourist attraction</b>	Not specified	Not specified	Not specified
<b>Industry activities</b>			
<b>Bulk landscape supplies</b>	1 space / 100m <sup>2</sup> total use area	1 LRV	Not required
<b>Extractive industry</b>	Not specified	Not specified	Not required
<b>Service industry</b>	1 space / 40m <sup>2</sup> GFA	1 MRV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>All other industrial activities</b>	1 space / 50m <sup>2</sup> if less than 500m <sup>2</sup> GFA + 1 space / 100m <sup>2</sup> GFA for that part exceeding 500m <sup>2</sup> GFA	1 AV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Community activities</b>			
<b>Cemetery</b>	Not specified	Not specified	Not specified
<b>Child care centre</b>	1 space / employee + 1 customer space / 10 children + on-site passenger set down area	Not specified	1 space / 100m <sup>2</sup> GFA (minimum 4 spaces)
<b>Community care centre</b>	1 space / 20m <sup>2</sup> GFA	Not specified	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Community use</b>	1 space / 20m <sup>2</sup> GFA	Not specified	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Crematorium</b>	Not specified	Not specified	Not specified
<b>Educational establishment</b>	Not specified	Not specified	As per QDC MP 4.1, P13 (if applicable); otherwise 1 space / 100m <sup>2</sup> GFA (minimum 6 spaces)
<b>Emergency services</b>	Not specified	Not specified	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)

<b>Column 1 Land use</b>	<b>Column 2 Cars</b>	<b>Column 3 Service vehicles</b>	<b>Column 4 Bicycles</b>
<b>Funeral parlour</b>	1 space / 30m <sup>2</sup> GFA	1 SRV	Not specified
<b>Health care service</b>	1 space / 20m <sup>2</sup> GFA	1 SRV + Ambulance	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Hospital</b>	1 space per 3 beds plus 1 space per 2 employees + set-down area for emergency vehicles	Not specified	As per QDC MP 4.1, P13 (if applicable); otherwise 1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b>Place of worship</b>	1 space / 30m <sup>2</sup> GFA	SRV	1 space / 400m <sup>2</sup> GFA (minimum 4 spaces)
<b><i>Recreation activities</i></b>			
<b>All recreation activities</b>	Not specified	Not specified	Not specified
<b><i>Rural activities</i></b>			
<b>Rural industry</b>	Not specified	AV	Not specified
<b>Wholesale nursery</b>	Not specified	AV	Not specified
<b>Winery</b>	Not specified	Not specified	Not required
<b>All other rural activities</b>	Not specified	Not specified	Not specified
<b><i>Other activities</i></b>			
<b>All other activities</b>	Not specified	Not specified	Not specified

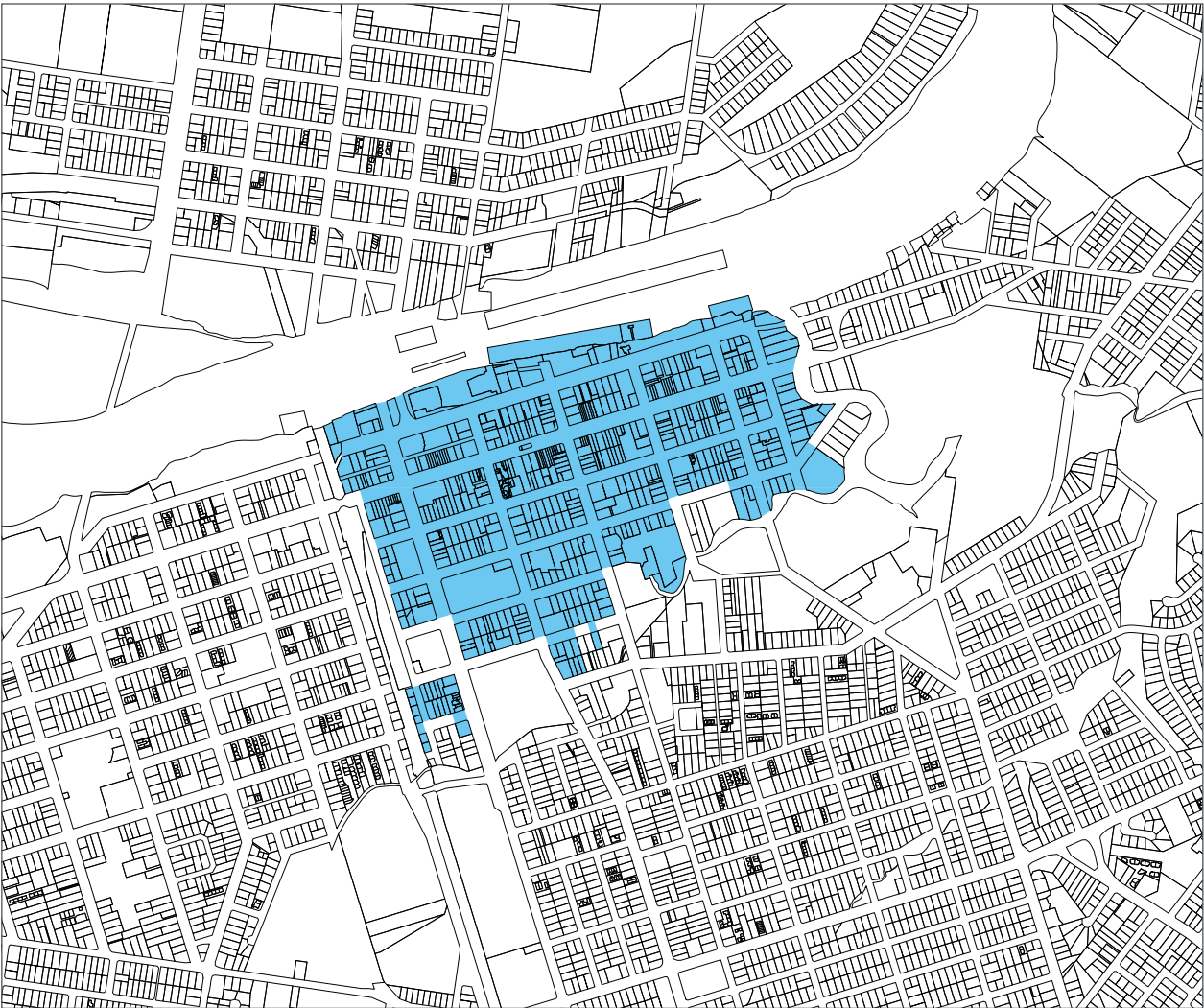
**GIN GIN CBD - 1:200**



**CHILDERS CBD - 1:150**



**BUNDABERG CBD - 1:200**



**Figure 9.3.5**  
**CBD Parking Areas**

Version 5.0 effective 10 February 2020



### 9.3.6 Vegetation management code

#### 9.3.6.1 Application

This code applies to development identified as requiring assessment against the Vegetation management code by the tables of assessment in **Part 5 (Tables of assessment)**.

#### 9.3.6.2 Purpose and overall outcomes

- (1) The purpose of the Vegetation management code is to provide for the management of vegetation in a manner which protects and enhances the biodiversity and landscape values of the Bundaberg Region.
- (2) The purpose of the Vegetation management code will be achieved through the following overall outcomes:-
  - (a) development provides for the protection of the Bundaberg Region’s ecosystems, biodiversity and environmental values, natural physical processes, landscape character and amenity;
  - (b) development ensures that vegetation within areas of environmental significance is conserved;
  - (c) development provides appropriate environmental offsets where vegetation clearing cannot practicably be avoided; and
  - (d) development involving vegetation clearing is undertaken in an environmentally responsible manner and does not cause adverse amenity impacts, public health and safety concerns or land degradation.

#### 9.3.6.3 Specific benchmarks for assessment

**Table 9.3.6.3.1 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Vegetation protection</b>	
<p><b>PO1</b>            Vegetation is protected to ensure that:-</p> <ol style="list-style-type: none"> <li>(a) ecological processes, biodiversity and the habitat values of native flora and fauna are protected and enhanced;</li> <li>(b) ecosystems are protected from weed invasion and edge effects;</li> <li>(c) the functioning and connectivity of biodiversity corridors and fauna movement networks is maintained;</li> <li>(d) the ecological health and integrity of riparian corridors, watercourses and wetlands are maintained;</li> <li>(e) soil resources are protected against the loss of chemical and physical fertility through processes such as erosion, mass movement, salinity and water logging;</li> <li>(f) vegetation of historical, cultural or visual significance is retained.</li> </ol>	<p><b>AO1</b>            Vegetation clearing, other than exempt vegetation clearing<sup>18</sup>, does not occur.</p> <p><b>OR</b>            Otherwise, no acceptable outcome provided.</p> <p>Note—in assessing and deciding a development application for vegetation clearing the Council may consider such matters as:-</p> <ol style="list-style-type: none"> <li>(a) any current development approval attached to the land which may include conditions or measures relating to vegetation retention or protection;</li> <li>(b) whether the vegetation is specifically protected by a vegetation protection order, registrable covenant, easement or similar legally binding mechanism that seeks to protect the values and functions of recognised significant vegetation;</li> <li>(c) whether the vegetation is identified or referred to in State or Federal legislation;</li> <li>(d) whether the vegetation is located on a prominent hillside, slope or ridgeline;</li> <li>(e) whether vegetation clearing may cause or contribute to erosion or slippage;</li> <li>(f) whether the vegetation is or forms part of a riparian area or other habitat network and is valuable to the functioning of that network;</li> <li>(g) whether the vegetation is or is capable of forming or contributing to a buffer between different land uses;</li> </ol>

<sup>18</sup> Editor’s note—the term ‘exempt vegetation clearing’ is defined in **Schedule 1 (Definitions)**.

Performance outcomes	Acceptable outcomes
	<p>(h) whether the vegetation is or is capable of forming or contributing to a visual buffer, agricultural buffer or a buffer against pollution, light spillage or noise; and</p> <p>(i) whether the vegetation contributes to visual amenity, landscape quality or cultural heritage significance.</p>
<b>Management of vegetation clearing works</b>	
<p><b>PO2</b>  Vegetation clearing works are conducted in a manner that:-</p> <p>(a) protects natural landforms, including steep land, watercourses, gullies and wetlands; and</p> <p>(b) prevents soil degradation and controls erosion, slippage and sedimentation.</p>	<p><b>AO2</b>  No acceptable outcome provided.</p> <p>Editor's note—<b>Section 9.3.7 (Works, services and infrastructure code)</b> sets out requirements for sediment and erosion control.</p>
<p><b>PO3</b>  Vegetation clearing works are conducted in a manner that:-</p> <p>(a) protects the aesthetic and environmental values of retained vegetation; and</p> <p>(b) minimises impacts on fauna.</p>	<p><b>AO3.1</b>  The health and stability of retained vegetation is maintained or enhanced during vegetation clearing work by:-</p> <p>(a) clearly marking vegetation to be retained with temporary fencing and flagging tape;</p> <p>(b) preventing any filling, excavation, stockpiling, storage of chemicals, fuel or machinery within the fenced protection area; and</p> <p>(c) removing all declared noxious weeds and environmental weeds from the site.</p> <p><b>AO3.2</b>  All clearing works carried out in the vicinity of the retained vegetation are to be undertaken in accordance with <i>AS4970 Protection of Trees on Development Sites</i> and <i>AS4687 Temporary Fencing and Hoarding</i>.</p> <p><b>AO3.3</b>  Where clearing works are likely to result in adverse impacts upon fauna and/or fauna habitat, all work is carried out under the supervision of a registered fauna spotter/catcher.</p>
<p><b>PO4</b>  Vegetation clearing is undertaken in a manner that minimises environmental harm and environmental nuisance to surrounding areas as a result of air or noise emissions.</p>	<p><b>AO4.1</b>  No dust emissions extend beyond the boundaries of the site.</p> <p><b>AO4.2</b>  No other air emissions, including odours, are detectable at the boundary of the site.</p> <p><b>AO4.3</b>  Noise generating equipment is shielded or acoustically treated in a manner that ensures the equipment does not create environmental nuisance.</p>
<b>Vegetation disposal</b>	
<p><b>PO5</b>  Vegetation cleared from a site is disposed of in a manner that:-</p> <p>(a) maximises reuse and/or recycling;</p> <p>(b) minimises impacts on public health and safety; and</p> <p>(c) minimises the spread of weed species and non-indigenous plants.</p>	<p><b>AO5</b>  Where vegetation is cleared, vegetation waste is appropriately disposed of (other than by burning) in the following order of preference:-</p> <p>(a) milling for commercial timber products, landscaping or firewood;</p> <p>(b) on-site chipping or mulching unless it is likely to cause the spreading of non-indigenous species; and</p> <p>(c) transportation off-site and disposal in an approved green waste disposal facility.</p>

## 9.3.7 Works, services and infrastructure code

### 9.3.7.1 Application

This code applies to development identified as requiring assessment against the Works, services and infrastructure code by the tables of assessment in **Part 5 (Tables of assessment)**.

### 9.3.7.2 Purpose and overall outcomes

- (1) The purpose of the Works, services and infrastructure code is to ensure that development works and the provision of infrastructure and services meets the needs of the development, and is undertaken in a professional and sustainable manner.
- (2) The purpose of the Works, services and infrastructure code will be achieved through the following overall outcomes:-
  - (a) works are undertaken such that environmental harm and nuisance resulting from construction activities is avoided or minimised and the environmental values of water are protected;
  - (b) development is designed and constructed to a standard that meets community expectations, maintains public health and safety, prevents unacceptable off-site impacts and minimises whole of life cycle costs;
  - (c) physical and human infrastructure networks that provide basic and essential services and facilities to local communities are able to meet the planned increase in demand resulting from a planned increase in development density;
  - (d) development is provided with an appropriate standard of water supply, wastewater treatment and disposal, drainage, energy and communications infrastructure and other services;
  - (e) infrastructure is designed, constructed and provided in a manner which maximises resource efficiency and achieves acceptable maintenance, renewal and adaptation costs;
  - (f) infrastructure is integrated with surrounding networks;
  - (g) development over or near infrastructure does not compromise or interfere with the integrity of the infrastructure;
  - (h) filling and excavation does not adversely or unreasonably impact on the natural environment, drainage conditions or adjacent properties;
  - (i) development has appropriate infrastructure and access for emergency services vehicles for the protection of people, property and the environment from fire and chemical incidents; and
  - (j) marina development facilitates the installation, maintenance and availability of reception facilities for ship-sourced pollutants to prevent marine pollution.

### 9.3.7.3 Specific benchmarks for assessment

**Table 9.3.7.3.1 Requirements for operational work accepted subject to requirements**

Performance outcomes	Acceptable outcomes
<b>Infrastructure, services and utilities</b>	
<b>PO1</b> The design and construction of works ensures safe and convenient use by users of the site and the general public.	<b>AO1</b> All development works are designed and constructed in accordance with the <b>Planning scheme policy for development works</b> .
<b>PO2</b> Development works and connections to infrastructure and services are undertaken in accordance with acceptable engineering standards.	<b>AO2.1</b> All development works are certified by a Registered Professional Engineer Queensland (RPEQ).

Performance outcomes	Acceptable outcomes
	<p><b>AO2.2</b>                      All connections to infrastructure and services are in accordance with the requirements of the relevant infrastructure entity.</p>

**Table 9.3.7.3.2 Benchmarks for assessable development**

Performance outcomes	Acceptable outcomes
<b>Infrastructure, services and utilities</b>	
<p><b>PO3</b>                      Development is provided with infrastructure, services and utilities that:-                      (a) are appropriate to its location and setting;                      (b) are commensurate with the needs of the development and its users; and                      (c) maintain acceptable public health and environmental standards.</p>	<p><b>AO3.1</b>                      Subject to availability, development is provided with an appropriate connection to reticulated sewerage, water supply, stormwater drainage, electricity, gas and telecommunications services at no cost to the Council, including provision by way of dedicated road, public reserve or as a minimum by way of easements to ensure continued access is available to these services.</p> <p><b>AO3.2</b>                      Where not located in a seweraged area, development is provided with an on-site effluent treatment and disposal system in accordance with the requirements of the <i>Plumbing and Drainage Act 2018</i>.</p> <p><b>AO3.3</b>                      Where development is located in an area where reticulated water supply is not available, appropriate on-site rainwater collection and/or other means to service the anticipated water supply needs of the development is provided, including but not limited to potable water supply and fire fighting needs.</p> <p><b>AO3.4</b>                      Where reticulated water supply is not available and the development involves persons working, visiting and temporarily staying on premises (i.e. not permanently residing on the site), potable water supply complies with the <i>Australian Drinking Water Guidelines</i> (NHMRC, 2011).</p>
<p><b>PO4</b>                      Development provides for infrastructure, services and utilities that are planned, designed and constructed in a manner which:-                      (a) ensures appropriate capacity to meet the current and planned future needs of the development;                      (b) is integrated with and efficiently extends existing networks;                      (c) minimises risk to life and property;                      (d) avoids areas of environmental significance;                      (e) minimises risk of environmental harm;                      (f) achieves acceptable maintenance, renewal and adaptation costs;                      (g) can be easily and efficiently maintained;                      (h) ensures the ongoing construction or operation of the development is not disrupted;                      (i) where development is staged, each stage is fully serviced before a new stage is released;                      (j) ensures adequate clearance zones are maintained between utilities and dwellings to protect residential amenity and health; and                      (k) minimises adverse visual impacts, to the extent practicable.</p>	<p><b>AO4.1</b>                      Infrastructure is planned, and appropriate contributions made, in accordance with the Local Government Infrastructure Plan or any other applicable infrastructure charging instrument.</p> <p><b>AO4.2</b>                      Infrastructure is planned, designed and constructed in accordance with the Council's Local Government Infrastructure Plan, and the <b>Planning scheme policy for development works</b>, or where applicable, the requirements of the service provider.</p> <p><b>AO4.3</b>                      Compatible public utility services are co-located in common trenching in order to minimise the land required and the costs for underground services.</p> <p><b>AO4.4</b>                      Stormwater drainage, sewerage and sullage systems are designed so that overflows do not enter residences.</p> <p><b>AO4.5</b>                      Infrastructure, services and utilities are located,</p>

Performance outcomes	Acceptable outcomes
	<p>designed and constructed to:-</p> <ul style="list-style-type: none"> <li>(a) avoid disturbance of areas of environmental significance;</li> <li>(b) minimise earthworks; and</li> <li>(c) avoid crossing watercourses or wetlands.</li> </ul> <p><b>AO4.6</b>                      The selection of materials used in the construction of infrastructure is suitable, durable, easy to maintain and cost effective, taking into account the whole of life cycle cost, and achieves best practice environmental management and energy savings.</p> <p><b>AO4.7</b>                      In urban areas, electrical and telecommunications reticulation infrastructure is provided underground.</p>
<b><i>Development over or near sewerage, water and stormwater drainage infrastructure</i></b>	
<p><b>PO5</b>                      Development near or over the Council's stormwater infrastructure and/or sewerage and water infrastructure:-</p> <ul style="list-style-type: none"> <li>(a) protects the infrastructure from physical damage; and</li> <li>(b) allows ongoing necessary access for maintenance purposes.</li> </ul>	<p><b>AO5</b>                      Development near or over the Council's stormwater infrastructure and/or sewerage and water infrastructure complies with the <b>Planning scheme policy for development works</b>.</p> <p>Editor's note—QDC MP1.4 applies to building work for a building or structure proposed to be carried out on a lot that contains, or is adjacent to a lot that contains, relevant infrastructure.</p>
<b><i>Excavation and filling</i></b>	
<p><b>PO6</b>                      Excavation and filling:-</p> <ul style="list-style-type: none"> <li>(a) does not cause environmental harm;</li> <li>(b) does not impact adversely on visual amenity;</li> <li>(c) does not impact adversely on adjoining properties;</li> <li>(d) maintains natural landforms as far as reasonably practicable;</li> <li>(e) is stable in both the short and long term;</li> <li>(f) does not prevent or create difficult access to the property; and</li> <li>(g) does not result in ponding, concentration or diversion of overland runoff flows that cause damage to adjacent lands or infrastructure.</li> </ul>	<p><b>AO6.1</b>                      Development provides that:-</p> <ul style="list-style-type: none"> <li>(a) on sites of:-                             <ul style="list-style-type: none"> <li>(i) 15% or more in slope, the extent of excavation (cut) and fill does not involve a total change of more than 1.5m relative to the natural ground level at any point; or</li> <li>(ii) in other areas, the extent of excavation (cut) and fill does not involve a total change of more than 1m relative to the natural ground level at any point;</li> </ul> </li> <li>(b) no part of any cut or fill batter is within 1.5m of any property boundary except cut and fill involving a change in ground level of less than 200mm that does not necessitate the removal of any vegetation;</li> <li>(c) retaining walls are no greater than 1m high; and</li> <li>(d) retaining walls are constructed a minimum 150mm from property boundaries.</li> </ul> <p><b>AO6.2</b>                      Driveways are able to be constructed and maintained accordance with the requirements of the <b>Planning scheme policy for development works</b>.</p> <p><b>AO6.3</b>                      For filling and excavation work altering overland runoff flows, no acceptable outcome is provided.</p>
<b><i>Fire services in developments accessed by common private title<sup>19 20</sup></i></b>	
<p><b>PO7</b>                      Hydrants are located in positions that will enable</p>	<p><b>AO7.1</b>                      Residential streets and common access ways within</p>

<sup>19</sup> Note—these outcomes apply where the development:

- (a) is for a material change of use or reconfiguring a lot where part of the development or any dwelling is more than 90 metres from the nearest located fire hydrant; and
- (b) for buildings not covered in other legislation or planning provisions mandating fire hydrants; and
- (c) the proposed development will include streets and common access ways within a common private title in areas serviced by reticulated water.

<sup>20</sup> Editor's note—the term common private title covers areas such as access roads in community title developments or strata title unit access which are private and under group or body corporate control.

<b>Performance outcomes</b>	<b>Acceptable outcomes</b>
fire services to access water safely, effectively and efficiently.	<p>a common private title should have hydrants placed at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground.</p> <p><b>AO7.2</b>            Commercial and industrial streets and access ways within streets serving commercial properties such as factories, warehouses and offices should be provided with above or below ground fire hydrants at not more than 90 metre intervals and at each street intersection. Above ground fire hydrants should have dual valved outlets.</p>
<p><b>PO8</b>            Road widths and construction within the development area adequate for fire emergency vehicles to gain access to a safe working area close to dwellings and near water supplies whether or not on-street parking spaces are occupied.</p>	<p><b>AO8</b>            Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for safe passage of emergency vehicles.</p>
<p><b>PO9</b>            Hydrants are suitably identified so that fire services can locate them at all hours.</p>	<p><b>AO9</b>            Hydrants are identified as specified in the DTMR Traffic and Road Use Management manual (TRUM) Volume 1: Guide to Traffic Management, Part 10.</p> <p>Editor's note—For further information on how to address the above benchmarks please see Queensland Fire and Emergency Service: Fire hydrant and vehicle access guidelines for residential, commercial and industrial lots.</p>
<b><i>Ship-sourced pollutants reception facilities in marinas with six or more berths</i></b>	
<p><b>PO10</b>            Marina development provides facilities for the handling and disposal of ship-sourced pollutants.</p>	<p><b>AO10.1</b>            Common user facilities for the handling and disposal of ship-sourced pollutants including oil, garbage and sewerage are provided at a suitable location at the marina;</p> <p><b>AND</b></p> <p>Facilities shall be designed and operated to ensure the risk of spillage from operations is minimised;</p> <p><b>AND</b></p> <p>Appropriate equipment to contain and remove spillages is stored in a convenient position near the facility and is available for immediate use;</p> <p><b>AND</b></p> <p>Boats visiting the marina are able to use the ship-sourced pollutants reception facilities.</p> <p>Editor's note—Refer to: Australian and New Zealand Environment and Conservation Council (ANZECC), 1997, Best Practice Guidelines for Waste Reception Facilities at Ports, Mariners and Boat Harbours in Australia and New Zealand.</p> <p><b>AO10.2</b>            Where practical, the marina pollutant reception facility is connected to sewerage or other waste reception infrastructure.</p> <p>Editor's note—Reception facilities require compliance assessment under the Plumbing and Drainage Act 2018. The plumbing compliance assessment process will ensure that the proposed facilities address 'peak load'.</p>

**Table 9.3.7.3.3 Additional benchmarks for operational work only**

Performance outcomes	Acceptable outcomes
<b>Excavation and filling</b>	
<p><b>PO11</b> Filling or excavation is consistent with the intended use of the site and does not:-</p> <ul style="list-style-type: none"> <li>(a) result in any contamination of land or water;</li> <li>(b) pose a health or safety risk to users and neighbours of the site; and</li> <li>(c) directly, indirectly or cumulatively cause any flooding or drainage problems or worsen any existing problems.</li> </ul>	<p><b>AO11.1</b> Development provides that:-</p> <ul style="list-style-type: none"> <li>(a) the extent of filling or excavation is in accordance with a current development approval for material change of use, reconfiguring a lot or building work;</li> <li>(b) all stored material is:- <ul style="list-style-type: none"> <li>(i) contained wholly within the site;</li> <li>(ii) located in a single manageable area that does not exceed 50m<sup>2</sup>; and</li> <li>(iii) located at least 10m from any property boundary; and</li> </ul> </li> <li>(c) any batter or retaining wall is structurally adequate.</li> </ul> <p><b>AO11.2</b> Development provides that:-</p> <ul style="list-style-type: none"> <li>(a) no contaminated material is used as fill;</li> <li>(b) for excavation, no contaminated material is excavated or contaminant disturbed; and</li> <li>(c) waste materials are not used as fill, including:- <ul style="list-style-type: none"> <li>(i) commercial waste;</li> <li>(ii) construction/demolition waste;</li> <li>(iii) domestic waste;</li> <li>(iv) garden/vegetation waste; and</li> <li>(v) industrial waste.</li> </ul> </li> </ul> <p><b>AO11.3</b> Filling and excavation material must be sourced from and disposed to lawfully approved sites.</p>
<p><b>PO12</b> Filling or excavation, including the associated transportation of materials:-</p> <ul style="list-style-type: none"> <li>(a) does not cause significant impacts through truck movements, dust or noise, on the amenity of the locality in which the works are undertaken or along routes taken to transport the material; and</li> <li>(b) minimises adverse impacts on the road system.</li> </ul>	<p><b>AO12</b> Filling or excavation, and transportation of material, is undertaken in accordance with the requirements of the <b>Planning scheme policy for development works</b>.</p>
<b>Construction management</b>	
<p><b>PO13</b> Air emissions, noise or lighting arising from construction activities and works do not adversely impact on surrounding areas.</p>	<p><b>AO13.1</b> Dust emissions do not extend beyond the boundary of the site.</p> <p><b>AO13.2</b> Air emissions, including odours, are not detectable at the boundary of the site.</p> <p><b>AO13.3</b> Noise generating equipment is enclosed, shielded or acoustically treated in a manner which ensures the equipment does not create environmental harm.</p> <p><b>AO13.4</b> Outdoor lighting complies with <i>AS4282-1997 Control of the Obtrusive Effects of Outdoor Lighting</i>.</p>
<p><b>PO14</b> Construction activities and works provide for:-</p> <ul style="list-style-type: none"> <li>(a) the protection of the aesthetic and environmental values of retained vegetation; and</li> <li>(b) impacts on fauna to be minimised.</li> </ul>	<p><b>AO14.1</b> The health and stability of retained vegetation is maintained during construction activities by:-</p> <ul style="list-style-type: none"> <li>(a) clearly marking vegetation to be retained with temporary fencing and flagging tape;</li> </ul>

Performance outcomes	Acceptable outcomes
	<p>(b) installing secure barrier fencing around the outer drip line and critical root zone of the vegetation;</p> <p>(c) preventing any filling, excavation, stockpiling, storage of chemicals, fuel or machinery within the fenced protection area;</p> <p>(d) using low impact construction techniques in the vicinity of vegetation to minimise interference with the vegetation; and</p> <p>(e) removing all declared noxious weeds and environmental weeds from the site.</p> <p><b>AO14.2</b>  All works carried out in the vicinity of retained vegetation comply with <i>AS4970 Protection of Trees on Development Sites</i> and <i>AS4687 Temporary Fencing and Hoarding</i>.</p> <p><b>AO14.3</b>  Where construction activities will result in adverse impacts upon fauna and/or the clearing and/or removal of fauna habitat:-</p> <p>(a) all vacant hollows and nests are relocated or rendered unusable to prohibit fauna return during clearing works; and</p> <p>(b) all fauna is suitably relocated or humanely dealt with during the pre-clearing inspections or during clearing.</p>
<p><b>PO15</b>  Construction activities and works, including disposal of cleared vegetation:-</p> <p>(a) minimises waste;</p> <p>(b) maximises reuse and/or recycling;</p> <p>(c) minimises impacts on public health and safety and on the amenity of the surrounding area; and</p> <p>(d) minimises the spread of weed species and non-indigenous plants.</p>	<p><b>AO15</b>  No acceptable outcome provided.</p>
<p><b>PO16</b>  Construction activities and works (including traffic and parking generated by construction activities) are managed to ensure that:-</p> <p>(a) existing utilities and road and drainage infrastructure continue to function efficiently and can be accessed by the relevant authority for maintenance purposes;</p> <p>(b) Impacts on the transport network and on the amenity of the surrounding area are minimised; and</p> <p>(c) the environmental values of water and the functionality of stormwater infrastructure are protected from the impacts of erosion, turbidity and sedimentation.</p>	<p><b>AO16.1</b>  Existing utilities and road and drainage infrastructure are protected or relocated in accordance with the standards specified in the <b>Planning scheme policy for development works.</b></p> <p><b>AO16.2</b>  The costs of any alterations or repairs to utilities and road and drainage infrastructure are met by the developer.</p> <p><b>AO16.3</b>  Traffic and parking generated by construction activities is managed in accordance with a Traffic and Parking Management Plan.</p> <p><b>AO16.4</b>  Development is located, designed and constructed in accordance with an Erosion and Sediment Control Plan prepared in accordance with the requirements specified in the <b>Planning scheme policy for development works.</b></p>



# Schedule 1 Definitions

## SC1.1 Use definitions

- (1) Use definitions have a particular meaning for the purpose of the planning scheme.
- (2) Any use not listed in **Table SC1.1.2 (Use definitions)** column 1 is an undefined use.

Note—development comprising a combination of defined uses is not considered to be an undefined use.

- (3) A use listed in **Table SC1.1.2 (Use definitions)** column 1 has the meaning set out beside that term in column 2.
- (4) The use definitions listed here are the definitions used in this planning scheme.
- (5) Column 3 of **Table SC1.1.2 (Use definitions)** identifies examples of the types of activities that are consistent with the use identified in column 1.
- (6) Column 4 of **Table SC1.1.2 (Use definitions)** identifies examples of activities that are not consistent with the use identified in column 1.
- (7) Columns 3 and 4 of **Table SC1.1.2 (Use definitions)** are not exhaustive lists.
- (8) Uses listed in **Table SC1.1.2 (Use definitions)** columns 3 and 4 that are not listed in column 1, do not form part of the definition.

Editor's note—the use terms and definitions in this planning scheme are as prescribed in the Planning Regulation, and are reproduced here for convenience.

**Table SC1.1.1 Index of use definitions**

Index of use definitions		
<ul style="list-style-type: none"> <li>• Adult store</li> <li>• Agricultural supplies store</li> <li>• Air service</li> <li>• Animal husbandry</li> <li>• Animal keeping</li> <li>• Aquaculture</li> <li>• Bar</li> <li>• Brothel</li> <li>• Bulk landscape supplies</li> <li>• Caretaker's accommodation</li> <li>• Car wash</li> <li>• Cemetery</li> <li>• Child care centre</li> <li>• Club</li> <li>• Community care centre</li> <li>• Community residence</li> <li>• Community use</li> <li>• Crematorium</li> <li>• Cropping</li> <li>• Detention facility</li> <li>• Dual occupancy</li> </ul>	<ul style="list-style-type: none"> <li>• Dwelling house</li> <li>• Dwelling unit</li> <li>• Educational establishment</li> <li>• Emergency services</li> <li>• Environment facility</li> <li>• Extractive industry</li> <li>• Food and drink outlet</li> <li>• Function facility</li> <li>• Funeral parlour</li> <li>• Garden centre</li> <li>• Hardware and trade supplies</li> <li>• Health care service</li> <li>• High impact industry</li> <li>• Home-based business</li> <li>• Hospital</li> <li>• Hotel</li> <li>• Indoor sport and recreation</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> <li>• Landing</li> <li>• Low impact industry</li> </ul>	<ul style="list-style-type: none"> <li>• Major electricity infrastructure</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Marine industry</li> <li>• Market</li> <li>• Medium impact industry</li> <li>• Motor sport facility</li> <li>• Multiple dwelling</li> <li>• Nature based tourism</li> <li>• Nightclub entertainment facility</li> <li>• Office</li> <li>• Outdoor sales</li> <li>• Outdoor sport and recreation</li> <li>• Outstation</li> <li>• Park</li> <li>• Parking station</li> <li>• Party house</li> <li>• Permanent plantation</li> <li>• Place of worship</li> <li>• Port service</li> </ul>

Index of use definitions		
<ul style="list-style-type: none"> <li>• Relocatable home park</li> <li>• Renewable energy facility</li> <li>• Research and technology industry</li> <li>• Residential care facility</li> <li>• Resort complex</li> <li>• Retirement facility</li> <li>• Roadside stall</li> <li>• Rooming accommodation</li> <li>• Rural industry</li> <li>• Rural workers' accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Sales office</li> <li>• Service industry</li> <li>• Service station</li> <li>• Shop</li> <li>• Shopping centre</li> <li>• Short-term accommodation</li> <li>• Showroom</li> <li>• Special industry</li> <li>• Substation</li> <li>• Telecommunications facility</li> <li>• Theatre</li> <li>• Tourist attraction</li> </ul>	<ul style="list-style-type: none"> <li>• Tourist park</li> <li>• Transport depot</li> <li>• Utility installation</li> <li>• Veterinary service</li> <li>• Warehouse</li> <li>• Wholesale nursery</li> <li>• Winery</li> <li>• Workforce accommodation</li> </ul>

**Table SC1.1.2 Use definitions**

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
<b>Adult store</b>	The use of premises for the primary purpose of displaying or selling— (a) sexually explicit materials; or (b) products and devices that are associated with, or used in, a sexual practice or activity.	Sex shop	Shop, newsagent, registered pharmacist or video hire, where the primary use of these are concerned with: <ul style="list-style-type: none"> <li>• the sale, display or hire of printed or recorded matter (not of a sexually explicit nature); or</li> <li>• the sale or display of underwear or lingerie; or</li> <li>• the sale or display of an article or thing primarily concerned with or used in association with a medically recognised purpose.</li> </ul>
<b>Agricultural supplies store</b>	The use of premises for the sale of agricultural supplies and products.	Animal feed, bulk veterinary supplies, chemicals, farm clothing, fertilisers, irrigation materials, saddlery, seeds	Bulk landscape supplies, garden centre, outdoor sales wholesale nursery
<b>Air service</b>	The use of premises for— (a) the arrival or departure of	Airport, air strip, helipad, public or private airfield	

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	aircraft; or (b) housing, servicing, refuelling, maintaining or repairing aircraft; or (c) the assembly and dispersal of passengers or goods on or from an aircraft; or (d) training and education facilities relating to aviation; or (e) aviation facilities; or (f) an activity that— (i) is ancillary to an activity or facility stated in paragraphs (a) to (e); and (ii) directly services the needs of aircraft passengers.		
<b>Animal husbandry</b>	The use of premises for— (a) producing animals or animal products on native or improved pastures or vegetation; or (b) a yard, stable, temporary holding facility or machinery repairs and servicing, if the use is ancillary to the use in paragraph (a).	Cattle studs, grazing of livestock, non-feedlot dairying	Animal keeping, intensive animal husbandry, aquaculture, feedlots, piggeries
<b>Animal keeping</b>	The use of premises for— (a) boarding, breeding or training animals; or (b) a holding facility or machinery repairs and servicing, if the use is ancillary to the use in paragraph (a).	Aviaries, catteries, kennels, stables, wildlife refuge	Aquaculture, cattle studs, domestic pets, feedlots, grazing of livestock, non-feedlot dairying, piggeries, poultry meat and egg production, animal husbandry
<b>Aquaculture</b>	The use of premises for cultivating, in a confined area, aquatic animals or plants for sale.	Pond farms, tank systems, hatcheries, raceway system, rack and line systems, sea cages	Intensive animal husbandry
<b>Bar</b>	The use of premises, with seating for 60 or less people, for— (a) selling liquor for consumption on the premises; or (b) an entertainment activity, or preparing and selling food and drink for consumption on the premises, if the use is ancillary to the use in paragraph (a).		Club, hotel, nightclub entertainment facility, tavern
<b>Brothel</b>	Premises made available for prostitution by two or more prostitutes at the premises.  Note — See the <i>Prostitution Act 1999</i> , schedule 4.		Adult store, club, nightclub entertainment facility, shop
<b>Bulk landscape supplies</b>	The use of premises for the bulk storage and sale of mainly non-packaged landscaping and gardening supplies, including, for example, soil,		Garden centre, outdoor sales, wholesale nursery

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	gravel, potting mix or mulch.		
<b>Caretaker's accommodation</b>	The use of premises for a dwelling for a caretaker of a non-residential use on the same premises.		Dwelling house
<b>Car wash</b>	The use of premises for the commercial cleaning of motor vehicles.		Service station
<b>Cemetery</b>	The use of premises for the interment of bodies or ashes after death.	Burial ground, crypt, columbarium, lawn cemetery, pet cemetery, mausoleum	Crematorium, funeral parlour
<b>Childcare centre</b>	The use of premises for the care, education and minding, but not residence, of children.	Before or after school care, crèche, early childhood centre, kindergarten, vacation care	Educational establishment, home based child care, family day care
<b>Club</b>	The use of premises for— (a) an association established for social, literary, political, sporting, athletic or other similar purposes; or (b) preparing and selling food and drink, if the use is ancillary to the use in paragraph (a).	Club house, guide and scout clubs, surf lifesaving club, RSL, bowls club	Hotel, nightclub entertainment facility, place of worship, theatre
<b>Community care centre</b>	(a) The use of premises for— (i) providing social support to members of the public; or (ii) providing medical care to members of the public, if the use is ancillary to the use in subparagraph (i); but (b) Does not include the use of premises for providing accommodation to members of the public.	Disability support services, drop in centre, respite centre, integrated indigenous support centre	Child care centre, family day care, home based child care, health care services, residential care facility
<b>Community residence</b>	(a) The use of premises for residential accommodation for— (i) no more than— A. 6 children, if the accommodation is provided as part of a program or service under the <i>Youth Justice Act 1992</i> ; or B. 6 persons who require assistance or support with daily living needs; and (ii) no more than 1 support worker; and (b) Includes a building or structure that is reasonably associated with the use in paragraph (a).	Hospice	Dwelling house, dwelling unit, residential care facility, rooming accommodation, short-term accommodation
<b>Community use</b>	The use of premises for— (a) providing artistic, social or	Art gallery, community centre,	Cinema, club, hotel, nightclub

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	cultural facilities or community services to the public; or (b) preparing and selling food and drink, if the use is ancillary to the use in paragraph (a).	community hall, library, museum	entertainment facility, place of worship
<b>Crematorium</b>	The use of premises for the cremation or aquamation of bodies.		Cemetery
<b>Cropping</b>	The use of premises for— (a) growing and harvesting plants, or plant material, that are cultivated in soil, for commercial purposes; or (b) harvesting, storing or packing plants or plant material grown on the premises, if the use is ancillary to the use in paragraph (a); or (c) repairing and servicing machinery used on the premises, if the use is ancillary to the use in paragraph (a).	Fruit, nut, vegetable and grain production, forestry for wood production, fodder and pasture production, plant fibre production, sugar cane growing, vineyard	Permanent plantations, intensive horticulture, rural industry
<b>Detention facility</b>	The use of premises for the lawful detention of persons.	Correctional facility, detention centre, prison, youth detention centre	Police station, court cell complex
<b>Dual occupancy</b>	(a) A residential use of premises involving— (i) 2 dwellings (whether attached or detached) on a single lot, or 2 dwellings (whether attached or detached) on separate lots that share a common property; and (ii) any domestic outbuilding associated with the dwellings. (b) Does not include a residential use of premises that involves a secondary dwelling.	Duplex, two dwellings on a single lot (whether or not attached), two dwellings within one single community title scheme under the <i>Body Corporate and Community Management Act 1997</i> , two dwellings within the one body corporate to which the <i>Building Units and Group Title Act 1980</i> continues to apply	Dwelling house, multiple dwelling
<b>Dwelling house</b>	A residential use of premises involving— (a) 1 dwelling and any domestic outbuildings associated with the dwelling; or (b) 2 dwellings, 1 of which is a secondary dwelling, and any domestic outbuildings associated with either dwelling.		Caretaker's accommodation, dual occupancy, rooming accommodation, short-term accommodation, student accommodation, multiple dwelling
<b>Dwelling unit</b>	The use of premises containing a non-residential use for a single dwelling, other than a dwelling for a caretaker of the non-residential use.	'Shop-top' apartment	Caretaker's accommodation, dwelling house
<b>Educational</b>	The use of premises for—	College, outdoor education centre,	Child care centre, home based child

<b>Column 1 Use term</b>	<b>Column 2 Definition</b>	<b>Column 3 Includes the following examples</b>	<b>Column 4 Does not include the following examples</b>
<b>establishment</b>	(a) training and instruction to impart knowledge and develop skills; or (b) student accommodation, before or after school care, or vacation care, if the use is ancillary to the use in paragraph (a).	preparatory school, primary school, secondary school, special education facility, technical institute, university	care, family day care
<b>Emergency services</b>	The use of premises by a government entity or community organisation to provide— (a) essential emergency services; or (b) disaster management services; or (c) management support facilities for the services.	Ambulance station, auxiliary fire and rescue station, emergency management support facility, evacuation centres, police station, rural fire brigade, State emergency service facility, urban fire and rescue station	Community use, hospital, residential care facility
<b>Environment facility</b>	(a) The use of premises for a facility for the appreciation, conservation or interpretation of an area of cultural, environmental or heritage value; but (b) Does not include the use of premises to provide accommodation for tourists and travellers.	Nature-based attractions, walking tracks, seating, shelters, boardwalks, observation decks, bird hides	
<b>Extractive industry</b>	The use of premises for— (a) extracting or processing extractive resources; and (b) any related activities, including, for example, transporting the resources to market.	Quarry	
<b>Food and drink outlet</b>	The use of premises for— (a) preparing and selling food and drink for consumption on or off the premises; or (b) providing liquor for consumption on or off the premises, if the use is ancillary to the use in paragraph (a).	Bistro, café, coffee shop, drive-through facility, kiosk, milk bar, restaurant, snack bar, take-away shop, tearoom	Bar, club, hotel, shop, theatre, nightclub entertainment facility
<b>Function facility</b>	The use of premises for— (a) receptions or functions; or (b) preparing and providing food and liquor for consumption on the premises as part of a reception or function.	Conference centre, reception centre	Community use, hotel
<b>Funeral parlour</b>	(a) The use of premises for— (i) arranging and conducting funerals, memorials and other similar events; or (ii) a mortuary; or (iii) storing and preparing bodies for burial or cremation; but (b) Does not include the use of premises for the burial or		Cemetery, crematorium, place of worship

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	cremation of bodies.		
<b>Garden centre</b>	The use of premises for— (a) selling plants; or (b) selling gardening and landscape products and supplies that are mainly in pre-packaged form; or (c) a food and drink outlet that is ancillary to the use in paragraph (a).	Retail plant nursery	Bulk landscape supplies, wholesale nursery, outdoor sales
<b>Hardware and trade supplies</b>	The use of premises for selling, displaying or hiring hardware and trade supplies, including, for example, house fixtures, timber, tools, paint, wallpaper or plumbing supplies.	Hardware store	Shop, showroom, outdoor sales and warehouse
<b>Health care service</b>	The use of premises for medical purposes, paramedical purposes, alternative health therapies or general health care, if overnight accommodation is not provided on the premises.	Dental clinics, medical centre, natural medicine practice, nursing service, physiotherapy clinic	Community care centre, hospital
<b>High impact industry</b>	The use of premises for an industrial activity— (a) that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and (b) that a local planning instrument applying to the premises states is a high impact industry; and (c) that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.	Abattoirs, concrete batching plant, boiler making and engineering and metal foundry  Note—additional examples may be shown in section SC1.1.2 industry thresholds.	Tanneries, rendering plants, oil refineries, waste incineration, manufacturing or storing explosives, power plants, manufacturing fertilisers, service industry, low impact industry, medium impact industry, special industry
<b>Home-based business</b>	The use of a dwelling or domestic outbuilding on premises for a business activity <sup>1</sup> that is subordinate to the residential use of the premises.	Bed and breakfast, home office, home based child care	Hobby, office, shop, warehouse, transport depot
<b>Hospital</b>	The use of premises for— (a) the medical or surgical care or treatment of patients, whether or not the care or treatment requires overnight accommodation; or (b) providing accommodation for patients; or (c) providing accommodation for employees, or any other use, if the use is ancillary to the use in		Health care services, residential care facility

<sup>1</sup> Editor's note— Reference to a "business activity" in the Home-based business definition is to an activity carried out as a business, whether or not for profit, and is not a reference to the activities or uses included in the 'Business activities activity group' defined at section SC1.1.1 (Defined activity groups).

# Schedule 1 – Definitions

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	paragraph (a) or (b).		
<b>Hotel</b>	(a) The use of premises for— (i) selling liquor for consumption on the premises; or (ii) a dining or entertainment activity, or providing accommodation to tourists or travellers, if the use is ancillary to the use in subparagraph (i); but (b) Does not include a bar.	Pub, tavern	Bar, nightclub entertainment facility
<b>Indoor sport and recreation</b>	The use of premises for a leisure, sport or recreation activity conducted wholly or mainly indoors.	Amusement parlour, bowling alley, enclosed tennis court, gymnasium, squash courts	Cinema, hotel, nightclub entertainment facility, theatre
<b>Intensive animal industry</b>	(a) The use of premises for— (i) the intensive production of animals or animal products, in an enclosure, that requires food and water to be provided mechanically or by hand; or (ii) storing and packing feed and produce, if the use is ancillary to the use in subparagraph (i); but (b) Does not include the cultivation of aquatic animals.	Feedlots, piggeries, poultry and egg production	Animal husbandry, aquaculture, drought feeding, milking sheds, shearing sheds, weaning pens
<b>Intensive horticulture</b>	(a) The use of premises for— (i) the intensive production of plants or plant material carried out indoors on imported media; or (ii) the intensive production of plants or plant material carried out outside using artificial lights or containers; or (iii) storing and packing plants or plant material grown on the premises, if the use is ancillary to the use in subparagraph (i) or (ii); but (b) Does not include the cultivation of aquatic plants.	Greenhouse, and shade house plant production, hydroponic farm, mushroom farm	Wholesale nursery
<b>Landing</b>	The use of premises for a structure— (a) for mooring, launching, storing and retrieving vessels; and (b) from which passengers embark and disembark.	Boat ramp, jetty, pontoon	Marina
<b>Low impact industry</b>	The use of premises for an industrial activity— (a) that is the manufacturing, producing, processing, repairing,	Repairing motor vehicles, fitting and turning workshop	Panel beating, spray painting or surface coating, tyre recycling, drum re-conditioning,



Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	<p>altering, recycling, storing, distributing, transferring or treating of products; and</p> <p>(b) that a local planning instrument applying to the premises states is a low impact industry; and</p> <p>(c) that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.</p>	<p>Note—additional examples may be shown in section SC1.1.2 industry thresholds.</p>	<p>wooden and laminated product manufacturing, service industry, medium impact industry, high impact industry, special industry</p>
<b>Major electricity infrastructure</b>	<p>(a) The use of premises for—</p> <p>(i) a transmission grid or supply network; or</p> <p>(ii) a telecommunication facility, if the use is ancillary to the use in subparagraph (i); but</p> <p>(b) Does not include the use of premises for a supply network or private electricity works stated in schedule 6, section 26(5), unless the use involves—</p> <p>(i) a new zone substation or bulk supply substation; or</p> <p>(ii) the augmentation of a zone substation or bulk supply substation that significantly increases the input or output standard voltage.</p>	<p>Powerlines greater than 66kV</p>	<p>Minor electricity infrastructure, substation</p>
<b>Major sport, recreation and entertainment facility</b>	<p>The use of premises for large-scale events, including, for example, major sporting, recreation, conference or entertainment events.</p>	<p>Convention centre, entertainment centre, exhibition centre, horse racing facility, sports stadium</p>	<p>Indoor sport and recreation, local sporting field, motor sport, park, outdoor sport and recreation</p>
<b>Marine industry</b>	<p>The use of waterfront premises for—</p> <p>(a) manufacturing, storing, repairing or servicing vessels or maritime infrastructure; or</p> <p>(b) providing fuel or disposing of waste, if the use is ancillary to the use in paragraph (a).</p>	<p>Boat building, boat storage, dry dock</p>	<p>Marina</p>
<b>Market</b>	<p>The use of premises on a regular basis for—</p> <p>(a) selling goods to the public mainly from temporary structures, including, for example, stalls, booths or trestle tables; or</p> <p>(b) providing entertainment, if the use is ancillary to the use in paragraph (a).</p>	<p>Flea market, farmers market, car boot sales</p>	<p>Shop, roadside stall</p>

<b>Column 1 Use term</b>	<b>Column 2 Definition</b>	<b>Column 3 Includes the following examples</b>	<b>Column 4 Does not include the following examples</b>
<b>Medium impact industry</b>	The use of premises for an industrial activity— (a) that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and (b) that a local planning instrument applying to the premises states is a medium impact industry; and (c) that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.	Spray painting and surface coating, wooden and laminated product manufacturing (including cabinet making, joining, timber truss making or wood working)  Note—additional examples may be shown in section SC1.1.2 industry thresholds.	Concrete batching, tyre manufacturing and retreading, metal recovery (involving a fragmentiser), textile manufacture, chemically treating timber and plastic product manufacture, service industry, low impact industry, high impact industry, special industry
<b>Motor sport facility</b>	The use of premises for— (a) organised or recreational motor sports; or (b) facilities for spectators, including, for example, stands, amenities or food and drink outlets, if the use is ancillary to the use in paragraph (a).	Car race track, go-kart track, lawnmower race track, trail bike park, 4WD and all terrain park, motocross track, motorcycle race track, off road motorcycle facility	Major sport, recreation and entertainment facility, outdoor sport and recreation
<b>Multiple dwelling</b>	A residential use of premises involving 3 or more dwellings, whether attached or detached.	Apartments, flats, units, townhouses, row housing, triplex	Rooming accommodation, dual occupancy, duplex, granny flat, residential care facility, retirement facility
<b>Nature-based tourism</b>	The use of premises for a tourism activity, including accommodation for tourists, for the appreciation, conservation or interpretation of— (a) an area of environmental, cultural or heritage value; or (b) a local ecosystem; or (c) the natural environment.	Environmentally responsible accommodation facilities including cabins, huts, lodges and tents	Environment facility
<b>Nightclub entertainment facility</b>	The use of premises for— (a) providing entertainment that is cabaret, dancing or music; or (b) selling liquor, and preparing and selling food, for consumption on the premises, if the use is ancillary to the use in paragraph (a).		Club, hotel, tavern, pub, indoor sport and recreation, theatre, concert hall
<b>Office</b>	(a) The use of premises for— (i) providing an administrative, financial, management or secretarial service or	Bank, real estate agency	Home based business, home office, shop, outdoor sales

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	<p>function; or</p> <p>(ii) the practice of a profession; or</p> <p>(iii) providing business or professional advice or services; but</p> <p>(b) Does not include the use of premises for making, selling or hiring goods.</p>		
<b>Outdoor sales</b>	<p>The use of premises for—</p> <p>(a) displaying, selling, hiring or leasing vehicles, boats, caravans, machinery, equipment or other similar products, if the use is mainly conducted outdoors; or</p> <p>(b) repairing, servicing, selling or fitting accessories for the products stated in paragraph (a), if the use is ancillary to the use in paragraph (a).</p>	Agricultural machinery sales yard, motor vehicles sales yard	Bulk landscape supplies, market
<b>Outdoor sport and recreation</b>	<p>The use of premises for—</p> <p>(a) a recreation or sporting activity that is carried on outdoors and requires areas of open space; or</p> <p>(b) providing and selling food and drink, change room facilities or storage facilities, if the use is ancillary to the use in paragraph (a).</p>	Driving range, golf course, swimming pool, tennis courts, football ground, cricket oval	Major sport, recreation and entertainment facility, motor sport, park, community use
<b>Outstation</b>	<p>The use of premises for—</p> <p>(a) cultural or recreation activities by Aboriginal people or Torres Strait Islanders; or</p> <p>(b) facilities for short-term or long-term camping activities, if the use is ancillary to the use in paragraph (a).</p>	Indigenous camp site	Dwelling house, hostel, multiple dwelling, relocatable home park, short term accommodation, tourist park
<b>Park</b>	The use of premises, accessible to the public free of charge, for sport, recreation and leisure activities and facilities.	Urban common	Tourist attraction, outdoor sport and recreation
<b>Parking station</b>	The use of premises for parking vehicles, other than parking that is ancillary to another use.	Car park, 'park and ride', bicycle parking	
<b>Party house</b>	<p>Premises containing a dwelling that is used to provide, for a fee, accommodation or facilities for guests if—</p> <p>(a) guests regularly use all or part of the premises for parties (bucks parties, hens parties, raves, or wedding receptions, for example); and</p> <p>(b) the accommodation or facilities are provided for a period of less than 10 days; and</p> <p>(c) the owner of the premises does</p>		

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	not occupy the premises during that period.		
<b>Permanent plantation</b>	The use of premises for growing, but not harvesting, plants for the carbon sequestration, biodiversity, natural resource management or another similar purpose.		Forestry for wood production, biofuel production
<b>Place of worship</b>	The use of premises for— (a) organised worship and other religious activities; or (b) social, education or charitable activities, if the use is ancillary to the use in paragraph (a).	Church, chapel, mosque, synagogue, temple	Community use, child care centre, funeral parlour, crematorium
<b>Port service</b>	The use of premises for— (a) the arrival and departure of vessels; or (b) the movement of passengers or goods on or off vessels; or (c) storing, servicing, maintaining or repairing vessels; or (d) ancillary uses that directly service the needs of passengers of the vessels.	Marina, ferry terminal	Landing
<b>Relocatable home park</b>	The use of premises for— (a) relocatable dwellings for long-term residential accommodation; or (b) amenity facilities, food and drink outlets, a manager's residence, or recreation facilities for the exclusive use of residents, if the use is ancillary to the use in paragraph (a).		Tourist park
<b>Renewable energy facility</b>	(a) The use of premises for the generation of electricity or energy from a renewable energy source, including, for example, sources of bioenergy, geothermal energy, hydropower, ocean energy, solar energy or wind energy; but (b) Does not include the use of premises to generate electricity or energy that is to be used mainly on the premises.	Geothermal power, hydroelectric power, solar farm, tidal power, wind farm	Wind turbine or solar panels supplying energy to domestic or rural activities on the same site
<b>Research and technology industry</b>	The use of premises for an innovative or emerging industry that involves designing and researching, assembling, manufacturing, maintaining, storing or testing machinery or equipment.	Aeronautical engineering, biotechnology industries, computer component manufacturing, computer server facilities, energy industries, medical laboratories	
<b>Residential care</b>	The use of premises for supervised accommodation, and medical and	Convalescent home, nursing	Community residence, dwelling

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
<b>facility</b>	other support services, for persons who— (a) can not live independently; and (b) require regular nursing or personal care.	home	house, dual occupancy, hospital, multiple dwelling, retirement facility
<b>Resort complex</b>	The use of premises for— (a) tourist and visitor accommodation that includes integrated leisure facilities; or (b) staff accommodation that is ancillary to the use in paragraph (a); or (c) transport facilities for the premises, including, for example, a ferry terminal or air service.	Island resort  Note — examples of integrated leisure facilities — bars, meeting and function facilities, restaurants, sporting and fitness facilities	
<b>Retirement facility</b>	A residential use of premises for— (a) accommodation for older members of the community, or retired persons, in independent living units or serviced units; or (b) amenity and community facilities, a manager's residence, health care and support services, preparing food and drink or staff accommodation, if the use is ancillary to the use in paragraph (a).	Retirement village	Residential care facility
<b>Roadside stall</b>	The use of premises for the roadside display and sale of goods in a rural area.	Produce stall	Market
<b>Rooming accommodation</b>	The use of premises for— (a) residential accommodation, if each resident— (i) has a right to occupy 1 or more rooms on the premises; and (ii) does not have a right to occupy the whole of the premises; and (iii) does not occupy a self-contained unit, as defined under the <i>Residential Tenancies and Rooming Accommodation Act 2008</i> , schedule 2, or has only limited facilities available for private use; and (iv) shares other rooms, facilities, furniture or equipment outside of the resident's room with 1 or more other residents, whether or not the rooms, facilities, furniture or equipment are on the same or different premises; or (b) a manager's residence, an office	Boarding house, hostel, monastery, off-site student accommodation	Hospice, community residence, dwelling house, short-term accommodation, multiple dwelling

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	or providing food or other services to residents, if the use is ancillary to the use in paragraph (a).		
<b>Rural industry</b>	The use of premises for— (a) storing, processing or packaging products from a rural use carried out on the premises or adjoining premises; or (b) selling products from a rural use carried out on the premises or adjoining premises, if the use is ancillary to the use in paragraph (a).	Packing shed	Intensive animal husbandry, intensive horticulture, roadside stall, wholesale nursery, winery, abattoir, agricultural supply store
<b>Rural workers' accommodation</b>	The use of premises for accommodation, whether or not self-contained, for employees of a rural use, if the premises, and the premises where the rural use is carried out, are owned by the same person.	Farm workers' accommodation	Short-term accommodation, caretaker's accommodation, dual occupancy, dwelling house, nature or rural based tourist accommodation, non-resident workforce accommodation, multiple dwelling
<b>Sales office</b>	The use of premises for the temporary display of land parcels or buildings that— (a) are for sale or proposed to be sold; or (b) can be won as a prize in a competition.	Display dwelling	Bank, office
<b>Service industry</b>	The use of premises for an industrial activity that— (a) does not result in off-site air, noise or odour emissions; and (b) is suitable for location with other non-industrial uses.	Audio visual equipment repair, bicycle repairs, clock and watch repairs, computer repairs, dry cleaning, film processing, hand engraving, jewellery making, laundromat, locksmith, picture framing, shoe repairs, tailor	Small engine mechanical repair workshop, cabinet making, shop fitting, sign writing, tyre depot, low impact industry, medium impact, high impact industry, special industry
<b>Service station</b>	The use of premises for— (a) selling fuel, including, for example, petrol, liquid petroleum gas, automotive distillate or alternative fuels; or (b) a food and drink outlet, shop, trailer hire, or maintaining, repairing, servicing or washing vehicles, if the use is ancillary to the use in paragraph (a).	Electric vehicle charging station	Car wash

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
<b>Shop</b>	The use of premises for— (a) displaying, selling or hiring goods; or (b) providing personal services or betting to the public.	Hairdresser, liquor store, department store, discount department store, discount variety stores, betting agencies, supermarket, corner store	Adult store, food and drink outlet, hardware and trade supplies, market, showroom
<b>Shopping centre</b>	The use of premises for an integrated shopping complex consisting mainly of shops.		
<b>Short-term accommodation</b>	(a) The use of premises for— (i) providing accommodation of less than 3 consecutive months to tourists or travellers; or (ii) a manager's residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (i); but (b) Does not include a hotel, nature-based tourism, resort complex or tourist park.	Motel, backpackers accommodation, cabins, serviced apartments, hotel accommodation, farm stay	Hostel, rooming accommodation, tourist park
<b>Showroom</b>	The use of premises for the sale of goods that are of— (a) a related product line; and (b) a size, shape or weight that requires— (i) a large area for handling, display or storage; and (ii) direct vehicle access to the building that contains the goods by members of the public, to enable the loading and unloading of the goods.	Bulk goods sales, motor vehicles sales showroom, bulk stationary supplies	Food and drink outlet, shop, outdoor sales
<b>Special industry</b>	The use of premises for an industrial activity— (a) that is the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products; and (b) that a local planning instrument applying to the premises states is a special industry; and (c) that complies with any thresholds for the activity stated in a local planning instrument applying to the premises, including, for example, thresholds relating to the number of products manufactured or the level of emissions produced by the activity.	Tanneries, rendering plants, oil refineries, waste incineration, manufacturing or storing explosives, power plants, manufacturing fertilisers  Note—additional examples may be shown in section SC1.1.2 industry thresholds.	Low impact industry, medium impact industry, high impact industry, service industry

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
<b>Substation</b>	The use of premises— (a) as part of a transmission grid or supply network to— (i) convert or transform electrical energy from one voltage to another; or (ii) regulate voltage in an electrical circuit; or (iii) control electrical circuits; or (iv) switch electrical current between circuits; or (b) for a telecommunications facility for— (i) works as defined under the Electricity Act, section 12(1); or (ii) workforce operational and safety communications.	Substations, switching yards	Major electricity infrastructure, minor electricity infrastructure
<b>Telecommunications facility</b>	The use of premises for a facility that is capable of carrying communications and signals by guided or unguided electromagnetic energy.	Telecommunication tower, broadcasting station, television station	Aviation facility, 'low-impact telecommunications facility' as defined under the <i>Telecommunications Act 1997</i>
<b>Theatre</b>	The use of premises for— (a) presenting movies, live entertainment or music to the public; or (b) the production of film or music; or (c) the following activities or facilities, if the use is ancillary to a use in paragraph (a) or (b)— (i) preparing and selling food and drink for consumption on the premises; (ii) facilities for editing and post-production; (iii) facilities for wardrobe, laundry and make-up; (iv) set construction workshops; (v) sound stages.	Cinema, movie house, concert hall, dance hall, film studio, music recording studio	Community hall, hotel, indoor sport and recreation facility, temporary film studio
<b>Tourist attraction</b>	The use of premises for— (a) providing entertainment to, or a recreation facility for, the general public; or (b) preparing and selling food and drink for consumption on the premises, if the use is ancillary to the use in paragraph (a).	Theme park, zoo	Hotel, major sport, recreation and entertainment facility, nightclub entertainment facility
<b>Tourist park</b>	The use of premises for— (a) holiday accommodation in caravans, self-contained cabins, tents or other similar structures; or (b) amenity facilities, a food and	Camping ground, caravan park, holiday cabins	Relocatable home park, tourist attraction, short-term accommodation, non-resident



Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	drink outlet, a manager's residence, offices, recreation facilities for the use of occupants and their visitors, or staff accommodation, if the use is ancillary to the use in paragraph (a).		workforce accommodation
<b>Transport depot</b>	The use of premises for— (a) storing vehicles, or machinery, that are used for a commercial or public purpose; or (b) cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).	Premises used for storing buses, taxis, heavy vehicles or heavy machinery, contractors depot	Home based business, warehouse, low impact industry, service industry
<b>Utility installation</b>	The use of premises for— (a) a service for supplying or treating water, hydraulic power or gas; or (b) a sewerage, drainage or stormwater service; or (c) a transport service; or (d) a waste management service; or (e) a maintenance depot, storage depot or other facility for a service stated in paragraphs (a) to (d).	Sewerage treatment plant, mail depot, pumping station, water treatment plant	Telecommunications tower, major electricity infrastructure, minor electricity infrastructure, substation, renewable energy facility, transport depot
<b>Veterinary service</b>	The use of premises for— (a) the medical or surgical treatment of animals; or (b) the short-term stay of animals, if the use is ancillary to the use in paragraph (a).		Animal keeping
<b>Warehouse</b>	The use of premises for— (a) storing or distributing goods, whether or not carried out in a building; or (b) the wholesale of goods, if the use is ancillary to the use in paragraph (a).	Self-storage facility, storage yards	Hardware and trade supplies, outdoor sales, showroom, shop
<b>Wholesale nursery</b>	The use of premises for— (a) the wholesale of plants grown on or next to the premises; or (b) selling gardening materials, if the use is ancillary to the use in paragraph (a).		Bulk landscape supplies, garden centre
<b>Winery</b>	The use of premises for— (a) making wine; or (b) selling wine that is made on the premises.		Rural industry
<b>Workforce accommodation</b>	(a) The use of premises for— (i) accommodation that is provided for persons who perform work as part of— (A) a resource extraction project; or	Contractor's camp, construction camp, single person's quarters, temporary workers' accommodation	Relocatable home park, short-term accommodation, tourist park

Column 1 Use term	Column 2 Definition	Column 3 Includes the following examples	Column 4 Does not include the following examples
	(B) a project identified in a planning scheme as a major industry or infrastructure project; or (C) a rural use; or (ii) recreation and entertainment facilities for persons residing at the premises and their visitors, if the use is ancillary to the use in subparagraph (i); but (b) Does not include rural workers' accommodation.		

### SC1.1.1 Defined activity groups

- (1) Defined uses listed in **Table SC1.1.2 (Use definitions)** are able to be clustered into activity groups.
- (2) An activity group listed in column 1 clusters the defined uses listed in column 2.
- (3) An activity group is able to be referenced in **Part 5**.
- (4) The activity groups listed here are the defined activity groups for the purpose of the planning scheme.

**Table SC1.1.1.1 Index of defined activity groups**

Index of defined activity groups		
A. Residential activities	D. Industry activities	G. Rural activities
B. Business activities	E. Community activities	H. Other activities
C. Entertainment activities	F. Recreation activities	

**Table SC1.1.1.2 Defined activity groups**

Column 1 Activity group	Column 2 Uses
A. Residential activities	Caretaker's accommodation Community residence Dual occupancy Dwelling house Dwelling unit Home based business Multiple dwelling Nature-based tourism Relocatable home park Residential care facility Resort complex Retirement facility Rooming Accommodation Rural workers accommodation Short-term accommodation Tourist park Workforce accommodation

Column 1 Activity group	Column 2 Uses
<b>B. Business activities</b>	Adult store Agricultural supplies store Bar Car wash Food and drink outlet Garden centre Hardware and trade supplies Market Office Outdoor sales Sales office Service station Shop Shopping centre Showroom Veterinary services
<b>C. Entertainment activities</b>	Club Function facility Hotel Nightclub entertainment facility Theatre Tourist attraction
<b>D. Industry activities</b>	Bulk landscape supplies Extractive industry High impact industry Low impact industry Marine industry Medium impact industry Research and technology industry Service industry Special industry Transport depot Warehouse
<b>E. Community activities</b>	Cemetery Child care centre Community care centre Community use Crematorium Detention facility Educational establishment Emergency services Funeral parlour Health care services Hospital Place of worship
<b>F. Recreation activities</b>	Environment facility Indoor sport and recreation Major sport, recreation and entertainment facility Motor sport facility Outdoor sport and recreation Park

Column 1 Activity group	Column 2 Uses
G. Rural activities	Animal husbandry Animal keeping Aquaculture Cropping Intensive animal industry Intensive horticulture Permanent plantation Roadside stall Rural industry Wholesale nursery Winery
H. Other activities	Air services Brothel Landing Major electricity infrastructure Outstation Parking station Port services Renewable energy facility Substation Telecommunications facility Utility installation

### SC1.1.2 Industry thresholds

- (1) The industry thresholds listed below are to be used in conjunction with the defined uses listed in Table SC1.1.2—low impact industry, medium impact industry, high impact industry and special industry.

**Table SC1.1.2.1 Industry thresholds**

Column 1 Use	Column 2 Additional examples include
<b>Low impact industry</b>	<ol style="list-style-type: none"> <li>1. Repairing and servicing motor vehicles, including mechanical components, radiators, electrical components, wheel alignments, exhausts, tyres, suspension or air conditioning, not including spray painting;</li> <li>2. Repairing and servicing lawn mowers and outboard engines;</li> <li>3. Fitting and turning workshop;</li> <li>4. Assembling or fabricating products from sheet metal or welding steel, producing less than 10 tonnes a year and not including spray painting;</li> <li>5. Assembling wood products not involving cutting, routing, sanding or spray painting;</li> <li>6. Dismantling automotive or mechanical equipment, not including debonding brake or clutch components.</li> </ol>
<b>Medium impact industry</b>	<ol style="list-style-type: none"> <li>1. Metal foundry producing less than 10 tonnes of metal castings per annum;</li> <li>2. Boiler making or engineering works producing less than 10,000 tonnes of metal product per annum;</li> <li>3. Facility, goods yard or warehouse for the storage and distribution of dangerous goods not involving manufacturing processes and not a major hazard facility under the <i>Work Health and Safety Act 2011</i>;</li> <li>4. Abrasive blasting facility using less than 10 tonnes of abrasive material per annum;</li> <li>5. Enamelling workshop using less than 15,000 litres of enamel per annum;</li> <li>6. Galvanising works using less than 100 tonnes of zinc per annum;</li> </ol>

Column 1 Use	Column 2 Additional examples include
	<ol style="list-style-type: none"> <li>7. Anodising or electroplating workshop where tank area is less than 400 square metres;</li> <li>8. Powder coating workshop using less than 500 tonnes of coating per annum;</li> <li>9. Spray painting workshop (including spray painting vehicles, plant, equipment or boats) using less than 20,000 litres of paint per annum;</li> <li>10. Scrap metal yard (not including a fragmentiser), dismantling automotive or mechanical equipment including debonding brake or clutch components;</li> <li>11. Manufacturing clay or ceramic products including bricks, tiles, pipes and pottery goods, less than 200 tonnes per annum;</li> <li>12. Processing, smoking, drying, curing, milling, bottling or canning food, beverages or pet food, less than 200 tonnes per annum;</li> <li>13. Vegetable oil or oilseed processing in works with a design production capacity of less than 1,000 tonnes per annum;</li> <li>14. Manufacturing wooden products including cabinet making, joinery and wood working, where producing less than 500 tonnes per annum;</li> <li>15. Manufacturing medium density fibreboard, chipboard, particle board, plywood, laminated board or wood veneer products, less than 250 tonnes per annum;</li> <li>16. Sawmilling, wood chipping and kiln drying timber and logs, producing less than 500 tonnes per annum;</li> <li>17. Recycling and reprocessing batteries;</li> <li>18. Repairing or maintaining boats;</li> <li>19. Manufacturing substrate for mushroom growing;</li> <li>20. Manufacturing or processing plaster, producing less than 5,000 tonnes per annum;</li> <li>21. Recycling or reprocessing tyres including retreading;</li> <li>22. Printing advertising material, magazines, newspapers, packaging and stationery;</li> <li>23. Transport depot, distribution centre, contractors depot and storage yard;</li> <li>24. Manufacturing fibreglass, foam plastic, composite plastic or rigid fibre-reinforced plastic or plastic products, less than 5 tonnes per annum (except fibreglass boats, tanks and swimming pools);</li> <li>25. Manufacturing PET, PETE, polypropylene and polystyrene plastic or plastic products, less than 10,000 tonnes per annum;</li> <li>26. Reconditioning metal or plastic drums;</li> <li>27. Glass fibre manufacture less than 200 tonnes per annum;</li> <li>28. Manufacturing glass or glass products, where not glass fibre, less than 250 tonnes per annum;</li> <li>29. Concrete batching and producing concrete products.</li> </ol>
<b>High impact industry</b>	<ol style="list-style-type: none"> <li>1. Metal foundry producing 10 tonnes or greater of metal castings per annum;</li> <li>2. Boiler making or engineering works producing 10,000 tonnes or greater of metal product per annum;</li> <li>3. Major hazard facility for the storage and distribution of dangerous goods not involving manufacturing processes;</li> <li>4. Scrap metal yard including a fragmentiser;</li> <li>5. Manufacturing clay or ceramic products including bricks, tiles, pipes and pottery goods, greater than 200 tonnes per annum;</li> <li>6. Processing, smoking, drying, curing, milling, bottling or canning food, beverages or pet food, greater than 200 tonnes per annum;</li> <li>7. Vegetable oil or oilseed processing in works with a design production capacity of greater than 1,000 tonnes per annum;</li> <li>8. Manufacturing wooden products including cabinet making, joinery and wood working, producing greater than 500 tonnes per annum;</li> <li>9. Manufacturing medium density fibreboard, chipboard, particle board, plywood, laminated board or wood veneer products, 250 tonnes or greater per annum;</li> </ol>

Column 1 Use	Column 2 Additional examples include
	<ol style="list-style-type: none"> <li>10. Sawmilling, wood chipping and kiln drying timber and logs, producing greater than 500 tonnes per annum;</li> <li>11. Manufacturing or processing plaster, producing greater than 5,000 tonnes per annum;</li> <li>12. Enamelling workshop using 15,000 litres or greater of enamel per annum;</li> <li>13. Galvanising works using 100 tonnes or greater of zinc per annum;</li> <li>14. Anodising or electroplating workshop where tank area is 400 square metres or greater;</li> <li>15. Powder coating workshop using 500 tonnes or greater of coating per annum;</li> <li>16. Spray painting workshop (including spray painting vehicles, plant, equipment or boats) using 20,000 litres or greater of paint per annum;</li> <li>17. Treating timber for preservation using chemicals including copper, chromium, arsenic, borax and creosote;</li> <li>18. Manufacturing fibreglass pools, tanks and boats;</li> <li>19. Manufacturing, fibreglass, foam plastic, composite plastic or rigid fibre-reinforced plastic or plastic products, 5 tonnes or greater per annum (except fibreglass boats, tanks and swimming pools);</li> <li>20. Manufacturing PET, PETE, polypropylene and polystyrene plastic or plastic products, 10,000 tonnes or greater per annum;</li> <li>21. Manufacturing tyres, asbestos products, asphalt, cement; glass or glass fibre, mineral wool or ceramic fibre;</li> <li>22. Abattoir;</li> <li>23. Recycling chemicals, oils or solvents;</li> <li>24. Waste disposal facility (other than waste incinerator);</li> <li>25. Recycling, storing or reprocessing regulated waste;</li> <li>26. Manufacturing batteries;</li> <li>27. Manufacturing wooden products including cabinet making, joinery, wood working, producing greater than 500 tonnes per annum;</li> <li>28. Abrasive blasting facility using 10 tonnes or greater of abrasive material per annum;</li> <li>29. Crematoria;</li> <li>30. Glass fibre manufacture producing 200 tonnes or greater per annum;</li> <li>31. Manufacturing glass or glass products, where not glass fibre, less than 250 tonnes per annum;</li> <li>32. Distilling alcohol in works producing greater than 2,500 litres per annum;</li> <li>33. Sugar milling or refining.</li> </ol>
<b>Special industry</b>	<ol style="list-style-type: none"> <li>1. Oil refining or processing;</li> <li>2. Producing, refining or processing gas or fuel gas;</li> <li>3. Power station;</li> <li>4. Producing, quenching, cutting, crushing or grading coke;</li> <li>5. Waste incinerator;</li> <li>6. Pulp or paper manufacturing;</li> <li>7. Tobacco processing;</li> <li>8. Tannery or works for curing animal skins, hides or finishing leather;</li> <li>9. Textile manufacturing, including carpet manufacturing, wool scouring or carbonising, cotton milling, or textile bleaching, dyeing or finishing;</li> <li>10. Rendering plant;</li> <li>11. Manufacturing chemicals, poisons and explosives;</li> <li>12. Manufacturing fertilisers involving ammonia;</li> <li>13. Manufacturing polyvinyl chloride plastic;</li> <li>14. Manufacturing soil conditioners by receiving, blending, storing, processing, drying or composting organic material or organic waste, including animal manures, sewage, septic sludges and domestic waste.</li> </ol>

## SC1.2 Administrative definitions

- (1) Administrative definitions assist with the interpretation of the planning scheme but do not have a meaning in relation to a use.
- (2) A term listed in **Table SC1.2.2 (Administrative definitions)** column 1 has the meaning set out beside that term in column 2 under the heading.
- (3) The administrative definitions listed here are the definitions for the purpose of the planning scheme.

Editor's note—definitions for the administrative terms marked with an asterisk (\*) are as prescribed in the Planning Regulation, and are reproduced here for convenience.

**Table SC1.2.1 Index of administrative definitions**

Index of administrative definitions		
<ul style="list-style-type: none"> <li>• Access</li> <li>• Acid sulfate soil (ASS)</li> <li>• Active transport</li> <li>• Adjoining premises*</li> <li>• Advertising device*</li> <li>• Affordable housing*</li> <li>• Agricultural land classification (ALC) Class A and Class B land</li> <li>• Ancillary</li> <li>• Annual exceedance probability (AEP)</li> <li>• Articulation</li> <li>• Australian height datum (AHD)</li> <li>• Australian noise exposure forecast (ANEF)</li> <li>• Average width*</li> <li>• Aviation facility</li> <li>• Base date*</li> <li>• Basement*</li> <li>• Best practice</li> <li>• Boundary clearance*</li> <li>• Buffer</li> <li>• Building height*</li> <li>• Building restricted area</li> <li>• Bushfire hazard area</li> <li>• Coastal-dependent development</li> <li>• Community facilities zone annotation</li> <li>• Commercial building</li> <li>• Corner store</li> <li>• Council</li> <li>• Defined flood event (DFE)</li> </ul>	<ul style="list-style-type: none"> <li>• Defined flood level (DFL)</li> <li>• Defined storm tide event (DSTE)</li> <li>• Demand unit*</li> <li>• Department store</li> <li>• Development footprint*</li> <li>• Development footprint plan</li> <li>• Discount department store</li> <li>• Domestic outbuilding*</li> <li>• Dwell time</li> <li>• Dwelling*</li> <li>• Electronic display component</li> <li>• Equivalent dwelling</li> <li>• Erosion prone area</li> <li>• Essential community infrastructure</li> <li>• Exempt vegetation clearing</li> <li>• Existing development footprint</li> <li>• Extractive resources</li> <li>• Filling or excavation</li> <li>• Flood hazard area</li> <li>• Flood hazard level (FHL)</li> <li>• Freeboard</li> <li>• Frontage</li> <li>• Full line supermarket</li> <li>• Gross floor area (GFA)*</li> <li>• Gross leasable floor area (GLA)</li> <li>• Ground level*</li> <li>• Ground level of the building</li> <li>• Habitable room</li> <li>• Heritage place</li> </ul>	<ul style="list-style-type: none"> <li>• Highest astronomical tide (HAT)</li> <li>• Household*</li> <li>• Important agriculture areas (IAAs)</li> <li>• Landslide hazard area</li> <li>• Lighting area buffer</li> <li>• Local utility</li> <li>• Matters of state environmental significance (MSES)</li> <li>• Major full line supermarket</li> <li>• Major road</li> <li>• Maritime development</li> <li>• Minor aquaculture</li> <li>• Minor building work*</li> <li>• Minor electricity infrastructure*</li> <li>• Minor operational work</li> <li>• Mixed use building</li> <li>• Net developable area*</li> <li>• Obstacle limitation surface (OLS)</li> <li>• Operational airspace</li> <li>• Outermost projection*</li> <li>• Planning assumption*</li> <li>• Plot ratio*</li> <li>• Primary street frontage</li> <li>• Private open space</li> <li>• Projection area*</li> <li>• Public open space</li> <li>• Public safety area</li> <li>• Resource/processing area of a KRA</li> <li>• Rooming unit</li> </ul>

Index of administrative definitions		
<ul style="list-style-type: none"> <li>• Rural-based tourism</li> <li>• Secondary dwelling*</li> <li>• Sensitive land uses</li> <li>• Separation area</li> <li>• Service catchment*</li> <li>• Setback*</li> <li>• Sewered area</li> <li>• Site*</li> <li>• Site cover*</li> <li>• State-controlled road</li> <li>• Storey*</li> </ul>	<ul style="list-style-type: none"> <li>• Streetscape</li> <li>• Structure</li> <li>• Temporary and/or relocatable development</li> <li>• Temporary use*</li> <li>• Third party advertising device</li> <li>• Transport noise corridor</li> <li>• Transport route</li> <li>• Transport route separation area</li> <li>• Total use area</li> </ul>	<ul style="list-style-type: none"> <li>• Ultimate development*</li> <li>• Urban purposes</li> <li>• Vegetation</li> <li>• Vegetation clearing</li> <li>• Verge</li> <li>• Watercourse</li> <li>• Wetland</li> <li>• Wildlife hazard buffer zone</li> </ul>

Table SC1.2.2 Administrative definitions

Column 1 Term	Column 2 Definition
<b>Access</b>	The entry of persons and vehicles onto a lot, either existing or proposed, from a road which abuts the frontage of that lot.
<b>Acid sulfate soil (ASS)</b>	See the State Planning Policy.
<b>Active transport</b>	Non-motorised travel such as walking and cycling.
<b>Adjoining premises*</b>	Premises that share a common boundary, including premises that meet at a single point on a common boundary.
<b>Advertising device*</b>	(a) A permanent sign, structure or other device used, or intended to be used, for advertising; and (b) Includes a structure, or part of a building, the primary purpose of which is to support the sign, structure or device.
<b>Affordable housing*</b>	Housing that is appropriate to the needs of households with low to moderate incomes, if the members of the households will spend no more than 30% of gross income on housing costs.
<b>Agricultural land classification (ALC) Class A and Class B land</b>	See the State Planning Policy.
<b>Ancillary</b>	Associated with, but incidental and subordinate to.
<b>Annual exceedance probability (AEP)</b>	See the State Planning Policy.
<b>Articulation</b>	Designing a building, or the façade of a building, with clearly distinguishable parts.
<b>Australian height datum (AHD)</b>	The survey height datum adopted by the National Mapping Council as the datum to which all vertical control for mapping is to be referred. 0.0 metres AHD approximates mean sea level.
<b>Australian noise exposure forecast (ANEF)</b>	See the State Planning Policy.
<b>Average width*</b>	Of a lot, means the distance, measured in metres, between the midpoint on each side boundary of the lot.
<b>Aviation facility</b>	See the State Planning Policy.
<b>Base date*</b>	The date from which the local government has estimated future infrastructure demand and costs for the local government area.



Column 1 Term	Column 2 Definition
<b>Basement*</b>	A space— (a) between a floor level in a building and the floor level that is immediately below it; and (b) no part of which is more than 1m above ground level.
<b>Best practice</b>	The application of measures that are comparable with the acknowledged best measures applied nationally and internationally.
<b>Boundary clearance*</b>	The distance between a building or structure on premises and the boundary of the premises, measured from the part of the building or structure that is closest to the boundary, other than a part that is— (a) an architectural or ornamental attachment; or (b) a rainwater fitting.  <i>Examples—</i> If the fascia of a building is the part of the building that is closest to the boundary, the boundary clearance is the distance between the outside of the fascia and the boundary. If a point on the roof of a building is the part of the building that is closest to the boundary, the boundary clearance is the distance between that point on the roof and the boundary.
<b>Buffer</b>	An area required for ecological, acoustic or scenic amenity protection purposes that incorporates a separation distance and associated landscaping, structures and works: (a) between different land uses (b) from a major noise source (c) from a conservation area or a public recreation area or (d) from a wetland, watercourse or waterbody.
<b>Building height*</b>	Of a building, means— (a) the vertical distance, measured in metres, between the ground level of the building and the highest point on the roof of the building, other than a point that is part of an aerial, chimney, flagpole or load-bearing antenna; or (b) the number of storeys in the building above ground level.
<b>Building restricted area</b>	See the State Planning Policy.
<b>Bushfire hazard area</b>	An area shown on the SPP interactive mapping system as being a bushfire hazard area.
<b>Coastal-dependent development</b>	See the State Planning Policy.
<b>Community facilities zone annotation</b>	One of the following annotations attached to the Community facilities zone as identified on the zone maps in Schedule 2 (Mapping): 1. Air services 2. Cemetery 3. Child care centre 4. Community use (Examples—library, arts facilities, showgrounds, community halls, CWA, scout facilities, Council administration offices) 5. Crematorium 6. Educational establishment 7. Emergency services 8. Extractive resource (Example—a reserve for resource extraction) 9. Hospital 10. Place of worship 11. Residential care facility 12. Substation and other electricity infrastructure 13. Tourist park 14. Utility installation (Example—Council-owned infrastructure including water supply, sewerage, stormwater and waste infrastructure)

Column 1 Term	Column 2 Definition
<b>Commercial building</b>	A Class 5, 6, 7b, 8 or 9a building as classified under the Building Code of Australia.
<b>Corner store</b>	A shop used for the display and retail sale of convenience goods to members of the public in a residential setting, where the gross leasable floor area does not exceed 100m <sup>2</sup> .
<b>Council</b>	The Bundaberg Regional Council.
<b>Defined flood event (DFE)</b>	<p>The flood event and associated inundation level adopted by Council to manage the development of a particular area.</p> <p>Editor's note—the DFE is generally measured in terms of the likelihood of re-occurrence but can also refer to a historical flood event. The defined flood events adopted for the Bundaberg Region are identified in Council's flood hazard area resolution and associated 'Hazard Evaluation Report – Flood'.</p>
<b>Defined flood level (DFL)</b>	<p>The level to which it is reasonably expected flood waters may rise. The defined flood level for a flood hazard area is:</p> <p>(a) the water level reached during the defined flood event (DFE) or defined storm tide event (DSTE) declared by Council under the Building Regulation 2006, section 13, to be the defined flood level for the part of the area where the lot is located; or</p> <p>(b) if the defined flood level stated in a building development application for the lot is lower than the defined flood level declared by Council – the level stated in the application, subject to a referral agency's response.</p> <p>Note—if the defined flood level stated in a building development application is lower than the defined flood level declared by the local government, the local government must, as a referral agency, decide whether the defined flood level stated in the application is appropriate (see schedule 9, Part 3, Division 2, Table 12 of the Regulation).</p>
<b>Defined storm tide event (DSTE)</b>	<p>The event, measured in terms of likelihood of re-occurrence, and associated inundation level adopted by Council to manage the development of a particular area.</p> <p>Editor's note—the DSTE is the 1% annual exceedance probability (AEP) storm tide event (including climate change) adopted for the Bundaberg Region as identified in Council's flood hazard area resolution and associated 'Hazard Evaluation Report – Flood'.</p>
<b>Demand unit*</b>	A unit of measurement for measuring the level of demand for infrastructure.
<b>Department store</b>	<p>A single self-contained retailing outlet in a department based structure and with department based service facilities offering a wide variety of goods and services generally of a non-food nature for sale.</p> <p>Note—examples: David Jones, Myer.</p>
<b>Development footprint*</b>	<p>For development, means a part of the premises that the development relates to, including, for example, any part of the premises that, after the development is carried out, will be covered by—</p> <p>(a) buildings or structures, measured to their outermost projection; or</p> <p>(b) landscaping or open space; or</p> <p>(c) facilities relating to the development; or</p> <p>(d) on-site stormwater drainage or wastewater treatment; or</p> <p>(e) a car park, road, access track or area used for vehicle movement; or</p> <p>(f) another area of disturbance.</p>
<b>Development footprint plan</b>	<p>A plan, approved by Council through a previous development approval, that defines the location and extent for development on a site. This may include, but is not limited to, all buildings and structures, on-site wastewater treatment and disposal, and on-site parking, access and manoeuvring areas.</p> <p>Editor's note—an approved building location envelope, building location plan or development envelope has the same meaning.</p>

Column 1 Term	Column 2 Definition
<b>Discount department store</b>	<p>A single self-contained retailing outlet with fast service checkout facilities offering a wide variety of goods and services generally of a non-food nature for sale.</p> <p>Note—examples: Big W, K Mart, Target.</p>
<b>Domestic outbuilding*</b>	<p>A non-habitable class 10a building that is—</p> <ul style="list-style-type: none"> <li>(a) a shed, garage or carport; and</li> <li>(b) ancillary to a residential use carried out on the premises where the building is.</li> </ul> <p>Editor's note—for the purpose of the planning scheme, a non-habitable shed, garage or carport established on a vacant residential lot is considered to be a domestic outbuilding.</p>
<b>Dwell time</b>	<p>For an advertising device that is an electronic display component or digital advertising device – means the minimum time that each message or individual advertisement is required to be displayed.</p>
<b>Dwelling*</b>	<p>All or part of a building that—</p> <ul style="list-style-type: none"> <li>(a) is used, or capable of being used, as a self-contained residence; and</li> <li>(b) contains— <ul style="list-style-type: none"> <li>(i) food preparation facilities; and</li> <li>(ii) a bath or shower; and</li> <li>(iii) a toilet; and</li> <li>(iv) a wash basin; and</li> <li>(v) facilities for washing clothes.</li> </ul> </li> </ul>
<b>Electronic display component</b>	<p>An advertising device or part of an advertising device that utilises an image projector, bulbs, LED's, LCD or similar devices that are used to display the content of the sign. Also referred to as digital advertising devices.</p>
<b>Equivalent dwelling</b>	<p>The equivalence factor used to calculate density for a multiple-residential use, where:</p> <ul style="list-style-type: none"> <li>(a) a rooming unit is equivalent to 0.4 of a dwelling</li> <li>(b) a one bedroom dwelling is equivalent to 0.5 of a dwelling</li> <li>(c) a two bedroom dwelling is equivalent to 0.7 of a dwelling and</li> <li>(d) a three or more bedroom dwelling is equivalent to 1 dwelling.</li> </ul>
<b>Erosion prone area</b>	<p>See the State Planning Policy and the Coastal Act, schedule.</p>
<b>Essential community infrastructure</b>	<p>Any one of more of the following:</p> <ul style="list-style-type: none"> <li>(a) emergency services infrastructure</li> <li>(b) emergency shelters</li> <li>(c) police facilities</li> <li>(d) hospitals and associated facilities</li> <li>(e) stores of valuable records or heritage items</li> <li>(f) power stations and substations</li> <li>(g) major switch yards</li> <li>(h) communications facilities</li> <li>(i) sewage treatment plants and</li> <li>(j) water treatment plants.</li> </ul>
<b>Exempt vegetation clearing</b>	<p>Vegetation clearing under the following circumstances:</p> <ul style="list-style-type: none"> <li>(a) vegetation clearing on Rural zoned land and associated with the use of the land for a rural activity</li> <li>(b) vegetation clearing by a statutory authority on land other than freehold land</li> <li>(c) vegetation clearing undertaken by the Council in the exercise of its power under the <i>Local Government Act 2009</i></li> <li>(d) vegetation clearing that is reasonably necessary for carrying out work that is: <ul style="list-style-type: none"> <li>(i) authorised or required under legislation or a local law or</li> </ul> </li> </ul>

Column 1 Term	Column 2 Definition
	<ul style="list-style-type: none"> <li>(ii) specified in a notice served by Council or another statutory authority</li> <li>(e) vegetation clearing for development where the clearing is:               <ul style="list-style-type: none"> <li>(i) on land the subject of a current development approval issued by the Council or other statutory authority and</li> <li>(ii) necessary to give effect to the conditions of the development approval</li> </ul> </li> <li>(f) vegetation clearing within an approved footprint for a building, pool or associated infrastructure</li> <li>(g) vegetation clearing within:               <ul style="list-style-type: none"> <li>(i) 6 metres of an approved footprint for a building, pool or associated infrastructure where in the Rural residential zone or</li> <li>(ii) 4 metres of approved footprint for a building, pool or associated infrastructure where in another zone</li> </ul> </li> <li>(h) vegetation clearing where on a lot less than 5,000m<sup>2</sup> in area and outside of the areas specified in paragraph (g) above, where:               <ul style="list-style-type: none"> <li>(i) the girth of any tree to be cleared is less than 50cm measured one 1m from the ground or</li> <li>(ii) the height of the tree is less than 4m</li> </ul> </li> <li>(i) vegetation clearing where necessary to remove danger to people or property associated with falling trees or limbs provided that the vegetation is closer to an existing building, pool or other infrastructure than it is high</li> <li>(j) vegetation clearing necessary for bushfire management purposes, where involving:               <ul style="list-style-type: none"> <li>(i) the establishment or maintenance of a firebreak around an existing or approved building in a medium or high bushfire hazard area where the distance cleared from the building is not more than 1.5 times the height of the vegetation or 20 metres, whichever is the greater</li> <li>(ii) the establishment of a fire break or fire management line in a medium or high bushfire hazard area to a maximum width of 10 metres and in accordance with an approved bushfire management plan or</li> <li>(iii) the maintenance or re-clearing of an existing fire break or fire management line</li> </ul> </li> <li>(k) vegetation clearing essential for the survey of a property boundary by a licensed cadastral surveyor and where undertaken by hand tools (including motorised hand tools) and</li> <li>(l) vegetation clearing required for emergency works, where:               <ul style="list-style-type: none"> <li>(i) a person honestly and reasonably believes that an immediate threat exists to life or property</li> <li>(ii) no other lawful action is reasonably available to the person to avoid the immediate threat to life or property</li> <li>(iii) no reasonable opportunity exists for an application to be made to clear the vegetation and</li> <li>(iv) Council is advised in writing as soon as practicable after the vegetation clearing has occurred.</li> </ul> </li> </ul>
<b>Existing development footprint</b>	The location and extent of all development existing on a site. This includes all buildings and structures, open space, all associated facilities, landscaping, on-site stormwater drainage, on-site wastewater treatment, all areas of disturbance, on-site parking, access and manoeuvring areas.
<b>Extractive resources</b>	See the State Planning Policy.
<b>Filling or excavation</b>	Removal or importation of material to, from or within a lot that will change the ground level of the land.
<b>Flood hazard area</b>	<p>An area, whether or not mapped, designated by a local government as a flood hazard area under the Building Regulation 2006, section 13.</p> <p>Note—section 13 of the Building Regulation requires a local government to keep a register of the flood hazard area it designates and when the designation was made.</p>

Column 1 Term	Column 2 Definition
<b>Flood hazard level (FHL)</b>	The defined flood level (DFL) plus the freeboard.
<b>Freeboard</b>	The height above defined flood level that takes account of matters that may cause flood waters to rise above the defined flood level. The freeboard for a lot in a flood hazard area is: <ul style="list-style-type: none"> <li>(a) if a local government has declared a freeboard for the part of the area where the lot is located, under section 13 of the Building Regulation 2006 – the height above the defined flood level declared to be the freeboard or</li> <li>(b) otherwise—a height of at least 300mm.</li> </ul>
<b>Frontage</b>	Means any boundary line, or part thereof, of a lot which coincides with the alignment of a road.
<b>Full line supermarket</b>	A supermarket with a full range of goods including packaged groceries, fresh meat, bakery and deli departments, fresh fruit and vegetables and frozen foods.
<b>Gross floor area (GFA)*</b>	For a building, means the total floor area of all storeys of the building, measured from the outside of the external walls and the centre of any common walls of the building, other than areas used for— <ul style="list-style-type: none"> <li>(a) building services, plant or equipment; or</li> <li>(b) access between levels; or</li> <li>(c) a ground floor public lobby; or</li> <li>(d) a mall; or</li> <li>(e) parking, loading or manoeuvring vehicles; or</li> <li>(f) unenclosed private balconies, whether roofed or not.</li> </ul>
<b>Gross leasable floor area (GLA)</b>	That part of the gross floor area of a building accommodating non-residential activities available to be rented by a tenant for exclusive use.
<b>Ground level*</b>	<ul style="list-style-type: none"> <li>(a) The level of the natural ground; or</li> <li>(b) If the level of the natural ground has changed, the level as lawfully changed.</li> </ul>
<b>Ground level of the building</b>	For building height, means the ground level of the building site.  Editor's note—the ground level of the building is to be measured from the ground level of the building site, not the floor level of the ground floor.
<b>Habitable room</b>	See the Building Code of Australia.
<b>Heritage place</b>	See the State Planning Policy.
<b>Highest astronomical tide (HAT)</b>	The highest tide level that can be predicted to occur under average meteorological conditions and any combination of astronomical conditions. This level will not be reached every year, and is less than extreme levels that can be caused by storm tides.
<b>Household*</b>	Means 1 or more individuals who live together in a dwelling.
<b>Important agriculture areas (IAAs)</b>	See the State Planning Policy.
<b>Landslide hazard area</b>	An area of land with a slope greater than or equal to 15 per cent, as identified on a Steep land (slopes >15%) overlay map.
<b>Lighting area buffer</b>	See the State Planning Policy.
<b>Local utility</b>	A utility installation involving one or more of the following: <ul style="list-style-type: none"> <li>(a) any undertaking by the Council or other public sector entity for: <ul style="list-style-type: none"> <li>(i) the reticulation or conveyance of water, sewerage and stormwater drainage</li> <li>(ii) the provision or maintenance of roads and traffic controls or</li> <li>(iii) a public purpose carried out by the Council pursuant to the <i>Local Government Act 2009</i></li> </ul> </li> <li>(b) the reticulation of power (including electricity and gas)</li> <li>(c) activities and associated facilities that support the effective functioning of public transport services, including bus, rail, road and water transport</li> </ul>

Column 1 Term	Column 2 Definition
	<p>(d) activities and associated facilities that support the effective management of a State Forest, National Park or Conservation Park</p> <p>(e) the provision of postal services or</p> <p>(f) the provision of telecommunication services not involving the erection of a telecommunications facility.</p> <p>The term includes ancillary maintenance and storage depots and other facilities for the operation of the local utility.</p>
<b>Matters of state environmental significance (MSES)</b>	See the State Planning Policy.
<b>Major full line supermarket</b>	A full line supermarket with a gross leasable floor area exceeding 3,000m <sup>2</sup> .
<b>Major road</b>	A major road includes a State-controlled road or any road that is identified as trunk infrastructure under the Council's Local Government Infrastructure Plan (LGIP).
<b>Maritime development</b>	Development that requires a location in, or adjacent to, tidal waters to function.
<b>Minor aquaculture</b>	Aquaculture development that is accepted development pursuant to Schedule 7 of the Planning Regulation 2017 and complies with the accepted development requirements prescribed under the <i>Fisheries Act 1994</i> .
<b>Minor building work*</b>	Building work that increases the gross floor area of a building by no more than the lesser of the following— <ul style="list-style-type: none"> <li>(a) 50m<sup>2</sup>;</li> <li>(b) an area equal to 5% of the gross floor area of the building.</li> </ul>
<b>Minor electricity infrastructure*</b>	Development stated in the Planning Regulation 2017, schedule 6, section 26(5).
<b>Minor operational work</b>	Operational work associated with a dwelling house, including any driveway, kerb crossover, internal path or outbuildings.
<b>Mixed use building</b>	A use of premises that integrates residential uses with non-residential uses such as business activities or community activities.
<b>Net developable area*</b>	For premises, means the area of the premises that— <ul style="list-style-type: none"> <li>(a) is able to be developed; and</li> <li>(b) is not subject to a development constraint, including, for example, a constraint relating to acid sulfate soils, flooding or slope.</li> </ul>
<b>Obstacle limitation surface (OLS)</b>	Means the surface that establishes the limit to which objects may project into the airspace associated with an airport or aerodrome to maintain safe aeronautical operations. The OLS consists of an outer surface, a take-off/approach surface and a transitional surface.
<b>Operational airspace</b>	See the State Planning Policy.
<b>Outermost projection*</b>	Of a building or structure, means the outermost part of the building or structure, other than a part that is— <ul style="list-style-type: none"> <li>(a) a retractable blind; or</li> <li>(b) a fixed screen; or</li> <li>(c) a rainwater fitting; or</li> <li>(d) an ornamental attachment.</li> </ul>
<b>Planning assumption*</b>	An assumption about the type, scale, location and timing of future growth in the local government area.
<b>Plot ratio*</b>	The ratio of the gross floor area of a building on a site to the area of the site.
<b>Primary street frontage</b>	Means: <ul style="list-style-type: none"> <li>(a) where a lot is vacant, the frontage most commonly addressed by other buildings in the block as the front of the lot or</li> <li>(b) where a lot is not vacant, the frontage to which the front of the existing building addresses the street.</li> </ul>
<b>Private open space</b>	An outdoor space for the exclusive use of occupants of a building.

Column 1 Term	Column 2 Definition
<b>Projection area*</b>	Part of the local government area for which the local government has carried out demand growth projection.
<b>Public open space</b>	Outdoor spaces that are generally accessible to the community and provide for a range of sport, recreation, cultural, entertainment or leisure pursuits.
<b>Public safety area</b>	See the State Planning Policy.
<b>Resource / processing area of a KRA</b>	See the State Planning Policy.
<b>Rooming unit</b>	That part of a building used for residential accommodation which may include ensuite facilities but which is not a dwelling.
<b>Rural based tourism</b>	The use of land or premises for a tourism activity, including tourist and visitor short-term accommodation, that is intended for the interpretation, appreciation and/or enjoyment of rural areas and rural-based activities.  Note—examples include farm stays and rural holiday cabins.
<b>Secondary dwelling*</b>	A dwelling on a lot that is used in conjunction with, but subordinate to, another dwelling on the lot, whether or not the dwelling is— a) attached to the other dwelling; or b) occupied by individuals who are related to, or associated with, the household of the other dwelling.
<b>Sensitive land uses</b>	See the Planning Regulation 2017.
<b>Separation area</b>	See the State Planning Policy.
<b>Service catchment*</b>	An area serviced by an infrastructure network.  Editor's note—for example: <ul style="list-style-type: none"> <li>• stormwater network service catchments can be delineated to align with watershed boundaries</li> <li>• open space network service catchments can be determined using local government accessibility standards</li> <li>• water network service catchments can be established as the area serviced by a particular reservoir.</li> </ul>
<b>Setback*</b>	For a building or structure, means the shortest distance, measured horizontally, between the outermost projection of the building or structure to the vertical projection of the boundary of the lot where the building or structure is.
<b>Sewered area</b>	See the <i>Plumbing and Drainage Act 2018</i> .
<b>Site*</b>	Of development, means the land that the development is to be carried out on.  <i>Examples—</i> 1. If development is to be carried out on part of a lot, the site of the development is that part of the lot. 2. If development is to be carried out on part of 1 lot and part of an adjoining lot, the site of the development is both of those parts.
<b>Site cover*</b>	Of development, means the portion of the site, expressed as a percentage, that will be covered by a building or structure, measured to its outermost projection, after the development is carried out, other than a building or structure, or part of a building or structure, that is— (a) in a landscaped or open space area, including, for example, a gazebo or shade structure; or (b) a basement that is completely below ground level and used for car parking; or (c) the eaves of a building; or (d) a sun shade.
<b>State-controlled road</b>	See the <i>Transport Infrastructure Act 1994</i> .
<b>Storey*</b>	(a) A space within a building between 2 floor levels, or a floor level and a ceiling or roof, other than—

Column 1 Term	Column 2 Definition
	<ul style="list-style-type: none"> <li>(i) a space containing only a lift shaft, stairway or meter room; or</li> <li>(ii) a space containing only a bathroom, shower room, laundry, toilet or other sanitary compartment; or</li> <li>(iii) a space containing only a combination of the things stated in subparagraph (i) or (ii); or</li> <li>(iv) a basement with a ceiling that is not more than 1m above ground level; and</li> </ul> <p>(b) Includes—</p> <ul style="list-style-type: none"> <li>(i) a mezzanine; and</li> <li>(ii) a roofed structure that is on, or part of, a rooftop, if the structure does not only accommodate building plant and equipment.</li> </ul>
<b>Streetscape</b>	The collective combination of urban form elements that constitute the view of a street and its public and private domains. These elements include buildings, roads, footpaths, vegetation, open spaces and street furniture.
<b>Structure</b>	See the <i>Building Act 1975</i> .
<b>Temporary and/or relocatable development</b>	<p>A land use or structure that if threatened by adverse coastal hazard impacts will be relocated, or discontinued and removed rather than protected from the impacts because:</p> <ul style="list-style-type: none"> <li>(a) it is not anticipated to remain in place for more than 10 years and/or is capable of being disassembled and/or easily removed and</li> <li>(b) there will be negligible adverse economic or social consequences associated with its relocation, or from it being discontinued or removed.</li> </ul> <p>It includes, but is not limited to, temporary accommodation such as tents or demountable buildings, picnic areas and associated picnic tables and barbeques, market or stall venues, surf life-saving observation towers, equipment sheds, recreation reserves, or walking and biking trails.</p>
<b>Temporary use*</b>	<p>A use that—</p> <ul style="list-style-type: none"> <li>(a) is carried out on a non-permanent basis; and</li> <li>(b) does not involve the construction of, or significant changes to, permanent buildings or structures.</li> </ul>
<b>Third party advertising device</b>	A third party advertising device is an advertising device placed on premises for the purpose of advertising a matter not associated with the primary purpose for which the premises is used or developed.
<b>Transport noise corridor</b>	<p>See the <i>Building Act 1975</i>.</p> <p>Note—land identified within the transport noise corridors and the detail about the levels of noise within the corridors can be accessed via the SPP interactive mapping system.</p>
<b>Transport route</b>	See the State Planning Policy.
<b>Transport route separation area</b>	See the State Planning Policy.
<b>Total use area</b>	<p>The sum of all parts of the lot used for that particular use including any ancillary use, but does not include areas used for:-</p> <ul style="list-style-type: none"> <li>(a) car parking;</li> <li>(b) landscaping; and</li> <li>(c) vehicle manoeuvring.</li> </ul> <p>For the purpose of calculating on-site parking requirements the term includes the gross floor area of all buildings.</p>
<b>Ultimate development*</b>	For an area or premises, means the likely extent of development that is anticipated in the area, or on the premises, if the area or premises are fully developed.
<b>Urban purposes</b>	For the purposes of local government infrastructure plans, urban purposes includes residential (other than rural residential), retail, commercial, industrial, community and government related purposes.
<b>Vegetation</b>	Trees, plants and all other organisms of vegetable origin, whether living or dead, other than:-



Column 1 Term	Column 2 Definition
	<ul style="list-style-type: none"> <li>(a) grass or non-woody herbage;</li> <li>(b) a plant within a grassland regional ecosystem prescribed under a regulation;</li> <li>(c) declared plants within the meaning of the <i>Land Protection (Pest and Stock Route Management) Act 2002</i>; and</li> <li>(d) environmental weed species as identified in a pest management plan adopted by the Council.</li> </ul>
<b>Vegetation clearing</b>	<p>The destruction of vegetation or interference with its natural growth in any way including removing, clearing, slashing, cutting down, ringbarking, scar-barking, pushing or pulling over, poisoning (including by contamination), burning, flooding, draining or compacting of roots.</p> <p>The term does not include:-</p> <ul style="list-style-type: none"> <li>(a) destruction of standing vegetation by stock;</li> <li>(b) lopping a tree by cutting or pruning its branches, provided that it does not involve:- <ul style="list-style-type: none"> <li>(i) removing the tree's trunk; or</li> <li>(ii) cutting or pruning the tree's branches so severely that it is likely to die; or</li> </ul> </li> <li>(c) mowing of grass or lawn for maintenance purposes provided that it is not undertaken in an area of remnant vegetation or high value regrowth vegetation.</li> </ul>
<b>Verge</b>	<p>That part of the street or a road reserve between the carriageway and the boundary of the adjacent lot or other limit to the road reserve. The term may accommodate service provider utility infrastructure, footpaths, stormwater flows, street lighting, poles and planting.</p>
<b>Watercourse</b>	<p>A river, creek or other stream, including a stream in the form of an anabranch or a tributary, in which water flows permanently or intermittently, regardless of the frequency of flow events, in a natural channel, whether artificially modified or not or in an artificial channel that has changed the course of the stream.</p> <p>A watercourse includes any of the following located in it:-</p> <ul style="list-style-type: none"> <li>(a) in-stream islands;</li> <li>(b) benches;</li> <li>(c) bars.</li> </ul> <p>The term includes constructed storm water drains with surface water flows but not piped water drains.</p>
<b>Wetland</b>	<p>An area of permanent, periodic or intermittent inundation that includes areas of open water and/or native vegetation, with water that is static or flowing, fresh, brackish or salt. The term may include wetlands which lie within floodplains, but does not include the whole of a floodplain. This definition includes natural features as well as constructed water bodies but does not include watercourses as separately defined.</p>
<b>Wildlife hazard buffer zone</b>	<p>See the State Planning Policy.</p>

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## Schedule 2 Mapping

### SC2.1 Map index

**Table SC2.1.1 (Map index)** lists any zoning and overlay maps applicable to the planning scheme area.

Editor's note—mapping for the Strategic Framework is contained in **Part 3 (Strategic framework)**.

Editor's note—mapping for the Local Government Infrastructure Plan is contained in **Schedule 3 (Local government infrastructure plan mapping and supporting material)**.

**Table SC2.1.1 Map index**

Map number	Map title	Gazettal date
<b>Zone maps</b>		
ZM-01	Zone Map	16 October 2015
ZM-02	Zone Map	31 January 2020
ZM-03	Zone Map	31 January 2020
ZM-04	Zone Map	16 October 2015
ZM-05	Zone Map	31 January 2020
ZM-06	Zone Map	31 January 2020
ZM-07	Zone Map	16 October 2015
ZM-08	Zone Map	4 December 2020
ZM-09	Zone Map	31 January 2020
ZM-10	Zone Map	31 January 2020
ZM-11	Zone Map	16 October 2015
ZM-12	Zone Map	16 October 2015
ZM-13	Zone Map	31 January 2020
ZM-14	Zone Map	31 January 2020
ZM-15	Zone Map	31 January 2020
ZM-16	Zone Map	31 January 2020
ZM-17	Zone Map	31 January 2020
ZM-18	Zone Map	31 January 2020
ZM-19	Zone Map	31 January 2020
ZM-20	Zone Map	31 January 2020
ZM-21	Zone Map	31 January 2020
ZM-22	Zone Map	31 January 2020
ZM-23	Zone Map	31 January 2020
ZM-24	Zone Map	31 January 2020
ZM-25	Zone Map	31 January 2020
ZM-26	Zone Map	10 June 2016
ZM-27	Zone Map	31 January 2020
ZM-28	Zone Map	31 January 2020
ZM-29	Zone Map	16 October 2015
ZM-30	Zone Map	31 January 2020
ZM-31	Zone Map	4 December 2020
ZM-32	Zone Map	31 January 2020
ZM-33	Zone Map	31 January 2020
<b>Overlay maps</b>		
OM-ASS-02	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-03	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-05	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-06	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-08	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-09	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-10	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-11	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-12	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-13	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-14	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-15	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-16	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-17	Acid Sulfate Soils Overlay Map	16 October 2015

Map number	Map title	Gazettal date
OM-ASS-18	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-19	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-20	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-21	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-22	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-23	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-24	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-25	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-26	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-28	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-32	Acid Sulfate Soils Overlay Map	16 October 2015
OM-ASS-33	Acid Sulfate Soils Overlay Map	16 October 2015
OM-CP-02	Coastal Protection Overlay Map	31 January 2020
OM-CP-03	Coastal Protection Overlay Map	31 January 2020
OM-CP-06	Coastal Protection Overlay Map	31 January 2020
OM-CP-09	Coastal Protection Overlay Map	31 January 2020
OM-CP-10	Coastal Protection Overlay Map	31 January 2020
OM-CP-13	Coastal Protection Overlay Map	31 January 2020
OM-CP-14	Coastal Protection Overlay Map	31 January 2020
OM-CP-16	Coastal Protection Overlay Map	31 January 2020
OM-CP-17	Coastal Protection Overlay Map	31 January 2020
OM-CP-21	Coastal Protection Overlay Map	31 January 2020
OM-CP-26	Coastal Protection Overlay Map	31 January 2020
OM-CP-32	Coastal Protection Overlay Map	31 January 2020
OM-HNC-02	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-03	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-05	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-06	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-07	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-08	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-10	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-12	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-14	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-16	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-17	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-19	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-20	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-21	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-23	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-24	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-26	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-27	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-29	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-30	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-HNC-31	Heritage and Neighbourhood Character Overlay Map	31 January 2020
OM-I-02	Infrastructure Overlay Map	31 January 2020
OM-I-03	Infrastructure Overlay Map	31 January 2020
OM-I-04	Infrastructure Overlay Map	31 January 2020
OM-I-05	Infrastructure Overlay Map	31 January 2020
OM-I-06	Infrastructure Overlay Map	28 February 2023
OM-I-07	Infrastructure Overlay Map	31 January 2020
OM-I-08	Infrastructure Overlay Map	31 January 2020
OM-I-09	Infrastructure Overlay Map	31 January 2020
OM-I-11	Infrastructure Overlay Map	31 January 2020
OM-I-12	Infrastructure Overlay Map	31 January 2020
OM-I-13	Infrastructure Overlay Map	31 January 2020
OM-I-14	Infrastructure Overlay Map	31 January 2020
OM-I-15	Infrastructure Overlay Map	31 January 2020
OM-I-16	Infrastructure Overlay Map	31 January 2020
OM-I-17	Infrastructure Overlay Map	31 January 2020
OM-I-18	Infrastructure Overlay Map	31 January 2020
OM-I-19	Infrastructure Overlay Map	28 February 2023

Map number	Map title	Gazettal date
OM-I-20	Infrastructure Overlay Map	31 January 2020
OM-I-21	Infrastructure Overlay Map	31 January 2020
OM-I-22	Infrastructure Overlay Map	31 January 2020
OM-I-23	Infrastructure Overlay Map	31 January 2020
OM-I-24	Infrastructure Overlay Map	31 January 2020
OM-I-25	Infrastructure Overlay Map	31 January 2020
OM-I-26	Infrastructure Overlay Map	31 January 2020
OM-I-27	Infrastructure Overlay Map	31 January 2020
OM-I-28	Infrastructure Overlay Map	31 January 2020
OM-I-29	Infrastructure Overlay Map	31 January 2020
OM-I-30	Infrastructure Overlay Map	31 January 2020
OM-I-31	Infrastructure Overlay Map	31 January 2020
OM-I-33	Infrastructure Overlay Map	31 January 2020
OM-SL-01	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-02	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-03	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-04	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-05	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-06	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-07	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-08	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-09	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-10	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-11	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-12	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-13	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-14	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-15	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-16	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-17	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-18	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-19	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-20	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-21	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-22	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-23	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-24	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-25	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-26	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-27	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-28	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-29	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-30	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-31	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-32	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-SL-33	Steep Land (Slopes >15%) Overlay map	16 October 2015
OM-WRC-01	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-02	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-03	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-04	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-05	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-06	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-12	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-18	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-22	Water Resource Catchments Overlay Map	16 October 2015
OM-WRC-23	Water Resource Catchments Overlay Map	16 October 2015

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## SC2.2 Zone maps

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## SC2.3 **Overlay maps**

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## Schedule 3 Local government infrastructure plan mapping and supporting material

### SC3.1 Planning assumption tables

Table SC3.1.1 Existing and projected population

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected population				
		2021	2026	2031	2036	Ultimate development (capacity)
Bargara	<i>Single dwelling</i>	9,010	9,783	10,674	11,349	13,391
	<i>Multiple dwelling</i>	832	903	986	1,048	1,237
	<i>Other dwelling</i>	395	429	468	497	587
	<b>Total</b>	<b>10,237</b>	<b>11,115</b>	<b>12,127</b>	<b>12,895</b>	<b>15,215</b>
Burnett Heads	<i>Single dwelling</i>	2,614	2,757	2,933	3,080	3,670
	<i>Multiple dwelling</i>	241	255	271	284	339
	<i>Other dwelling</i>	115	121	128	135	161
	<b>Total</b>	<b>2,970</b>	<b>3,133</b>	<b>3,332</b>	<b>3,499</b>	<b>4,170</b>
Childers	<i>Single dwelling</i>	1,509	1,636	1,775	1,851	2,117
	<i>Multiple dwelling</i>	139	151	164	171	195
	<i>Other dwelling</i>	66	72	78	81	93
	<b>Total</b>	<b>1,714</b>	<b>1,859</b>	<b>2,017</b>	<b>2,103</b>	<b>2,405</b>
Elliott Heads	<i>Single dwelling</i>	1,230	1,472	1,595	1,696	1,956
	<i>Multiple dwelling</i>	114	136	147	157	181
	<i>Other dwelling</i>	54	64	70	74	86
	<b>Total</b>	<b>1,397</b>	<b>1,672</b>	<b>1,812</b>	<b>1,927</b>	<b>2,223</b>
Gin Gin	<i>Single dwelling</i>	1,186	1,441	1,670	1,824	2,235
	<i>Multiple dwelling</i>	110	133	154	168	206
	<i>Other dwelling</i>	52	63	73	80	98
	<b>Total</b>	<b>1,348</b>	<b>1,637</b>	<b>1,898</b>	<b>2,073</b>	<b>2,539</b>
Greater Bundaberg	<i>Single dwelling</i>	44,859	46,591	48,260	49,241	54,786
	<i>Multiple dwelling</i>	4,143	4,302	4,457	4,547	5,059

# Schedule 3 – LGIP Mapping and supporting material

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected population				
		2021	2026	2031	2036	Ultimate development (capacity)
	<i>Other dwelling</i>	1,965	2,041	2,114	2,157	2,400
	<b>Total</b>	<b>50,967</b>	<b>52,935</b>	<b>54,831</b>	<b>55,945</b>	<b>62,245</b>
Innes Park/Coral Cove	<i>Single dwelling</i>	2,141	2,353	2,526	2,681	3,257
	<i>Multiple dwelling</i>	198	217	233	248	301
	<i>Other dwelling</i>	94	103	111	117	143
	<b>Total</b>	<b>2,433</b>	<b>2,674</b>	<b>2,870</b>	<b>3,046</b>	<b>3,701</b>
Moore Park	<i>Single dwelling</i>	1,646	1,720	1,836	1,929	2,681
	<i>Multiple dwelling</i>	152	159	170	178	248
	<i>Other dwelling</i>	72	75	80	84	117
	<b>Total</b>	<b>1,870</b>	<b>1,954</b>	<b>2,086</b>	<b>2,191</b>	<b>3,046</b>
Woodgate	<i>Single dwelling</i>	2,476	2,680	2,858	3,006	4,233
	<i>Multiple dwelling</i>	229	247	264	278	391
	<i>Other dwelling</i>	108	117	125	132	185
	<b>Total</b>	<b>2,814</b>	<b>3,045</b>	<b>3,248</b>	<b>3,415</b>	<b>4,809</b>
Inside priority infrastructure area (total)	<i>Single dwelling</i>	66,672	70,433	74,127	76,657	88,327
	<i>Multiple dwelling</i>	6,157	6,504	6,845	7,079	8,157
	<i>Other dwelling</i>	2,921	3,085	3,247	3,358	3,869
	<b>Total</b>	<b>75,749</b>	<b>80,023</b>	<b>84,220</b>	<b>87,094</b>	<b>100,353</b>
Outside priority infrastructure area (total)	<i>Single dwelling</i>	25,410	26,207	26,944	28,751	71,974
	<i>Multiple dwelling</i>	2,347	2,420	2,488	2,655	6,646
	<i>Other dwelling</i>	1,113	1,148	1,180	1,259	3,153
	<b>Total</b>	<b>28,870</b>	<b>29,775</b>	<b>30,613</b>	<b>32,665</b>	<b>81,773</b>
Bundaberg Regional Council	<i>Single dwelling</i>	92,082	96,640	101,072	105,407	160,301
	<i>Multiple dwelling</i>	8,503	8,924	9,333	9,734	14,803
	<i>Other dwelling</i>	4,034	4,233	4,428	4,618	7,022
	<b>Total</b>	<b>104,619</b>	<b>109,798</b>	<b>114,833</b>	<b>119,759</b>	<b>182,126</b>

Table SC3.1.2 Existing and projected employees

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected employees				
		2021	2026	2031	2036	Ultimate development (capacity)
Bargara	<i>Retail</i>	280	292	300	308	418
	<i>Commercial</i>	682	712	731	752	1,021
	<i>Industry</i>	283	295	303	312	424
	<i>Community Purposes</i>	227	237	243	250	340
	<i>Rural and Other Uses</i>	201	210	215	222	301
	<b>Total</b>	<b>1,672</b>	<b>1,745</b>	<b>1,793</b>	<b>1,844</b>	<b>2,503</b>
Burnett Heads	<i>Retail</i>	21	22	23	24	32
	<i>Commercial</i>	53	55	57	58	79
	<i>Industry</i>	27	28	29	30	39
	<i>Community Purposes</i>	19	20	20	21	28
	<i>Rural and Other Uses</i>	18	19	20	20	27
	<b>Total</b>	<b>139</b>	<b>144</b>	<b>148</b>	<b>152</b>	<b>205</b>
Childers	<i>Retail</i>	222	231	237	244	330
	<i>Commercial</i>	539	562	577	593	802
	<i>Industry</i>	266	277	283	290	387
	<i>Community Purposes</i>	187	195	200	205	276
	<i>Rural and Other Uses</i>	180	187	192	197	263
	<b>Total</b>	<b>1,393</b>	<b>1,452</b>	<b>1,489</b>	<b>1,529</b>	<b>2,058</b>
Elliott Heads	<i>Retail</i>	3	3	3	3	4
	<i>Commercial</i>	7	7	7	7	10
	<i>Industry</i>	3	3	3	3	4
	<i>Community Purposes</i>	2	2	3	3	4
	<i>Rural and Other Uses</i>	2	2	2	2	3
	<b>Total</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>25</b>
Gin Gin	<i>Retail</i>	136	141	145	149	201
	<i>Commercial</i>	331	345	354	363	491
	<i>Industry</i>	180	187	191	195	258

## Schedule 3 – LGIP Mapping and supporting material

# Schedule 3 – LGIP Mapping and supporting material

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected employees				
		2021	2026	2031	2036	Ultimate development (capacity)
	<i>Community Purposes</i>	118	123	127	130	174
	<i>Rural and Other Uses</i>	119	124	127	130	173
	<b>Total</b>	<b>884</b>	<b>921</b>	<b>944</b>	<b>968</b>	<b>1,297</b>
Greater Bundaberg	<i>Retail</i>	3,641	3,831	3,982	4,158	6,083
	<i>Commercial</i>	8,915	9,380	9,749	10,181	14,898
	<i>Industry</i>	6,936	7,307	7,609	7,965	11,757
	<i>Community Purposes</i>	3,619	3,810	3,963	4,142	6,084
	<i>Rural and Other Uses</i>	4,307	4,537	4,723	4,942	7,286
	<b>Total</b>	<b>27,418</b>	<b>28,864</b>	<b>30,025</b>	<b>31,389</b>	<b>46,107</b>
Innes Park/Coral Cove	<i>Retail</i>	9	10	10	10	14
	<i>Commercial</i>	23	24	25	26	35
	<i>Industry</i>	10	10	10	11	15
	<i>Community Purposes</i>	8	8	9	9	12
	<i>Rural and Other Uses</i>	7	7	8	8	11
	<b>Total</b>	<b>58</b>	<b>60</b>	<b>62</b>	<b>64</b>	<b>87</b>
Moore Park	<i>Retail</i>	26	27	28	28	38
	<i>Commercial</i>	63	66	68	70	94
	<i>Industry</i>	33	35	35	36	48
	<i>Community Purposes</i>	23	24	24	25	34
	<i>Rural and Other Uses</i>	22	23	24	25	33
	<b>Total</b>	<b>167</b>	<b>174</b>	<b>179</b>	<b>184</b>	<b>247</b>
Woodgate	<i>Retail</i>	11	11	12	12	16
	<i>Commercial</i>	27	28	29	30	41
	<i>Industry</i>	11	12	12	12	17
	<i>Community Purposes</i>	10	10	11	11	15
	<i>Rural and Other Uses</i>	8	9	9	9	13
	<b>Total</b>	<b>68</b>	<b>71</b>	<b>73</b>	<b>75</b>	<b>102</b>
	<i>Retail</i>	4,348	4,568	4,739	4,936	7,137

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected employees				
		2021	2026	2031	2036	Ultimate development (capacity)
Inside priority infrastructure area (total)	<i>Commercial</i>	10,639	11,178	11,596	12,080	17,470
	<i>Industry</i>	7,749	8,154	8,477	8,855	12,948
	<i>Community Purposes</i>	4,213	4,429	4,598	4,796	6,966
	<i>Rural and Other Uses</i>	4,866	5,119	5,320	5,555	8,108
	<b>Total</b>	<b>31,814</b>	<b>33,449</b>	<b>34,729</b>	<b>36,222</b>	<b>52,629</b>
Outside priority infrastructure area (total)	<i>Retail</i>	315	327	335	342	455
	<i>Commercial</i>	920	959	982	1,006	1,351
	<i>Industry</i>	1,143	1,183	1,199	1,212	1,530
	<i>Community Purposes</i>	527	548	559	571	751
	<i>Rural and Other Uses</i>	1,687	1,762	1,811	1,864	2,561
	<b>Total</b>	<b>4,592</b>	<b>4,778</b>	<b>4,885</b>	<b>4,996</b>	<b>6,649</b>
Bundaberg Regional Council	<i>Retail</i>	4,663	4,896	5,073	5,279	7,592
	<i>Commercial</i>	11,559	12,137	12,578	13,087	18,821
	<i>Industry</i>	8,892	9,336	9,675	10,067	14,478
	<i>Community Purposes</i>	4,740	4,977	5,157	5,366	7,717
	<i>Rural and Other Uses</i>	6,553	6,881	7,130	7,419	10,670
	<b>Total</b>	<b>36,406</b>	<b>38,226</b>	<b>39,614</b>	<b>41,218</b>	<b>59,279</b>

## Schedule 3 – LGIP Mapping and supporting material

# Schedule 3 – LGIP Mapping and supporting material

**Table SC3.1.3 Planned density and demand generation rate for a trunk infrastructure network**

Column 1 Zone	Column 2 Precinct/ Location	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network				
		Non-residential density (floor Space (m <sup>2</sup> )/ employee)	Residential density (dwellings/ net dev ha)	Water supply network (EP/Ha)	Wastewater network (EP/Ha)	Transport network (Trips/Ha)	Stormwater network (impervious fraction)	PPCL network (Persons/ Ha)
<b>Residential development</b>								
Low density residential	Greater Bundaberg	N/A	10.5	22.6	22.6	89	0.5	22.6
Low density residential	Coastal	N/A	10.3	23.2	23.2	92	0.5	23.2
Low density residential	Woodgate	N/A	10.4	25.6	25.6	101	0.5	25.6
Low density residential	Other Areas	N/A	8.2	19.9	19.9	79	0.5	19.9
Medium density residential	Greater Bundaberg / Bargara	N/A	29.4	50.9	50.9	200	0.6	50.9
Medium density residential	MDRZ1	N/A	29.4	50.9	50.9	200	0.7	50.9
Medium density residential	MDRZ2	N/A	29.4	50.9	50.9	200	0.7	50.9
Medium density residential	Other Areas	N/A	17.9	35.0	35.0	138	0.6	35.0
Medium density residential	Coastal	N/A	22.8	41.6	41.6	164	0.6	41.6
High density residential	Greater Bundaberg	N/A	43.7	69.9	69.9	275	0.7	69.9
High density residential	Coastal	N/A	75.7	121.1	121.1	477	0.7	121.1
Emerging communities		N/A	10.5	22.6	22.6	89	0.5	22.6
Emerging communities	Childers	N/A	8.2	19.9	19.9	79	0.5	19.9
Limited development (constrained land)	Greater Bundaberg	N/A	10.5	22.6	22.6	89	0.5	22.6
Limited development (constrained land)	Coastal	N/A	10.3	18.7	18.7	74	0.5	18.7
Limited development (constrained land)		N/A	8.2	19.9	19.9	79	0.5	19.9
Local centre	Greater Bundaberg	N/A	21.0	33.6	33.6	132	0.9	33.6
Local centre	Coastal	N/A	32.4	51.8	51.8	204	0.9	51.8
Local centre	Other Areas	N/A	22.4	35.8	35.8	141	0.9	35.8
District centre		N/A	21.6	34.6	34.6	136	0.9	34.6
Major centre		N/A	21.6	193.5	193.5	762	0.9	193.5



Column 1 Zone	Column 2 Precinct/ Location	Column 3 Planned density		Column 4 Demand generation rate for a trunk infrastructure network				
		Non-residential density (floor Space (m <sup>2</sup> / employee)	Residential density (dwellings/ net dev ha)	Water supply network (EP/Ha)	Wastewater network (EP/Ha)	Transport network (Trips/Ha)	Stormwater network (impervious fraction)	PPCL network (Persons/ Ha)
Principal centre	PCZ1 / PCZ2	N/A	52.7	84.2	84.2	332	1	84.2
Principal centre	PCZ3 / PCZ4	N/A	28.6	45.8	45.8	180	1	45.8
Rural		N/A	0.0	0.00114	0.00114	0.0045	0	0.00114
Rural residential		N/A	0.5	1.1	1.1	5	0.15	1.1
Rural residential	RRZ1	N/A	4.5	11.4	11.4	45	0.15	11.4
Rural residential	RRZ2 / Branyan LAP	N/A	2.3	5.7	5.7	23	0.15	5.7
Rural residential	RRZ3	N/A	0.2	0.6	0.6	2	0.1	0.6
<b>Non-residential development and mixed development<sup>1</sup></b>								
Local centre	Coastal	20	N/A	38.1	38.1	300	0.9	0
Neighbourhood centre		20	N/A	30.5	30.5	240	0.9	0
District centre		20	N/A	38.1	38.1	500	0.9	0
Major centre		20	N/A	76.2	76.2	750	0.9	0
Principal centre	PCZ1 / PCZ2	20	N/A	76.2	76.2	600	1	0
Principal centre	PCZ3 / PCZ4	20	N/A	76.2	76.2	600	1	0
Specialised centre		20	N/A	38.1	38.1	150	0.9	0
Industry		180	N/A	30.5	30.5	75	0.9	0
High impact industry		180	N/A	30.5	30.5	75	0.9	0
Strategic port land		180	N/A	38.1	38.1	225	0.7	0
Community Facilities		20	N/A	12.7	12.7	50	0.2	0
Open space		0	N/A	12.7	12.7	50	0	0
Sport and recreation		0	N/A	12.7	12.7	50	0.1	0
Environmental management and conservation		0	N/A	0.0	0.0	0	0	0

<sup>1</sup> Note—Mixed development is development that includes residential development and non-residential development.

## Schedule 3 – LGIP Mapping and supporting material

# Schedule 3 – LGIP Mapping and supporting material

**Table SC3.1.4 Existing and projected residential dwellings**

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected residential dwellings				
		2021	2026	2031	2036	Ultimate development
Bargara	<i>Single dwelling</i>	3,592	3,934	4,319	4,610	5,440
	<i>Multiple dwelling</i>	526	576	632	675	796
	<i>Other dwelling</i>	221	242	266	284	335
	<b>Total</b>	<b>4,339</b>	<b>4,751</b>	<b>5,217</b>	<b>5,569</b>	<b>6,571</b>
Burnett Heads	<i>Single dwelling</i>	1,042	1,109	1,187	1,251	1,491
	<i>Multiple dwelling</i>	153	162	174	183	218
	<i>Other dwelling</i>	64	68	73	77	92
	<b>Total</b>	<b>1,259</b>	<b>1,339</b>	<b>1,433</b>	<b>1,511</b>	<b>1,801</b>
Childers	<i>Single dwelling</i>	602	658	718	752	860
	<i>Multiple dwelling</i>	88	96	105	110	126
	<i>Other dwelling</i>	37	40	44	46	53
	<b>Total</b>	<b>727</b>	<b>794</b>	<b>868</b>	<b>908</b>	<b>1,039</b>
Elliott Heads	<i>Single dwelling</i>	490	592	645	689	795
	<i>Multiple dwelling</i>	72	87	94	101	116
	<i>Other dwelling</i>	30	36	40	42	49
	<b>Total</b>	<b>592</b>	<b>715</b>	<b>780</b>	<b>832</b>	<b>960</b>
Gin Gin	<i>Single dwelling</i>	473	579	676	741	908
	<i>Multiple dwelling</i>	69	85	99	108	133
	<i>Other dwelling</i>	29	36	42	46	56
	<b>Total</b>	<b>571</b>	<b>700</b>	<b>816</b>	<b>895</b>	<b>1,097</b>
Greater Bundaberg	<i>Single dwelling</i>	17,885	18,733	19,527	20,003	22,255
	<i>Multiple dwelling</i>	2,617	2,741	2,857	2,927	3,257
	<i>Other dwelling</i>	1,101	1,153	1,202	1,231	1,370
	<b>Total</b>	<b>21,603</b>	<b>22,628</b>	<b>23,586</b>	<b>24,162</b>	<b>26,882</b>
Innes Park/Coral Cove	<i>Single dwelling</i>	854	946	1,022	1,089	1,323
	<i>Multiple dwelling</i>	125	138	150	159	194
	<i>Other dwelling</i>	53	58	63	67	81

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected residential dwellings				
		2021	2026	2031	2036	Ultimate development
	<b>Total</b>	<b>1,031</b>	<b>1,143</b>	<b>1,234</b>	<b>1,315</b>	<b>1,598</b>
Moore Park	<i>Single dwelling</i>	656	691	743	784	1,089
	<i>Multiple dwelling</i>	96	101	109	115	159
	<i>Other dwelling</i>	40	43	46	48	67
	<b>Total</b>	<b>793</b>	<b>835</b>	<b>897</b>	<b>946</b>	<b>1,315</b>
Woodgate	<i>Single dwelling</i>	987	1,077	1,157	1,221	1,720
	<i>Multiple dwelling</i>	144	158	169	179	252
	<i>Other dwelling</i>	61	66	71	75	106
	<b>Total</b>	<b>1,193</b>	<b>1,301</b>	<b>1,397</b>	<b>1,475</b>	<b>2,077</b>
<b>Inside priority infrastructure area (total)</b>	<i>Single dwelling</i>	26,582	28,319	29,993	31,140	35,881
	<i>Multiple dwelling</i>	3,890	4,144	4,389	4,557	5,251
	<i>Other dwelling</i>	1,636	1,743	1,846	1,917	2,209
	<b>Total</b>	<b>32,108</b>	<b>34,207</b>	<b>36,228</b>	<b>37,614</b>	<b>43,340</b>
<b>Outside priority infrastructure area (total)</b>	<i>Single dwelling</i>	10,131	10,537	10,902	11,679	29,238
	<i>Multiple dwelling</i>	1,483	1,542	1,595	1,709	4,279
	<i>Other dwelling</i>	624	649	671	719	1,800
	<b>Total</b>	<b>12,237</b>	<b>12,727</b>	<b>13,168</b>	<b>14,107</b>	<b>35,316</b>
<b>Bundaberg Regional Council</b>	<i>Single dwelling</i>	36,713	38,856	40,895	42,819	65,118
	<i>Multiple dwelling</i>	5,372	5,686	5,984	6,266	9,529
	<i>Other dwelling</i>	2,260	2,392	2,517	2,636	4,008
	<b>Total</b>	<b>44,345</b>	<b>46,934</b>	<b>49,397</b>	<b>51,721</b>	<b>78,656</b>

## Schedule 3 – LGIP Mapping and supporting material

# Schedule 3 – LGIP Mapping and supporting material

**Table SC3.1.5 Existing and projected non-residential floor space**

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m <sup>2</sup> GFA)				
		2021	2026	2031	2036	Ultimate development
<b>Bargara</b>	<i>Retail</i>	5,591	5,834	5,993	6,165	8,364
	<i>Commercial</i>	13,636	14,231	14,619	15,039	20,412
	<i>Industry</i>	50,951	53,174	54,625	56,197	76,277
	<i>Community Purposes</i>	4,534	4,732	4,862	5,002	6,792
	<i>Rural and Other Uses</i>	4,019	4,194	4,309	4,433	6,020
	<b>Total</b>		<b>78,730</b>	<b>82,165</b>	<b>84,408</b>	<b>86,836</b>
<b>Burnett Heads</b>	<i>Retail</i>	428	446	458	471	637
	<i>Commercial</i>	1,055	1,101	1,130	1,162	1,573
	<i>Industry</i>	4,875	5,074	5,192	5,314	7,064
	<i>Community Purposes</i>	377	393	403	414	558
	<i>Rural and Other Uses</i>	369	384	393	403	539
	<b>Total</b>		<b>7,103</b>	<b>7,398</b>	<b>7,577</b>	<b>7,764</b>
<b>Childers</b>	<i>Retail</i>	4,434	4,626	4,749	4,881	6,602
	<i>Commercial</i>	10,772	11,237	11,536	11,857	16,036
	<i>Industry</i>	47,861	49,832	51,012	52,242	69,575
	<i>Community Purposes</i>	3,736	3,896	3,996	4,104	5,527
	<i>Rural and Other Uses</i>	3,596	3,746	3,837	3,933	5,258
	<b>Total</b>		<b>70,400</b>	<b>73,336</b>	<b>75,130</b>	<b>77,018</b>
<b>Elliott Heads</b>	<i>Retail</i>	50	53	54	56	76
	<i>Commercial</i>	132	138	142	146	200
	<i>Industry</i>	500	522	537	554	758
	<i>Community Purposes</i>	48	50	51	53	73
	<i>Rural and Other Uses</i>	43	44	46	47	65
	<b>Total</b>		<b>772</b>	<b>807</b>	<b>830</b>	<b>855</b>
<b>Gin Gin</b>	<i>Retail</i>	2,712	2,828	2,903	2,982	4,027
	<i>Commercial</i>	6,610	6,894	7,075	7,270	9,816
	<i>Industry</i>	32,363	33,659	34,400	35,156	46,407
	<i>Community Purposes</i>	2,370	2,469	2,531	2,597	3,484

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m <sup>2</sup> GFA)				
		2021	2026	2031	2036	Ultimate development
	<i>Rural and Other Uses</i>	2,387	2,484	2,541	2,600	3,450
	<b>Total</b>	<b>46,441</b>	<b>48,335</b>	<b>49,450</b>	<b>50,605</b>	<b>67,184</b>
<b>Greater Bundaberg</b>	<i>Retail</i>	72,830	76,626	79,638	83,166	121,665
	<i>Commercial</i>	178,295	187,595	194,976	203,625	297,956
	<i>Industry</i>	1,248,408	1,315,236	1,369,584	1,433,705	2,116,268
	<i>Community Purposes</i>	72,378	76,194	79,253	82,850	121,675
	<i>Rural and Other Uses</i>	86,139	90,732	94,454	98,841	145,711
	<b>Total</b>	<b>1,658,050</b>	<b>1,746,382</b>	<b>1,817,906</b>	<b>1,902,187</b>	<b>2,803,274</b>
<b>Innes Park/Coral Cove</b>	<i>Retail</i>	186	194	199	205	278
	<i>Commercial</i>	466	487	500	515	701
	<i>Industry</i>	1,752	1,829	1,880	1,935	2,637
	<i>Community Purposes</i>	161	168	173	178	243
	<i>Rural and Other Uses</i>	143	149	153	158	216
	<b>Total</b>	<b>2,707</b>	<b>2,826</b>	<b>2,905</b>	<b>2,991</b>	<b>4,075</b>
<b>Moore Park</b>	<i>Retail</i>	514	536	550	566	765
	<i>Commercial</i>	1,264	1,319	1,354	1,391	1,882
	<i>Industry</i>	5,992	6,234	6,376	6,522	8,644
	<i>Community Purposes</i>	454	473	485	498	670
	<i>Rural and Other Uses</i>	449	468	479	490	653
	<b>Total</b>	<b>8,673</b>	<b>9,030</b>	<b>9,244</b>	<b>9,468</b>	<b>12,615</b>
<b>Woodgate</b>	<i>Retail</i>	214	224	230	237	322
	<i>Commercial</i>	545	569	585	602	821
	<i>Industry</i>	2,030	2,120	2,179	2,243	3,057
	<i>Community Purposes</i>	196	205	211	217	297
	<i>Rural and Other Uses</i>	169	177	182	187	256
	<b>Total</b>	<b>3,156</b>	<b>3,295</b>	<b>3,387</b>	<b>3,487</b>	<b>4,753</b>
<b>Inside priority infrastructure area (total)</b>	<i>Retail</i>	86,959	91,367	94,774	98,729	142,736
	<i>Commercial</i>	212,775	223,569	231,917	241,608	349,396
	<i>Industry</i>	1,394,732	1,467,680	1,525,785	1,593,868	2,330,686

## Schedule 3 – LGIP Mapping and supporting material

# Schedule 3 – LGIP Mapping and supporting material

Column 1 Projection area	Column 2 LGIP development type	Column 3 Existing and projected non-residential floor space (m <sup>2</sup> GFA)				
		2021	2026	2031	2036	Ultimate development
	<i>Community Purposes</i>	84,254	88,580	91,965	95,912	139,320
	<i>Rural and Other Uses</i>	97,314	102,379	106,395	111,094	162,167
	<b>Total</b>	<b>1,876,033</b>	<b>1,973,574</b>	<b>2,050,836</b>	<b>2,141,211</b>	<b>3,124,306</b>
<b>Outside priority infrastructure area (total)</b>	<i>Retail</i>	6,293	6,548	6,696	6,849	9,103
	<i>Commercial</i>	18,405	19,172	19,638	20,129	27,029
	<i>Industry</i>	205,761	212,851	215,765	218,181	275,359
	<i>Community Purposes</i>	10,539	10,953	11,182	11,411	15,029
	<i>Rural and Other Uses</i>	33,744	35,232	36,213	37,286	51,230
	<b>Total</b>	<b>274,741</b>	<b>284,756</b>	<b>289,493</b>	<b>293,856</b>	<b>377,749</b>
<b>Bundaberg Regional Council</b>	<i>Retail</i>	93,251	97,915	101,470	105,577	151,839
	<i>Commercial</i>	231,180	242,741	251,555	261,738	376,425
	<i>Industry</i>	1,600,493	1,680,531	1,741,550	1,812,048	2,606,045
	<i>Community Purposes</i>	94,793	99,533	103,147	107,322	154,349
	<i>Rural and Other Uses</i>	131,057	137,611	142,608	148,380	213,397
	<b>Total</b>	<b>2,150,774</b>	<b>2,258,330</b>	<b>2,340,329</b>	<b>2,435,067</b>	<b>3,502,055</b>

**Table SC3.1.6 Existing and projected demand for the water supply network**

Column 1 Service catchment <sup>2</sup>	Column 2 Existing and projected demand (EP)				
	2021	2026	2031	2036	Ultimate development
Gin Gin	4,131	4,624	5,209	5,565	8,175
Gregory River	7,652	8,521	9,583	10,239	18,674
Lake Monduran	0	0	0	0	2
Bundaberg	73,379	76,759	80,153	83,384	123,163
Rocky Point	241	239	238	237	271
Moore Park Beach	2,761	2,883	3,097	3,228	4,287
River Park	292	290	289	288	293
Wallaville	238	239	240	243	324
Gooburrum	119	118	118	118	123
Kalkie	27,205	29,601	32,001	34,227	57,762
<b>Total</b>	<b>116,018</b>	<b>123,275</b>	<b>130,928</b>	<b>137,529</b>	<b>213,072</b>

**Table SC3.1.7 Existing and projected demand for the wastewater network**

Column 1 Service catchment <sup>3</sup>	Column 2 Existing and projected demand (EP)				
	2021	2026	2031	2036	Ultimate development
Future Rubyanna	8,196	8,886	9,615	10,364	18,888
Bargara - Future Rubyanna	15,689	17,256	18,774	20,091	33,707
Lake Monduran	2	2	2	3	5
Childers	3,512	3,788	4,291	4,426	5,559
Woodgate	2,908	3,152	3,383	3,572	5,495
Millbank	24,338	25,133	26,132	27,133	42,097
Gin Gin	4,048	4,541	5,126	5,482	8,087
North	1,263	1,258	1,259	1,260	1,293
Thabeban	6,371	7,353	8,308	9,051	16,438
Coral Cove - Future Rubyanna	1,204	1,285	1,381	1,476	1,873
Bundaberg East - Future Rubyanna	39,966	41,494	42,875	44,292	60,924
<b>Total</b>	<b>107,497</b>	<b>114,150</b>	<b>121,146</b>	<b>127,148</b>	<b>194,366</b>

<sup>2</sup> Note—The service catchments for the water supply network as listed in **Table SC3.1.6, Column 1** are identified on Local Government Infrastructure Plan Map LGIP-WSN-2, 3, 5, 6, 8-10, 13-32 (Plan for trunk water supply infrastructure) in Schedule 3 (Local government infrastructure plan mapping and supporting material).

<sup>3</sup> Note—The service catchments for the wastewater network as listed in **Table SC3.1.7, Column 1** are identified on Local Government Infrastructure Plan Map LGIP-WWN-3, 5, 6, 8, 9, 14-21, 23-27, 31 and 32 (Plan for trunk sewerage infrastructure) in Schedule 3 (Local government infrastructure plan mapping and supporting material).

**Table SC3.1.8 Existing and projected demand for the stormwater network**

Column 1 Service catchment <sup>4</sup>	Column 2 Existing and projected demand (imp ha)				
	2021	2026	2031	2036	Ultimate development
Burnett Heads	141	157	173	186	346
Bargara	250	269	289	305	501
CBD	14	14	14	14	15
Moore Park	46	49	52	55	85
Gin Gin	68	72	77	81	130
Childers	62	66	71	74	121
Hummock	12	12	12	12	14
Riverview	4	4	4	4	5
Elliott Heads	35	42	50	56	132
Woodgate Beach	62	65	69	72	111
Bundaberg North	51	54	58	61	97
Mccoys Creeks	134	149	164	177	329
Palmers Creek	69	70	71	72	85
O'Connells Creek	78	79	79	79	82
Saltwater Creek	943	953	964	974	1,082
Bundaberg Creek	1,496	1,513	1,529	1,544	1,712
East Bundbaerg Drain	57	59	60	61	75
Watreview Creek	46	47	47	48	52
Gahan's Road Drain	58	65	72	78	147
Yellow Water Holes	110	125	142	156	320
Remainder of LGA	5,915	6,050	6,191	6,313	7,718
<b>Total</b>	<b>9,650</b>	<b>9,913</b>	<b>10,189</b>	<b>10,425</b>	<b>13,159</b>

**Table SC3.1.9 Existing and projected demand for the transport network**

Column 1 Service catchment <sup>5</sup>	Column 2 Existing and projected demand (vpd)				
	2021	2026	2031	2036	Ultimate development
Bundaberg North	26,260	27,422	29,117	30,393	44,584
Bundaberg South	248,541	267,559	286,689	303,922	497,497
Moore Park Beach	11,633	12,922	14,844	15,806	23,386
Coastal	114,626	128,078	142,554	154,246	274,526
Woodgate	12,000	13,311	14,671	15,668	25,747
Gin Gin	15,248	18,091	21,560	23,727	41,109
Childers	14,085	15,592	17,994	19,038	27,896
Remainder of LGA	174,040	190,131	205,567	220,831	437,338
<b>Total</b>	<b>616,433</b>	<b>673,107</b>	<b>732,996</b>	<b>783,630</b>	<b>1,372,082</b>

<sup>4</sup> Note—The service catchments for the stormwater network as listed in **Table SC3.1.8, Column 1** are identified on Local Government Infrastructure Plan Map LGIP-SWN-1-33 (Plan for trunk stormwater infrastructure) in Schedule 3 (Local government infrastructure plan mapping and supporting material).

<sup>5</sup> Note—The service catchments for the transport network as listed in **Table SC3.1.9, Column 1** are identified on Local Government Infrastructure Plan Map LGIP-TNP-1-33 (Plan for trunk transport infrastructure) in Schedule 3 (Local government infrastructure plan mapping and supporting material).



**Table SC3.1.10 Existing and projected demand for the parks and land for community facilities network**

Column 1 Service catchment <sup>6</sup>	Column 2 Existing and projected demand (persons)				
	2021	2026	2031	2036	Ultimate development
Bundaberg North	5,441	5,516	5,704	5,822	7,244
Bundaberg South	46,689	48,945	50,966	53,076	79,642
Moore Park Beach	2,415	2,563	2,727	2,860	3,792
Coastal	18,013	19,708	21,393	22,927	38,351
Woodgate	2,818	3,051	3,255	3,442	5,290
Gin Gin	1,422	1,746	2,056	2,302	3,366
Childers	2,116	2,271	2,435	2,574	3,748
Remainder of LGA	25,706	25,997	26,296	26,756	40,694
<b>Total</b>	<b>104,619</b>	<b>109,798</b>	<b>114,833</b>	<b>119,759</b>	<b>182,126</b>

<sup>6</sup> Note—The service catchments for the parks and land for community facilities network as listed in **Table SC3.1.10, Column 1** are identified on Local Government Infrastructure Plan Map LGIP-PPCLF-1-33 (Plan for trunk parks and land for community facilities infrastructure) in Schedule 3 (Local government infrastructure plan mapping and supporting material).

## SC3.2 Schedules of works

**Table SC3.2.1 Water supply network schedule of works**

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>7</sup>
P.WB.0000	Reservoir – School Lane – Windermere		2041 - 2046	\$3,707,922
P.WB.0001	Reservoir – Atkinsons Rd – Elliott Heads		2041 - 2046	\$3,707,922
P.WE.0000	Booster Pump Station – School Lane – Windermere		2041 - 2046	\$416,247
P.WE.0001	Booster Pump Station – Atkinsons Rd – Elliott Heads		2041 - 2046	\$339,007
P.WF.0003	Water Treatment Plant - Kalkie WTP Upgrade		2022	\$8,132,184
P.WF.0022	Water Treatment Plant - East Depot - Spray bed Upgrade		2032	\$82,421
P.WF.0023	Water Treatment Plant - East Depot - Spray bed Upgrade		2032	\$82,421
P.WF.0024	Water Treatment Plant - East Depot - Spray bed Upgrade		2032	\$82,421
P.WF.0025	Water Treatment Plant - Dr Mays - Spray bed Upgrade		2032	\$82,421
P.WF.0026	Water Treatment Plant - Dr Mays - Spray bed Upgrade		2032	\$82,421
P.WF.0027	Water Treatment Plant - Dr Mays - Spray bed Upgrade		2032	\$82,421
P.WF.0028	Water Treatment Plant - Lovers Walk - Spray bed Upgrade		2032	\$82,421
P.WF.0029	Water Treatment Plant - Lovers Walk - Spray bed Upgrade		2032	\$82,421
P.WF.0030	Water Treatment Plant - Lovers Walk - Spray bed Upgrade		2032	\$82,421
P.WF.0031	Water Treatment Plant - Heaps St - Spray bed Upgrade		2032	\$82,421
P.WF.0032	Water Treatment Plant - Heaps St - Spray bed Upgrade		2032	\$82,421
P.WF.0033	Water Treatment Plant - Heaps St - Spray bed Upgrade		2032	\$82,421
P.WF.0036	Network Monitoring Control - Smart Water Meters Project – Concept Development Phase		2024	\$8,022,289
P.WF.0040	Booster Pump Station - North Bundaberg Water Supply - New PS, tower upgrade		2021-2022	\$439,578
P.WF.0045	Booster Pump Station - Woodgate PS Upgrade		2027	\$318,694
P.WF.0047	Water Treatment Plant - Gin Gin WTP Upgrade		2021-2022	\$164,842
P.WP.0001	Water Main (Distribution)	923	2026	\$435,704
P.WP.0002	Water Main (Distribution)	417	2026	\$196,845
P.WP.0007	Water Main (Distribution)	412	2026	\$194,486
P.WP.0012	Water Main (Distribution)	2,707	2026	\$1,862,314
P.WP.0013	Water Main (Distribution)	1,533	2026 - 2031	\$1,054,646
P.WP.0014	Water Main (Distribution)	84	2026 - 2031	\$39,653
P.WP.0015	Water Main (Distribution)	106	2026 - 2031	\$50,036
P.WP.0016	Water Main (Distribution)	148	2026 - 2031	\$69,392
P.WP.0017	Water Main (Transfer)	7,219	2041 - 2046	\$11,028,412

<sup>7</sup> Note—The establishment cost as listed in **Table SC3.2.1, Column 5** is expressed in current cost terms as at the base date (2021).

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>7</sup>
P.WP.0018	Water Main (Distribution)	2,569	2041 - 2046	\$3,192,128
P.WP.0019	Water Main (Distribution)	1,091	2041 - 2046	\$1,666,712
P.WP.0020	Water Main (Distribution)	1,229	2041 - 2046	\$1,877,534
P.WP.0021	Water Main (Transfer)	3,550	2041 - 2046	\$5,423,307
P.WP.0022	Water Main (Distribution)	225	2041 - 2046	\$106,211
P.WP.0105	Water Main (Transfer) - Gregory R trunk improvements	11,246	2025	\$3,336,994
P.WP.0106	Water Main (Distribution) - Kalkie growth area	2,174	2028	\$597,275
P.WP.0107	Water Main (Distribution) - Bundaberg East augmentation	1,348	2028	\$926,127
P.WP.0108	Water Main (Distribution) - Ashfield growth area	3,147	2028	\$864,568
P.WP.0109	Water Main (Distribution) - Bartholdt Dr water extension	776	2024	\$213,228
P.WP.0110	Water Main (Distribution) - Thabeban growth area	859	2031 - 2036	\$235,879
P.WP.0111	Water Main (Distribution) - Kensington growth area	1,548	2031 - 2036	\$425,168
P.WP.0112	Water Main (Distribution) - Kalkie East growth area	697	2036 - 2041	\$191,561
P.WP.0113	Water Main (Distribution) - Ashfield South trunk water	1,108	2036 - 2041	\$304,278
P.WP.0114	Water Main (Distribution) - Ashfield East trunk water	802	2036 - 2041	\$220,462
P.WP.0115	Water Main (Reticulation) - Frizzells Road trunk extension	860	2036 - 2041	\$236,234
P.WP.0116	Water Main (Distribution) - Branyan growth area south water main	4,197	2041 - 2046	\$1,152,953
P.WP.0117	Water Main (Transfer) - Branyan to Heaps upgrade	8,641	2041 - 2046	\$4,083,394
P.WP.0118	Water Main (Transfer) - Heaps to Melifont	5,365	2041 - 2046	\$2,535,099
<b>TOTAL</b>				<b>\$68,758,342</b>

**Table SC3.2.2 Wastewater network schedule of works**

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>8</sup>
P.SE.0002	Sewerage Pump Station - Bargara WWTP SPS		2021 - 2026	\$438,478
P.SE.0004	Sewerage Pump Station - Strathdees 1 SPS		2021 - 2026	\$340,672
P.SE.0005	Sewerage Pump Station - Watsons Road B SPS Pump Upgrade		2027	\$591,768
P.SE.0006	Sewerage Pump Station - Bargara WWTP SPS Upgrade		2021 - 2026	\$373,641
P.SE.0007	Sewerage Pump Station - Burnett Heads 1 SPS		2036 - 2041	\$435,182
P.SE.0008	Sewerage Pump Station - Watsons Road B SPS Wet Well Upgrade		2036 - 2041	\$252,208
P.SE.0009	Sewerage Pump Station - Elliott Heads 1 SPS		2046 - 2051	\$169,238
P.SE.0015	Sewerage Pump Station - Rowlands Road SPS Upgrade 2		2046 - 2051	\$296,715
P.SE.0016	Sewerage Pump Station - Watsons Road B SPS Pump Upgrade Stage 2		2046 - 2051	\$205,503
P.SE.0017	Sewerage Pump Station - Elliott Heads 2 SPS		2056 - 2061	\$340,672
P.SE.0018	Sewerage Pump Station - Elliott Heads 3 SPS		2056 - 2061	\$340,672
P.SE.0019	Sewerage Pump Station - Ashfield South SPS		2056 - 2061	\$340,672
P.SE.0020	Sewerage Pump Station - Bundaberg East WWTP SPS		2046 - 2051	\$593,430
P.SE.0021	Sewerage Pump Station - Ashfield North SPS		2056 - 2061	\$340,672
P.SE.0023	Sewerage Pump Station - Sauers Road SPS		2056 - 2061	\$340,672
P.SE.0024	Sewerage Pump Station - Gahans Road SPS		2056 - 2061	\$340,672
P.SE.0025	Sewerage Pump Station - Telegraph Road SPS		2031 - 2036	\$340,672
P.SE.0026	Sewerage Pump Station - Port of Bundaberg SPS		2036 - 2041	\$178,028
P.SE.0027	Sewerage Pump Station - Woongarra Scenic Drive A SPS (SE.1050)		2029	\$177,530
P.SE.0028	Sewerage Pump Station - Moodies Road SPS (SE.0757)		2036 - 2041	\$158,248
P.SE.0029	Sewerage Pump Station - Woongarra Scenic Drive C SPS (SE.1060)		2025	\$110,202
P.SE.0030	Sewerage Pump Station - Baker Finch Dr (SE.0025) Upgrade		2036 - 2041	\$296,715
P.SE.0040	Sewerage Pump Station - Childers North SPS		2031 - 2036	\$219,240
P.SE.0042	Sewerage Pump Station - Woodgate Road SPS		2026 - 2031	\$1,094,548
P.SE.0048	Wastewater Treatment Plant - Gin Gin WWTP Upgrade		2023	\$330,607
P.SE.0049	Wastewater Treatment Plant - Gin Gin WWTP Upgrade		2023	\$3,306,066
P.SE.0050	Wastewater Treatment Plant - Gin Gin WWTP Upgrade		2023	\$2,314,246
P.SE.0051	Wastewater Treatment Plant - Childers WWTP Upgrade		2027	\$110,202
P.SE.0052	Wastewater Treatment Plant - Childers WWTP Upgrade		2027	\$2,755,055
P.SE.0053	Wastewater Treatment Plant - Childers WWTP Upgrade		2027	\$3,306,066
P.SE.0065	Wastewater Treatment Plant - Millbank WWTP - Regional Sludge Facility		2019	\$54,947

<sup>8</sup> Note—The establishment cost as listed in **Table SC3.2.2, Column 5** is expressed in current cost terms as at the base date (2021).

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>8</sup>
P.SE.0066	Wastewater Treatment Plant - Millbank WWTP - Regional Sludge Facility (10yr program)		2020	\$3,296,831
P.SE.0070	Wastewater Treatment Plant - Monduran WWTP Upgrade (10yr program)		2026	\$220,404
P.SE.0072	Wastewater Treatment Plant - Rubyanna WWTP Capacity upgrade (10yr program)		2030	\$5,917,679
P.SE.0073	Wastewater Treatment Plant - Rubyanna WWTP Capacity upgrade (10yr program)		2032	\$27,550,551
P.SE.0099	Sewerage Pump Station		2022	\$305,500
P.SE.0100	Sewerage Pump Station		2022	\$305,500
P.SPGM.0002	Sewer Gravity Pipe (250mm dia)	751	2031 - 2036	\$161,293
P.SPGM.0003	Sewer Gravity Pipe (250mm dia)	576	2031 - 2036	\$133,013
P.SPGM.0005	Sewer Gravity Pipe (250mm dia)	1,800	2046 - 2051	\$396,904
P.SPGM.0006	Sewer Gravity Pipe (250mm dia)	243	2046 - 2051	\$53,545
P.SPGM.0007	Sewer Gravity Pipe (250mm dia)	467	2056 - 2061	\$102,874
P.SPGM.0008	Sewer Gravity Pipe (250mm dia)	337	2056 - 2061	\$74,350
P.SPGM.0009	Sewer Gravity Pipe (250mm dia)	1,517	2056 - 2061	\$334,332
P.SPGM.0010	Sewer Gravity Pipe (250mm dia)	434	2056 - 2061	\$95,705
P.SPGM.0011	Sewer Gravity Pipe (250mm dia)	534	2056 - 2061	\$117,663
P.SPGM.0012	Sewer Gravity Pipe (250mm dia)	476	2056 - 2061	\$104,923
P.SPGM.0013	Sewer Gravity Pipe (225mm dia)	187	2031 - 2036	\$44,535
P.SPGM.0021	Sewer Gravity Pipe (250mm dia)	1,978	2025	\$429,587
P.SPGM.0023	Sewer Gravity Pipe (300mm dia)	655	2025	\$161,095
P.SPGM.0024	Sewer Gravity Pipe (250mm dia)	2,081	2031 - 2036	\$409,806
P.SPGM.0025	Sewer Gravity Pipe (300mm dia)	921	2031 - 2036	\$211,999
P.SPGM.0026	Sewer Gravity Pipe (250mm dia)	2,728	2046 - 2051	\$537,172
P.SPGM.0027	Sewer Gravity Pipe (250mm dia)	1,829	2046 - 2051	\$360,048
P.SPGM.0028	Sewer Gravity Pipe (250mm dia)	1,716	2031 - 2036	\$337,993
P.SPGM.0029	Sewer Gravity Pipe (250mm dia)	641	2031 - 2036	\$126,121
P.SPGM.0031	Sewer Gravity Pipe (250mm dia)	1,133	2041 - 2046	\$223,118
P.SPGM.0032	Sewer Gravity Pipe (250mm dia)	177	2041 - 2046	\$34,822
P.SPGM.0055	Sewer Gravity Pipe (225mm dia)	493	2021	\$115,930
P.SPGM.0056	Sewer Gravity Pipe (225mm dia)	334	2021	\$78,540
P.SPGM.0057	Sewer Gravity Pipe (225mm dia)	469	2024	\$134,838
P.SPRM.0050	Sewer Pressure Pipe (150mm dia)	387	2024	\$90,568
P.SPRM.0004	Sewer Pressure Pipe (250mm dia)	6,759	2021 - 2026	\$1,217,946
P.SPRM.0005	Sewer Pressure Pipe (150mm dia)	777	2021 - 2026	\$135,406
P.SPRM.0007	Sewer Pressure Pipe (200mm dia)	1,720	2026 - 2031	\$346,099
P.SPRM.0008	Sewer Pressure Pipe (150mm dia)	718	2029	\$180,348
P.SPRM.0009	Sewer Pressure Pipe (450mm dia)	4,299	2036 - 2041	\$3,780,293
P.SPRM.0011	Sewer Pressure Pipe (200mm dia)	1,992	2036 - 2041	\$387,607
P.SPRM.0017	Sewer Pressure Pipe (100mm dia)	262	2056 - 2061	\$163,789
P.SPRM.0019	Sewer Pressure Pipe (250mm dia)	5,327	2046 - 2051	\$1,175,400
P.SPRM.0022	Sewer Pressure Pipe (375mm dia)	6,754	2046 - 2051	\$1,759,896
P.SPRM.0023	Sewer Pressure Pipe (150mm dia)	1,317	2056 - 2061	\$238,075
P.SPRM.0024	Sewer Pressure Pipe (200mm dia)	497	2056 - 2061	\$99,589
P.SPRM.0025	Sewer Pressure Pipe (250mm dia)	5,305	2056 - 2061	\$1,169,496
P.SPRM.0026	Sewer Pressure Pipe (150mm dia)	492	2056 - 2061	\$88,977
P.SPRM.0027	Sewer Pressure Pipe (150mm dia)	505	2056 - 2061	\$91,318
P.SPRM.0029	Sewer Pressure Pipe (125mm dia)	2,394	2056 - 2061	\$432,743

Table SC3.2.2 Wastewater network schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>8</sup>
P.SPRM.0032	Sewer Pressure Pipe (150mm dia)	439	2036 - 2041	\$73,398
P.SPRM.0034	Sewer Pressure Pipe (250mm dia)	482	2056 - 2061	\$106,268
P.SPRM.0043	Sewer Pressure Pipe (150mm dia)	1,332	2046 - 2051	\$215,120
P.SPRM.0044	Sewer Pressure Pipe (150mm dia)	459	2036 - 2041	\$74,083
P.SPRM.0045	Sewer Pressure Pipe (200mm dia)	1,217	2031 - 2036	\$217,953
P.SPRM.0046	Sewer Pressure Pipe (200mm dia)	8,134	2031 - 2036	\$1,456,931
P.SPRM.0047	Sewer Pressure Pipe (525mm dia)	682	2026 - 2031	\$176,800
P.SPRM.0048	Sewer Pressure Pipe (250mm dia)	6,731	2021 - 2026	\$1,328,937
P.SPVM.0002	Sewer Vacuum Pipe (150mm dia)	786	2026 - 2031	\$126,983
<b>TOTAL</b>				<b>\$78,003,937</b>

**Table SC3.2.3 Stormwater network schedule of works**

<b>Column 1 Map reference</b>	<b>Column 2 Trunk infrastructure</b>	<b>Column 3 Length (m)</b>	<b>Column 4 Estimated timing</b>	<b>Column 5 Establishment cost<sup>9</sup></b>
P.DP.0004.1	Acquire Easement - Twyford Johnston Sts drainage improvements (Year 1)		2023	\$382,752
P.DP.0016	Channel (Unlined) - Moneys Creek Trunk Channel 1		2026	\$1,298,417
P.DP.0017	Channel (Unlined) - Moneys Creek Trunk Channel 2		2030	\$7,564,808
P.DP.0019	Drainage Conduit (Pipe) - Woodgate North		2023	\$668,087
P.DP.0028	Drainage Conduit (Pipe) - Barolin Street upgrades - McConville to Saltwater		2031 - 2036	\$1,451,304
P.DP.0030	Drainage Conduit (Pipe) - Churchill St and Lord St Upgrade		2031 - 2036	\$491,210
			<b>TOTAL</b>	<b>\$11,856,579</b>

<sup>9</sup> Note—The establishment cost as listed in **Table SC3.2.3, Column 5** is expressed in current cost terms as at the base date (2021).

**Table SC3.2.4 Transport network schedule of works**

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.INT.0007	Sign Controlled Intersection - Intersection Upgrade Back Windermere and Elliott Heads Roads		2025	\$3,765,455
P.INT.0008	Roundabout Upgrade - Roundabout Coral Cove Drive and Back Windermere Rd		2026	\$7,073,990
P.INT.0010	Roundabout Upgrade - Sienna Blvd and Beech Links Dr		2029	\$463,803
P.INT.0011	Sign Controlled Intersection - Intersection upgrade - school safety		2029 - 2030	\$2,091,919
P.INT.0012	Signal Controlled Intersection - Fitzgerald and Maynard St upgrade and approach		2030	\$6,927,369
P.INT.0013	Sign Controlled Intersection - Alexandra and Jealous Road upgrade		2030	\$540,458
P.INT.0014	Roundabout Upgrade - Gahans Road North		2030	\$1,741,304
P.INT.0015	Sign Controlled Intersection - Branyan Dr and Bartholdt Dr Intersection upgrade		2025	\$2,125,074
P.INT.0017	Sign Controlled Intersection - Doolbi 5 Ways - Goodwood Rd_Lucketts Rd Intersection Upgrade		2021 - 2022	\$1,327,612
P.INT.0018	Signal Controlled Intersection - Maynard St/Miller St, Norville - Signals		2023 - 2024	\$522,213
P.BRG.0103	Bridge - Bridge over Sun Water Channel		2036 - 2041	\$2,164,803
P.BRG.0105	Bridge - Boggy Creek Bridge - Replacement		2021 - 2022	\$1,992,607
P.BRG.0109	Bridge - Bywash Bridge - Widening		2033 - 2034	\$1,044,425
P.RD.0002	Trunk Collector - Alexandra to Jealous link upgrade	154	2025	\$520,977
P.RD.0003.1	Trunk Collector - Kalkie East link road to Gahans Road (Year 1)	2,026	2025	\$4,770,567
P.RD.0003.2	Trunk Collector - Kalkie East link road to Gahans Road (Year 2)	2,026	2026	\$4,770,567
P.RD.0006	Trunk Collector - Gahans Rd cross drainage upgrade	143	2025 - 2026	\$524,048
P.RD.0007	Trunk Collector - Gahans Rd (North) Upgrade	753	2026	\$2,366,831
P.RD.0008	Trunk Collector - Telegraph Rd upgrade	501	2025	\$845,589
P.RD.0009	Trunk Collector - Telegraph Rd extension	1,056	2036 - 2041	\$3,873,255
P.RD.0010	Trunk Collector - Link Road Telegraph Rd to FE Walker St	729	2029	\$4,921,884
P.RD.0011	Trunk Collector - Kleins Rd extension - Elliott Heads Rd to water channel	993	2036 - 2041	\$4,160,991
P.RD.0012	Trunk Collector - Beech Links Dr - FE Walker St to Sienna Blvd - includes major culvert	628	2025	\$3,566,993
P.RD.0013	Trunk Collector - Sienna Blvd - Belle Eden Stage 2	724	2022	\$2,656,090
P.RD.0014	Trunk Collector - Beech Links Dr - Section 2 - Gum Nut Drive on SP279716/1 - includes major culvert and earth works	196	2031	\$1,262,261
P.RD.0018	Industrial Collector - Charlie Triggs Extension	1,159	2035	\$4,860,999
P.RD.0019	Industrial Collector - Johanna Blvd extension	1,077	2030	\$4,513,146
P.RD.0020	Trunk Collector - Tranquil Av Extension	428	2030	\$1,773,692
P.RD.0021	Trunk Collector - Tranquil Av Extension	424	2030	\$1,715,414

<sup>10</sup> Note—The establishment cost as listed in **Table SC3.2.4, Column 5** is expressed in current cost terms as at the base date (2021).



Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.RD.0022	Trunk Collector - Tranquil Avenue Upgrade	316	2030	\$993,575
P.RD.0023	Trunk Collector - Bartholdt Dr Upgrade - Urban standard	778	2029	\$2,625,925
P.RD.0024	Trunk Collector - Arcadia Dr Upgrade	261	2030	\$820,301
P.RD.0025	Trunk Collector - Bartholdt Dr Upgrade - Urban standard	416	2029	\$1,405,535
P.RD.0026	Trunk Collector - Norgrove Road extension	1,405	2041 - 2046	\$5,889,177
P.RD.0027	Trunk Collector - Penny Lane Extension	1,369	2036 - 2041	\$5,738,758
P.RD.0028	Trunk Collector - Penny Lane Upgrade	417	2031 - 2036	\$1,312,062
P.RD.0029	Trunk Collector - Penny Lane Upgrade	504	2031 - 2036	\$1,583,649
P.RD.0031	Trunk Collector - Poinciana Dr Upgrade	1,380	2026	\$4,337,958
P.RD.0032	Trunk Collector - Headlands Development Trunk Road	684	2026	\$2,869,585
P.RD.0033	Trunk Collector - Watsons Rd Upgrade	831	2030	\$2,613,814
P.RD.0034	Trunk Collector - Barolin Esplanade extension	760	2036 - 2041	\$3,185,698
P.RD.0035	Trunk Collector - Barolin Esplanade extension	499	2036 - 2041	\$2,093,540
P.RD.0036	Trunk Collector - Atkinsons Rd to Breusch Rd link	896	2031 - 2036	\$3,756,477
P.RD.0037	Trunk Collector - Breusch Rd Upgrade	1,682	2031 - 2036	\$5,287,597
P.RD.0038	Trunk Collector - Atkinsons Rd Upgrade	1,857	2036 - 2041	\$7,784,677
P.RD.0039	Trunk Collector - Atkinsons Rd (East) Upgrade	170	2031 - 2036	\$533,012
P.RD.0040.1	Principal Rural Road - Back Windermere Rd upgrade - Coral Cove Dr to Elliott Heads Rd - (Year 1)	1,687	2027	\$6,863,653
P.RD.0041	Trunk Collector - Breusch Rd the Elliott Heads Rd link	827	2031 - 2036	\$3,467,523
P.RD.0042	Trunk Collector - Logan Road (South) Upgrade	466	2029	\$786,135
P.RD.0044	Trunk Collector - Logan Road Upgrade	807	2026	\$3,381,369
P.RD.0046	Trunk Collector - Old Sawmill Road Extension	760	2036 - 2041	\$3,585,428
P.RD.0047	Trunk Collector - Old Sawmill Rd Upgrade	124	2031 - 2036	\$390,762
P.RD.0049	Industrial Collector - Alexandra St Upgrade	428	2026	\$722,322
P.RD.0054	Industrial Collector - Verdant Siding Rd Upgrade	440	2031 - 2036	\$691,050
P.RD.0055	Trunk Collector - Thabeban St Upgrade	579	2023	\$1,524,545
P.RD.0056	Trunk Collector - Thabeban St Upgrade	197	2022	\$106,612
P.RD.0063	Trunk Collector - Avoca Rd Upgrade	180	2021	\$282,769
P.RD.0077	Rural Residential Collector - Langbeckers Rd East upgrade	273	2022-2023	\$948,843
P.RD.0079	Sub-Arterial - Barolin St Upgrade	473	2032	\$156,999
P.RD.0080	Trunk Collector - Beech Links Dr - Section 3 - on RP162772/11	167	2031	\$597,720
P.RD.0081	Trunk Collector - Kleins Rd extension - FE Walker St to Belle Eden - major culvert and earth works	564	2036 - 2041	\$3,544,453
P.RD.0083	Trunk Collector - Kleins Rd extension - Belle Eden section	289	2021	\$1,060,687
P.RD.0084	Trunk Collector - Norgrove Road extension	837	2046 - 2051	\$3,507,186
P.RD.0085	Trunk Collector - Norgrove Road extension	233	2036 - 2041	\$783,494
P.RD.0086	Trunk Collector - Logan Road Upgrade	194	2026	\$815,267
P.RD.0093	Principal Rural Road - North South Coastal Road	2,160	2030	\$10,257,259
P.RD.0094	Trunk Collector - Farquhars Rd - Blain St extension	783	2023	\$2,815,513

Table SC3.2.4 Transport network schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.RD.0095	Trunk Collector - Hughes Road (North) Upgrade	617	2028	\$2,049,789
P.RD.0097	Trunk Collector - Hughes Road (South) Upgrade	446	2029	\$1,454,689
P.RD.0098	Sub-Arterial - Barolin St Upgrade - Burnett Street to Walker Street	479	2027	\$400,000
P.RD.0099	Rural Residential Collector - Three Chain Road Sealing - Stage 2 - Upgrade Ch. 2158 to Ch.3576	1,662	2021 - 2022	\$1,416,000
P.RD.0102	Rural Residential Collector - Booyal Crossing Road sealing	3,708	2027 - 2028	\$1,546,661
P.RD.0103	Sub-Arterial - Barolin St Upgrade - Walker Street to George Street	831	2032 - 2033	\$4,324,422
P.RD.0107	Rural Residential Collector - River Road Delan - Upgrade to seal	2,412	2027 - 2028	\$1,074,628
P.RD.0110.1	Principal Rural Road - Booyan Road Upgrade (Ch. 370 to Ch. 2860)	2,561	2023	\$1,988,263
P.RD.0110.2	Principal Rural Road - Booyan Road Upgrade (Ch. 2860 to Ch. 5250)	3,312	2024	\$1,294,495
P.RD.0110.3	Principal Rural Road - Booyan Road Upgrade (Ch. 5250 to Ch. 7840)	1,701	2025	\$1,521,031
P.RD.0110.4	Principal Rural Road - Booyan Road Upgrade (Ch. 7840 to Ch. 9490)	1,587	2026	\$670,508
P.RD.0110.5	Principal Rural Road - Booyan Road Upgrade (Ch. 30 to Ch. 370)	361	2027	\$362,054
P.RD.0112	Trunk Collector - Fitzgerald Street - Br Hogan to Eggmolsesse (K&C)	290	2023 - 2024	\$853,676
P.FP.00007.2	Collector Pathway - Barolin Esplanade	51	2031 - 2036	\$11,966
P.FP.00010	Collector Pathway - Hills Street	231	2024	\$60,008
P.FP.00011	Distributor Pathway - Alexandra Street	103	2025	\$27,387
P.FP.00015	Principal Pathway - Hughes Road	313	2036	\$96,655
P.FP.00017.2	Distributor Pathway - Walla Street	209	2026	\$51,590
P.FP.00018	Principal Pathway - Hughes Road	684	2036	\$211,214
P.FP.00027	Distributor Pathway - George Street	328	2036	\$81,026
P.FP.00028	Distributor Pathway - Elliott Heads Road	282	2025	\$74,637
P.FP.00029	Collector Pathway - Burrum Street	583	2029	\$146,895
P.FP.00031	Distributor Pathway - Sims Road	331	2022	\$170,722
P.FP.00032	Collector Pathway - Ricketts Road	134	2036	\$31,499
P.FP.00036	Collector Pathway - Moore Street	107	2031 - 2036	\$25,162
P.FP.00037	Collector Pathway - Elliott Heads Road	312	2032	\$150,475
P.FP.00039.2	Collector Pathway - Hermans Road	1,144	2031 - 2036	\$250,516
P.FP.00040	Collector Pathway - Moffatt Street	1,623	2031 - 2036	\$380,713
P.FP.00041	Collector Pathway - Marina Drive	541	2031 - 2036	\$126,774
P.FP.00042	Collector Pathway - Light House Trail	371	2025	\$86,395
P.FP.00046	Distributor Pathway - Burnett Heads Road	447	2029	\$118,459
P.FP.00050	Principal Pathway - Bargara Road	423	2036	\$130,395
P.FP.00051	Principal Pathway - Hughes Road	612	2036	\$188,851
P.FP.00052	Principal Pathway - Bargara Road	326	2036	\$108,080
P.FP.00053	Principal Pathway - Bargara Road	83	2036	\$27,656
P.FP.00054	Principal Pathway - Bargara Road	2,135	2036 - 2041	\$658,880
P.FP.00055	Collector Pathway - Rifle Range Road	724	2024	\$288,079
P.FP.00057	Principal Pathway - Back Windermere Road	1,035	2031 - 2036	\$319,285

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00058	Principal Pathway - Elliott Heads Road	1,098	2036 - 2041	\$338,781
P.FP.00059	Collector Pathway - New Road Elliott Heads	965	2036 - 2041	\$226,403
P.FP.00060	Collector Pathway - Barolin Esplanade	766	2031 - 2036	\$179,678
P.FP.00061	Principal Pathway - Coastal Turtle Trail	619	2029	\$206,638
P.FP.00062	Collector Pathway - Coral Cove Drive	571	2029	\$143,893
P.FP.00063	Collector Pathway - Coral Cove Drive	910	2029	\$229,281
P.FP.00064	Collector Pathway - Innes Park Road	979	2029	\$246,480
P.FP.00065	Principal Pathway - Coastal Turtle Trail	314	2036	\$153,823
P.FP.00066.1	Principal Pathway - Coastal Turtle Trail	38	2029	\$11,821
P.FP.00066.3	Principal Pathway - Coastal Turtle Trail	166	2029	\$51,036
P.FP.00067	Distributor Pathway - Ashfield Road	528	2036 - 2041	\$130,395
P.FP.00069	Distributor Pathway - Gahans Road	279	2036 - 2041	\$68,901
P.FP.00070	Distributor Pathway - Gahans Road	357	2036 - 2041	\$88,229
P.FP.00078	Collector Pathway - Avenue Street	138	2025	\$34,699
P.FP.00080	Principal Pathway - Alexandra Street	165	2025	\$54,530
P.FP.00083	Principal Pathway - Princess St	242	2025	\$80,194
P.FP.00086	Distributor Pathway - Scotland Street	174	2029	\$46,072
P.FP.00088	Distributor Pathway - Telegraph Road	125	2029	\$33,257
P.FP.00089	Distributor Pathway - Telegraph Road	77	2029	\$20,438
P.FP.00090	Distributor Pathway - Telegraph Road	231	2029	\$61,326
P.FP.00091	Distributor Pathway - Telegraph Road	611	2036 - 2041	\$150,761
P.FP.00092	Distributor Pathway - Ashfield Road	579	2036 - 2041	\$143,025
P.FP.00093	Distributor Pathway - Ashfield Road	400	2036 - 2041	\$98,808
P.FP.00094	Distributor Pathway - Ashfield Road	583	2036 - 2041	\$143,849
P.FP.00096	Distributor Pathway - Along new north south road in Ashfield	357	2031 - 2036	\$88,141
P.FP.00097	Distributor Pathway - FE Walker Street	762	2036 - 2041	\$188,149
P.FP.00098	Principal Pathway - FE Walker Street	1,157	2031 - 2036	\$356,911
P.FP.00100	Distributor Pathway - New Road Ashfield South	484	2036 - 2041	\$119,508
P.FP.00101	Distributor Pathway - Sienna Boulevard	1,346	2036	\$332,568
P.FP.00102	Distributor Pathway - Beech Links Drive	605	2036	\$149,474
P.FP.00104.2	Distributor Pathway - Greathead Road	248	2036	\$61,384
P.FP.00105	Distributor Pathway - McCarthy Road	160	2031 - 2036	\$39,499
P.FP.00106	Distributor Pathway - McCarthy Road	425	2031 - 2036	\$104,903
P.FP.00107	Distributor Pathway - McCarthy Road	186	2031 - 2036	\$45,942
P.FP.00108	Distributor Pathway - Elliott Heads Road	476	2029	\$126,224
P.FP.00109	Distributor Pathway - Sienna Boulevard	180	2025	\$47,627
P.FP.00110	Distributor Pathway - FE Walker Street	187	2031 - 2036	\$46,275
P.FP.00111	Distributor Pathway - FE Walker Street	634	2036	\$156,621
P.FP.00112	Distributor Pathway - FE Walker Street	375	2031 - 2036	\$92,639
P.FP.00115	Collector Pathway - Greathead Road	86	2029	\$21,757
P.FP.00116	Collector Pathway - Greathead Road	149	2029	\$37,645
P.FP.00117	Collector Pathway - Reddan Street	123	2029	\$31,028
P.FP.00118	Collector Pathway - Baldwin Swamp South Link	114	2029	\$28,625
P.FP.00119	Collector Pathway - Baldwin Swamp South Link	143	2029	\$35,901
P.FP.00122	Principal Pathway - Princess Street	194	2032	\$59,752
P.FP.00124	Distributor Pathway - George Street	286	2032	\$70,578
P.FP.00126	Distributor Pathway - Walla Street	111	2025	\$29,497
P.FP.00128	Distributor Pathway - Boundary Street	84	2027	\$22,326

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00129	Distributor Pathway - Boundary Street	154	2027	\$40,822
P.FP.00130	Distributor Pathway - Boundary Street	172	2027	\$45,631
P.FP.00131	Distributor Pathway - Boundary Street	199	2027	\$52,716
P.FP.00132	Collector Pathway - Goodwood Road, Thabeban	858	2036 - 2041	\$201,216
P.FP.00134	Distributor Pathway - Barolin Street, Avenell Heights	31	2029	\$9,380
P.FP.00135	Distributor Pathway - Barolin Street, Avenell Heights	70	2029	\$18,636
P.FP.00136	Distributor Pathway - Barolin Street, Avenell Heights	106	2029	\$27,985
P.FP.00137	Distributor Pathway - Barolin Street, Avenell Heights	169	2029	\$44,787
P.FP.00138	Distributor Pathway - Barolin Street, Avenell Heights	34	2029	\$9,041
P.FP.00144	Distributor Pathway - Barolin Street	106	2025	\$28,172
P.FP.00146	Distributor Pathway - Barolin Street	109	2025	\$29,027
P.FP.00147	Distributor Pathway - Walker Street	32	2032	\$7,982
P.FP.00148	Distributor Pathway - Walker Street	214	2032	\$52,885
P.FP.00149	Distributor Pathway - Barolin Street	115	2032	\$28,294
P.FP.00150.2	Distributor Pathway - Barolin Street	61	2032	\$15,305
P.FP.00152	Distributor Pathway - Barolin Street	191	2032	\$47,139
P.FP.00154	Distributor Pathway - George Street	40	2032	\$9,867
P.FP.00155	Distributor Pathway - Walker Street	162	2032	\$39,970
P.FP.00157	Distributor Pathway - Walker Street	313	2027	\$83,067
P.FP.00158	Distributor Pathway - Walker Street	70	2027	\$18,630
P.FP.00161	Collector Pathway - Burrum Street	113	2029	\$28,464
P.FP.00162	Distributor Pathway - Walla Street	54	2027	\$14,386
P.FP.00163	Distributor Pathway - Walker Street	279	2025	\$74,091
P.FP.00167	Principal Pathway - Takalvan Street	180	2027	\$59,730
P.FP.00168	Principal Pathway - Takalvan Street	281	2025	\$93,021
P.FP.00169	Distributor Pathway - Electra Street	183	2032	\$45,108
P.FP.00170	Principal Pathway - Takalvan Street	153	2031 - 2036	\$47,068
P.FP.00171	Principal Pathway - Takalvan Street Service Road	24	2029	\$7,914
P.FP.00172	Principal Pathway - Takalvan Street Service Road	23	2029	\$7,480
P.FP.00173	Principal Pathway - Takalvan Street Service Road	21	2029	\$6,929
P.FP.00174	Principal Pathway - Takalvan Street Service Road	106	2029	\$35,110
P.FP.00175	Principal Pathway - Takalvan Street Service Road	46	2029	\$15,212
P.FP.00176	Principal Pathway - Takalvan Street Service Road	110	2029	\$36,535
P.FP.00177	Principal Pathway - Takalvan Street Service Road	88	2029	\$29,310
P.FP.00178	Principal Pathway - Takalvan Street Service Road	170	2029	\$56,398
P.FP.00179	Collector Pathway - Queens Park	1,330	2029	\$334,956
P.FP.00180	Collector Pathway - Queens Park Tallon Bridge Entry	98	2029	\$24,637

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00181	Principal Pathway - Takalvan Street	183	2029	\$60,746
P.FP.00182	Distributor Pathway - Takalvan Street	240	2029	\$63,606
P.FP.00185	Collector Pathway - Johanna Blvd	400	2029	\$100,774
P.FP.00186.2	Distributor Pathway - Eggmolesale Street	1,142	2026	\$281,933
P.FP.00187	Collector Pathway - Johanna Blvd	377	2029	\$94,916
P.FP.00188.2	Distributor Pathway - Eggmolesale Street	852	2030	\$210,395
P.FP.00189.2	Distributor Pathway - Fitzgerald Street	290	2026 - 2031	\$71,634
P.FP.00192	Distributor Pathway - Maynard Street	66	2025	\$94,778
P.FP.00194	Collector Pathway - Avoca Road	224	2031 - 2036	\$52,435
P.FP.00196	Collector Pathway - Avoca Road	257	2029	\$64,650
P.FP.00197	Distributor Pathway - Twyford Street	451	2032	\$111,361
P.FP.00198	Distributor Pathway - Twyford Street	197	2032	\$48,583
P.FP.00199.2	Principal Pathway - Branyan Drive	325	2029	\$100,161
P.FP.00201	Distributor Pathway - Branyan Drive	1,427	2031 - 2036	\$352,204
P.FP.00202	Collector Pathway - Bartholdt Drive	735	2031 - 2036	\$172,372
P.FP.00203	Collector Pathway - Bonna Road	945	2036 - 2041	\$221,509
P.FP.00204	Collector Pathway - Cummins Road	740	2031 - 2036	\$173,447
P.FP.00205	Collector Pathway - West Norgrove Road	2,416	2036 - 2041	\$566,540
P.FP.00208	Distributor Pathway - Kendalls Road	277	2029	\$73,468
P.FP.00209	Distributor Pathway - Kendalls Road	49	2029	\$12,866
P.FP.00210	Distributor Pathway - Kendalls Road	340	2029	\$90,124
P.FP.00211	Distributor Pathway - Kendalls Road	986	2029	\$261,281
P.FP.00212	Distributor Pathway - Childers Road	644	2036 - 2041	\$159,099
P.FP.00213	Distributor Pathway - Childers Road	698	2036 - 2041	\$172,307
P.FP.00214	Collector Pathway - Samuels Road	1,161	2031 - 2036	\$272,307
P.FP.00218	Principal Pathway - Sharron Rail Trail	3,506	2036 - 2041	\$1,082,020
P.FP.00219	Principal Pathway - Sharron Rail Trail	2,611	2036 - 2041	\$805,654
P.FP.00223	Distributor Pathway - Queen Street	96	2025	\$25,494
P.FP.00224	Distributor Pathway - Queen Street	54	2025	\$14,429
P.FP.00226	Distributor Pathway - Queen Street	47	2025	\$12,468
P.FP.00228	Distributor Pathway - Queen Street	39	2025	\$14,484
P.FP.00230	Collector Pathway - Botanic Gardens	71	2029	\$17,771
P.FP.00231	Collector Pathway - Botanic Gardens	69	2029	\$17,350
P.FP.00234	Distributor Pathway - Bundaberg Gin Gin Road	167	2029	\$44,356
P.FP.00235	Distributor Pathway - Bundaberg Gin Gin Road	926	2029	\$245,532
P.FP.00236	Distributor Pathway - Bundaberg Gin Gin Road	117	2029	\$31,124
P.FP.00237	Distributor Pathway - Barber Street	219	2032	\$54,105
P.FP.00238	Distributor Pathway - Fairymead Road	162	2026	\$42,985
P.FP.00239	Collector Pathway - Fairymead Road	267	2026	\$67,206
P.FP.00242	Distributor Pathway - Malvern Drive	155	2036 - 2041	\$38,293
P.FP.00243	Collector Pathway - Sylvan Drive	644	2036 - 2041	\$151,031
P.FP.00245	Collector Pathway - Service Lane	123	2031 - 2036	\$28,952
P.FP.00248	Collector Pathway - Oakes Street	390	2031 - 2036	\$91,568
P.FP.00249	Collector Pathway - North Street Growth Area	516	2036 - 2041	\$120,939
P.FP.00250	Distributor Pathway - Lord Street	38	2032	\$44,040
P.FP.00251	Distributor Pathway - Taylor Street	159	2029	\$42,077
P.FP.00254	Collector Pathway - Mcllwraith Street	187	2029	\$47,169
P.FP.00256	Distributor Pathway - Frizzells Road, Woodgate	957	2031 - 2036	\$236,134
P.FP.00258	Collector Pathway - Campbell Street	90	2032	\$21,157

Table SC3.2.4 Transport network schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00259	Distributor Pathway - May Street	168	2032	\$41,420
P.FP.00262	Collector Pathway - Rieck Street	424	2036 - 2041	\$99,408
P.FP.00263	Collector Pathway - Rieck Street	329	2036 - 2041	\$77,271
P.FP.00264	Collector Pathway - Old Sawmill Road	298	2036 - 2041	\$69,985
P.FP.00268	Collector Pathway - Crofton Street	206	2030	\$705,644
P.FP.00269	Collector Pathway - Crofton Street	123	2029	\$31,043
P.FP.00271	Collector Pathway - Penny Lane	1,388	2031 - 2036	\$325,395
P.FP.00274	Collector Pathway - Fairymead Road	368	2029	\$92,588
P.FP.00275	Collector Pathway - Fairymead Road	128	2029	\$32,161
P.FP.00277	Collector Pathway - Crofton Street	62	2029	\$15,673
P.FP.00278	Collector Pathway - Crofton Street	82	2029	\$20,775
P.FP.00279	Collector Pathway - Crofton Street	20	2029	\$4,953
P.FP.00280	Collector Pathway - Crofton Street	18	2029	\$4,484
P.FP.00281	Collector Pathway - Crofton Street	21	2029	\$5,335
P.FP.00282	Distributor Pathway - Walker Street	223	2027	\$59,095
P.FP.00284	Distributor Pathway - Twyford Street	164	2032	\$40,523
P.FP.00285	Distributor Pathway - Breusch Road	182	2021 - 2026	\$44,992
P.FP.00287	Distributor Pathway - FE Walker Street	88	2031 - 2036	\$21,788
P.FP.00289	Collector Pathway - Dear Street, Gin Gin	91	2036 - 2041	\$21,248
P.FP.00290	Distributor Pathway - Frizzells Road, Woodgate	313	2021 - 2026	\$77,302
P.FP.00291	Collector Pathway - Frizzells Road, Woodgate	963	2036 - 2041	\$225,940
P.FP.00292	Distributor Pathway - Barolin Street, Avenell Heights	47	2029	\$12,349
P.FP.00299	Collector Pathway - Johanna Blvd	63	2031 - 2036	\$14,870
P.FP.00302.2	Distributor Pathway - Maynard Street	113	2032	\$24,833
P.FP.00304	Distributor Pathway - Takalvan Street	207	2029	\$54,870
P.FP.00306	Distributor Pathway - Twyford Street	156	2030	\$165,201
P.FP.00307	Distributor Pathway - Twyford Street	109	2030	\$321,432
P.FP.00308	Distributor Pathway - Twyford Street	179	2030	\$40,558
P.FP.00309	Principal Pathway - Branyan Drive	312	2029	\$103,562
P.FP.00310	Principal Pathway - Branyan Drive	148	2029	\$48,943
P.FP.00312	Principal Pathway - Branyan Drive	236	2029	\$78,088
P.FP.00314	Collector Pathway - Avoca Road	240	2029	\$60,332
P.FP.00315	Collector Pathway - Avoca Road	81	2029	\$20,394
P.FP.00316	Collector Pathway - Avoca Road	298	2029	\$74,998
P.FP.00317	Collector Pathway - Avoca Road	113	2029	\$28,409
P.FP.00318	Collector Pathway - Avoca Road	430	2031 - 2036	\$100,775
P.FP.00319	Collector Pathway - Avoca Road	97	2031 - 2036	\$22,733
P.FP.00320	Collector Pathway - Avoca Road	108	2031 - 2036	\$25,355
P.FP.00321	Collector Pathway - Avoca Road	104	2031 - 2036	\$24,335
P.FP.00323.2	Collector Pathway - Avoca Road	51	2031 - 2036	\$11,884
P.FP.00324	Distributor Pathway - Kendalls Road	189	2029	\$50,158
P.FP.00325	Distributor Pathway - Kendalls Road	254	2029	\$67,472
P.FP.00326	Distributor Pathway - Kendalls Road	144	2029	\$38,290
P.FP.00327	Distributor Pathway - Kendalls Road	183	2029	\$48,408
P.FP.00328	Distributor Pathway - Kendalls Road	44	2029	\$11,737
P.FP.00329	Collector Pathway - Cummins Road	1,164	2031 - 2036	\$272,894
P.FP.00330	Collector Pathway - Cummins Road	752	2031 - 2036	\$176,385
P.FP.00331	Collector Pathway - University Drive	98	2036 - 2041	\$23,078

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00332.2	Collector Pathway - Penny Lane	205	2030	\$41,384
P.FP.00333	Collector Pathway - Bartholdt Drive	995	2031 - 2036	\$233,240
P.FP.00336	Collector Pathway - Bonna Road	261	2036 - 2041	\$61,159
P.FP.00337	Collector Pathway - Childers Road	812	2036 - 2041	\$190,438
P.FP.00338	Collector Pathway - Tranquil Avenue	843	2036 - 2041	\$193,410
P.FP.00339	Collector Pathway - Arcadia Drive	262	2029	\$66,011
P.FP.00340	Collector Pathway - Tranquil Avenue	315	2036 - 2041	\$73,858
P.FP.00342	Distributor Pathway - Branyan Drive	706	2031 - 2036	\$167,826
P.FP.00343	Collector Pathway - Penny Lane	413	2029	\$104,016
P.FP.00348	Collector Pathway - Burrum Street	51	2030	\$30,167
P.FP.00349	Collector Pathway - Burrum Street	28	2029	\$7,146
P.FP.00350	Collector Pathway - Burrum Street	130	2029	\$32,769
P.FP.00351	Collector Pathway - Burrum Street	106	2030	\$47,730
P.FP.00354.2	Collector Pathway - Burrum Street	253	2030	\$59,277
P.FP.00355	Distributor Pathway - Walker Street	220	2025	\$58,372
P.FP.00357	Distributor Pathway - Walker Street	224	2025	\$59,439
P.FP.00359	Distributor Pathway - Barolin Street	96	2030	\$12,851
P.FP.00361	Distributor Pathway - Barolin Street	101	2025	\$26,788
P.FP.00363	Distributor Pathway - Barolin Street	78	2025	\$20,561
P.FP.00364	Distributor Pathway - Barolin Street	114	2025	\$30,183
P.FP.00365	Distributor Pathway - Barolin Street	112	2025	\$29,679
P.FP.00367	Distributor Pathway - Sims Road	59	2024	\$54,060
P.FP.00370.2	Distributor Pathway - Sims Road	83	2022	\$42,708
P.FP.00370.3	Distributor Pathway - Sims Road	157	2024	\$145,218
P.FP.00372	Distributor Pathway - Sims Road	146	2024	\$134,945
P.FP.00374	Distributor Pathway - Sims Road	144	2024	\$132,737
P.FP.00377	Distributor Pathway - Sims Road	14	2024	\$13,251
P.FP.00379	Distributor Pathway - Sims Road	218	2022	\$112,640
P.FP.00380	Distributor Pathway - Sims Road	72	2022	\$37,197
P.FP.00382	Distributor Pathway - Sims Road	84	2022	\$43,526
P.FP.00396	Distributor Pathway - Boundary Street	12	2025	\$3,271
P.FP.00397	Distributor Pathway - Boundary Street	50	2025	\$13,141
P.FP.00399	Distributor Pathway - Elliott Heads Road	10	2025	\$2,657
P.FP.00400	Distributor Pathway - Elliott Heads Road	51	2025	\$13,625
P.FP.00401	Collector Pathway - Greathead Road	134	2029	\$33,640
P.FP.00402	Distributor Pathway - Greathead Road	101	2025	\$26,894
P.FP.00404	Distributor Pathway - Greathead Road	42	2025	\$11,182
P.FP.00413	Distributor Pathway - Elliott Heads Road	125	2025	\$33,137
P.FP.00423.2	Distributor Pathway - McCarthy Road	55	2031 - 2036	\$13,521
P.FP.00425	Distributor Pathway - McCarthy Road	176	2031 - 2036	\$43,499
P.FP.00427	Distributor Pathway - McCarthy Road	91	2031 - 2036	\$22,573
P.FP.00429.2	Distributor Pathway - McCarthy Road	191	2031 - 2036	\$47,230
P.FP.00431	Distributor Pathway - McCarthy Road	171	2031 - 2036	\$42,209
P.FP.00433	Distributor Pathway - McCarthy Road	197	2031 - 2036	\$48,624
P.FP.00434	Distributor Pathway - McCarthy Road	312	2031 - 2036	\$77,041
P.FP.00436	Distributor Pathway - McCarthy Road	201	2031 - 2036	\$49,723
P.FP.00437	Distributor Pathway - McCarthy Road	91	2031 - 2036	\$22,447
P.FP.00443	Distributor Pathway - FE Walker Street	412	2036	\$101,800
P.FP.00446	Distributor Pathway - FE Walker Street	18	2031 - 2036	\$4,454

Table SC3.2.4 Transport network schedule of works

## Schedule 3 – LGIP Mapping and supporting material

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00450	Distributor Pathway - FE Walker Street	86	2031 - 2036	\$21,325
P.FP.00452	Distributor Pathway - Beech Links Drive	589	2021 - 2026	\$145,309
P.FP.00453	Principal Pathway - FE Walker Street	231	2031 - 2036	\$71,173
P.FP.00455	Collector Pathway - Reddan Street	85	2029	\$21,440
P.FP.00457	Collector Pathway - Reddan Street	90	2029	\$22,594
P.FP.00459	Principal Pathway - Princess Street	110	2032	\$33,862
P.FP.00463	Collector Pathway - Avenue Street	38	2025	\$9,618
P.FP.00464	Principal Pathway - Princess St	125	2025	\$41,552
P.FP.00465	Principal Pathway - Bargara Road	1,222	2036 - 2041	\$377,007
P.FP.00467	Principal Pathway - Bargara Road	210	2036 - 2041	\$64,884
P.FP.00469	Principal Pathway - Bargara Road	1,406	2036 - 2041	\$433,813
P.FP.00471	Principal Pathway - Hughes Road	142	2021 - 2026	\$55,517
P.FP.00474	Collector Pathway - Watsons Road	198	2032	\$39,338
P.FP.00475	Collector Pathway - Watsons Road	55	2032	\$10,928
P.FP.00476	Collector Pathway - Moodies Road	145	2023	\$33,932
P.FP.00477	Collector Pathway - Moodies Road	316	2023	\$74,089
P.FP.00478.2	Collector Pathway - Moodies Road	158	2023	\$36,900
P.FP.00480	Principal Pathway - Bargara Road	241	2032	\$74,338
P.FP.00483	Principal Pathway - Back Windermere Road	446	2031 - 2036	\$137,613
P.FP.00484	Principal Pathway - Back Windermere Road	970	2031 - 2036	\$299,290
P.FP.00485	Principal Pathway - Back Windermere Road	456	2031 - 2036	\$140,645
P.FP.00486	Principal Pathway - Back Windermere Road	605	2031 - 2036	\$186,844
P.FP.00493	Collector Pathway - Innes Park Road	99	2032	\$19,546
P.FP.00494	Principal Pathway - Coastal Turtle Trail	216	2036	\$105,448
P.FP.00496	Principal Pathway - Coastal Turtle Trail	120	2036	\$58,703
P.FP.00497	Principal Pathway - Coastal Turtle Trail	217	2029	\$74,029
P.FP.00498	Principal Pathway - Coastal Turtle Trail	209	2029	\$62,203
P.FP.00501	Collector Pathway - Barolin Esplanade	317	2031 - 2036	\$74,455
P.FP.00503	Principal Pathway - Coastal Turtle Trail	575	2029	\$190,674
P.FP.00507	Collector Pathway - Elliott Heads Road	86	2032	\$22,829
P.FP.00509	Collector Pathway - Elliott Heads Road	492	2032	\$133,712
P.FP.00511	Collector Pathway - Moore Street	164	2031 - 2036	\$38,562
P.FP.00513	Collector Pathway - Moore Street	241	2031 - 2036	\$56,450
P.FP.00515	Collector Pathway - Moore Street	120	2031 - 2036	\$28,131
P.FP.00517	Collector Pathway - Moore Street	33	2031 - 2036	\$7,764
P.FP.00518	Collector Pathway - Barolin Esplanade	480	2031 - 2036	\$112,616
P.FP.00519	Collector Pathway - New Road Elliott Heads	871	2036 - 2041	\$204,235
P.FP.00520	Distributor Pathway - Breusch Road	140	2021 - 2026	\$34,448
P.FP.00521	Principal Pathway - Back Windermere Road	870	2031 - 2036	\$268,465
P.FP.00523	Principal Pathway - Back Windermere Road	525	2031 - 2036	\$161,859
P.FP.00524	Principal Pathway - Back Windermere Road	497	2031 - 2036	\$153,394
P.FP.00526	Collector Pathway - Shelly Street	247	2036 - 2041	\$57,941
P.FP.00527	Collector Pathway - Williams Street	190	2031 - 2036	\$44,539
P.FP.00528	Collector Pathway - Rowlands Road	120	2031 - 2036	\$28,242
P.FP.00529	Collector Pathway - Rowlands Road	145	2031 - 2036	\$33,914
P.FP.00530	Collector Pathway - Rowlands Road	139	2031 - 2036	\$32,562
P.FP.00531	Collector Pathway - Rowlands Road	121	2031 - 2036	\$28,413
P.FP.00532	Collector Pathway - Rickets Road	436	2024	\$102,256
P.FP.00533	Distributor Pathway - Burnett Heads Road	396	2029	\$104,922



Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00534	Collector Pathway - Ricketts Road	109	2036	\$25,525
P.FP.00535	Distributor Pathway - Alexandra Street	48	2021 - 2026	\$11,847
P.FP.00536	Distributor Pathway - Alexandra Street	94	2025	\$24,965
P.FP.00537	Distributor Pathway - Alexandra Street	80	2025	\$21,249
P.FP.00539	Distributor Pathway - New Road, Jealous to Gahans Link	479	2036 - 2041	\$118,243
P.FP.00540	Distributor Pathway - New Road, Jealous to Gahans Link	1,529	2036 - 2041	\$377,543
P.FP.00543	Distributor Pathway - Telegraph Road	235	2029	\$62,176
P.FP.00544	Distributor Pathway - Telegraph Road	75	2029	\$19,993
P.FP.00545	Distributor Pathway - Telegraph Road	30	2029	\$7,953
P.FP.00546	Distributor Pathway - Telegraph Road	126	2029	\$33,404
P.FP.00547	Distributor Pathway - Scotland Street	164	2029	\$43,415
P.FP.00548	Distributor Pathway - Sienna Boulevard	196	2021 - 2026	\$48,307
P.FP.00549	Distributor Pathway - Along new north south road in Ashfield	516	2031 - 2036	\$127,435
P.FP.00550	Distributor Pathway - Telegraph Road	462	2029	\$122,602
P.FP.00551	Distributor Pathway - Coral Garden Dr	99	2029	\$26,284
P.FP.00552	Distributor Pathway - Coral Garden Dr	374	2029	\$99,072
P.FP.00553	Distributor Pathway - Coral Garden Dr	84	2029	\$22,321
P.FP.00554	Distributor Pathway - Alexandra Street	131	2025	\$34,673
P.FP.00555	Distributor Pathway - Alexandra Street	60	2025	\$15,826
P.FP.00556	Distributor Pathway - Alexandra Street	100	2025	\$26,550
P.FP.00558	Distributor Pathway - Telegraph Road	93	2029	\$24,569
P.FP.00560	Distributor Pathway - Telegraph Road	166	2029	\$44,083
P.FP.00562	Distributor Pathway - Telegraph Road	204	2036 - 2041	\$50,314
P.FP.00563	Distributor Pathway - Telegraph Road	202	2036 - 2041	\$49,762
P.FP.00564	Distributor Pathway - Along new north south road in Ashfield	190	2031 - 2036	\$46,806
P.FP.00565	Distributor Pathway - Ashfield Road	59	2036 - 2041	\$14,530
P.FP.00566	Distributor Pathway - Ashfield Road	201	2036 - 2041	\$49,691
P.FP.00567	Distributor Pathway - Ashfield Road	144	2036 - 2041	\$35,429
P.FP.00568	Distributor Pathway - Ashfield Road	289	2036 - 2041	\$71,285
P.FP.00569	Distributor Pathway - Ashfield Road	203	2036 - 2041	\$50,169
P.FP.00570	Distributor Pathway - Ashfield Road	260	2036 - 2041	\$64,115
P.FP.00571	Distributor Pathway - Ashfield Road	280	2036 - 2041	\$69,071
P.FP.00572	Distributor Pathway - Ashfield Road	284	2036 - 2041	\$70,107
P.FP.00574	Distributor Pathway - Ashfield Road	322	2036 - 2041	\$79,588
P.FP.00575	Distributor Pathway - Ashfield Road	205	2036 - 2041	\$61,528
P.FP.00576	Distributor Pathway - Along new north south road in Ashfield	406	2031 - 2036	\$100,234
P.FP.00577	Distributor Pathway - Along new north south road in Ashfield	174	2031 - 2036	\$42,900
P.FP.00578	Distributor Pathway - Along new north south road in Ashfield	363	2031 - 2036	\$89,559
P.FP.00579	Distributor Pathway - Along new north south road in Ashfield	61	2031 - 2036	\$14,950
P.FP.00580	Distributor Pathway - Along new north south road in Ashfield	268	2031 - 2036	\$66,123
P.FP.00581	Distributor Pathway - Along new north south road in Ashfield	176	2031 - 2036	\$43,479

Table SC3.2.4 Transport network schedule of works

## Schedule 3 – LGIP Mapping and supporting material

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Length (m)	Column 4 Estimated timing	Column 5 Establishment cost <sup>10</sup>
P.FP.00582	Distributor Pathway - Beech Links Drive	187	2021 - 2026	\$46,124
P.FP.00583	Collector Pathway - Old Sawmill Road	27	2036 - 2041	\$6,345
P.FP.00585	Collector Pathway - Tirroan Road	168	2026	\$42,375
P.FP.00586	Collector Pathway - Walker Street	62	2030	\$17,512
P.FP.00587	Collector Pathway - Rieck Street	315	2036 - 2041	\$73,906
P.FP.00589	Collector Pathway - Rieck Street	226	2036 - 2041	\$53,087
P.FP.00590	Collector Pathway - Black Gully Walkway	56	2029	\$14,201
P.FP.00591	Collector Pathway - Mulgrave Street North	517	2030	\$46,699
P.FP.00598	Distributor Pathway - Gahans Road	82	2036 - 2041	\$20,302
P.FP.00599	Distributor Pathway - Gahans Road	225	2036 - 2041	\$55,473
P.FP.00600	Distributor Pathway - Gahans Road	175	2036 - 2041	\$43,143
P.FP.00601	Distributor Pathway - Gahans Road	89	2036 - 2041	\$22,014
P.FP.00602	Distributor Pathway - Gahans Road	138	2036 - 2041	\$34,124
P.FP.00603	Distributor Pathway - Gahans Road	203	2036 - 2041	\$50,122
P.FP.00605	Collector Pathway - Moore Park Road	450	2036 - 2041	\$105,599
P.FP.00607	Distributor Pathway - Bundaberg Gin Gin Road	225	2029	\$59,774
P.FP.00609	Distributor Pathway - Bundaberg Gin Gin Road	116	2029	\$30,627
P.FP.00610	Distributor Pathway - Bundaberg Gin Gin Road	215	2029	\$57,079
P.FP.00611	Distributor Pathway - Bundaberg Gin Gin Road	74	2029	\$19,507
P.FP.00612	Distributor Pathway - Bundaberg Gin Gin Road	65	2029	\$17,134
P.FP.00613	Distributor Pathway - Fairymead Road	25	2026	\$6,674
P.FP.00614	Collector Pathway - Fairymead Road	286	2026	\$72,101
P.FP.00615	Collector Pathway - Fairymead Road	247	2029	\$62,158
P.FP.00616	Distributor Pathway - Bundaberg Gin Gin Road	81	2029	\$21,549
P.FP.00617	Distributor Pathway - Bundaberg Gin Gin Road	46	2029	\$12,291
P.FP.00618	Distributor Pathway - Bundaberg Gin Gin Road	87	2029	\$23,185
P.FP.00619	Distributor Pathway - Bundaberg Gin Gin Road	53	2029	\$14,006
P.FP.00620	Distributor Pathway - Bundaberg Gin Gin Road	14	2029	\$3,739
P.FP.00622	Collector Pathway - Botanic Gardens	60	2029	\$15,027
P.FP.00624	Collector Pathway - Botanic Gardens	19	2029	\$4,704
P.FP.00626.2	Collector Pathway - Thornhill Street	21	2026	\$4,908
P.FP.00633.2	Collector Pathway - Sylvan Drive	146	2036 - 2041	\$34,267
P.FP.00638	Distributor Pathway - Taylor Street	62	2029	\$16,416
P.FP.00639	Distributor Pathway - Taylor Street	86	2029	\$22,893
P.FP.00640	Distributor Pathway - Taylor Street	50	2029	\$13,361
P.FP.00641	Collector Pathway - Ridgway Street	197	2029	\$49,662
P.FP.00642	Collector Pathway - Bruce Hwy Childers West	119	2029	\$30,088
P.FP.00643	Collector Pathway - Pedestrian rail overpass approach	29	2029	\$7,311
P.FP.00648.2	Collector Pathway - Bourbon St (Mater hospital to O'Connell St)	195	2032	\$45,297
P.FP.00651	Collector Pathway - Kelly St (Lighthouse Trail)	167	2030	\$26,681
P.FP.00652	Collector Pathway - O'Connell Street	126	2030	\$73,727
P.FP.00654.4	Distributor On Road Cycleway - Branyan Drive and Avoca Street (Year 4)	736	2032	\$209,192
P.FP.00655.2	Distributor On Road Cycleway - Walla St/Boundary St, Bundaberg South - Cycle Path	720	2032	\$393,097
P.FP.00655.3	Distributor On Road Cycleway - Walla St/Boundary St, Bundaberg South - Cycle Path	835	2020 - 2022	\$322,121
<b>TOTAL</b>				<b>\$231,019,048</b>

**Table SC3.2.5 Parks and land for community facilities schedule of works**

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00012	Neighbourhood Recreation - Bargara West Park (Unsheltered Playset)		2021 - 2026	\$28,872
P.OS.00013	Neighbourhood Recreation - Bargara West Park (Unsheltered Playset)		2021 - 2026	\$28,872
P.OS.00014	Neighbourhood Recreation - Bargara West Park (Bin)		2021 - 2026	\$577
P.OS.00015	Neighbourhood Recreation - Bargara West Park (Bin)		2021 - 2026	\$577
P.OS.00016	Neighbourhood Recreation - Bargara West Park (Sheltered Table and Seating)		2021 - 2026	\$23,098
P.OS.00017	Neighbourhood Recreation - Bargara West Park (Sheltered Table and Seating)		2021 - 2026	\$23,098
P.OS.00018	Neighbourhood Recreation - Bargara West Park (Bike Rack)		2021 - 2026	\$1,732
P.OS.00019	Neighbourhood Recreation - Bargara West Park (Sheltered Double BBQ)		2021 - 2026	\$11,549
P.OS.00020	Neighbourhood Recreation - Bargara West Park (Toilet Block)		2021 - 2026	\$80,842
P.OS.00021	Neighbourhood Recreation - Bargara West Park (Carpark)		2021 - 2026	\$98,166
P.OS.00022	Neighbourhood Recreation - Bargara West Park (Bin)		2021 - 2026	\$577
P.OS.00023	Neighbourhood Recreation - Bargara West Park (Sheltered Table and Seating)		2021 - 2026	\$23,098
P.OS.00024	Neighbourhood Recreation - East Belle Eden Park (Unsheltered Playset)		2021 - 2026	\$28,872
P.OS.00025	Neighbourhood Recreation - East Belle Eden Park (Unsheltered Playset)		2021 - 2026	\$28,872
P.OS.00026	Neighbourhood Recreation - East Belle Eden Park (Bin)		2021 - 2026	\$577
P.OS.00027	Neighbourhood Recreation - East Belle Eden Park (Bin)		2021 - 2026	\$577
P.OS.00028	Neighbourhood Recreation - East Belle Eden Park (Sheltered Table and Seating)		2021 - 2026	\$23,098
P.OS.00029	Neighbourhood Recreation - East Belle Eden Park (Sheltered Table and Seating)		2021 - 2026	\$23,098
P.OS.00030	Neighbourhood Recreation - East Belle Eden Park (Bike Rack)		2021 - 2026	\$1,732
P.OS.00031	Neighbourhood Recreation - East Belle Eden Park (Sheltered Double BBQ)		2021 - 2026	\$11,549
P.OS.00032	Neighbourhood Recreation - East Belle Eden Park (Toilet Block)		2021 - 2026	\$80,842
P.OS.00033	Neighbourhood Recreation - East Belle Eden Park (Carpark)		2021 - 2026	\$98,166
P.OS.00034	Neighbourhood Recreation - East Belle Eden Park (Bin)		2021 - 2026	\$577
P.OS.00035	Neighbourhood Recreation - East Belle Eden Park (Sheltered Table and Seating)		2021 - 2026	\$23,098
P.OS.00036	Neighbourhood Recreation - Kensington Air Park (Unsheltered Playset)		2031 - 2036	\$28,872
P.OS.00037	Neighbourhood Recreation - Kensington Air Park (Unsheltered Playset)		2031 - 2036	\$28,872

<sup>11</sup> Note—The establishment cost as listed in **Table SC3.2.5, Column 5** is expressed in current cost terms as at the base date (2021).

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00038	Neighbourhood Recreation - Kensington Air Park (Bin)		2031 - 2036	\$577
P.OS.00039	Neighbourhood Recreation - Kensington Air Park (Bin)		2031 - 2036	\$577
P.OS.00040	Neighbourhood Recreation - Kensington Air Park (Sheltered Table and Seating)		2031 - 2036	\$23,098
P.OS.00041	Neighbourhood Recreation - Kensington Air Park (Sheltered Table and Seating)		2031 - 2036	\$23,098
P.OS.00042	Neighbourhood Recreation - Kensington Air Park (Bike Rack)		2031 - 2036	\$1,732
P.OS.00043	Neighbourhood Recreation - Kensington Air Park (Sheltered Double BBQ)		2031 - 2036	\$11,549
P.OS.00044	Neighbourhood Recreation - Kensington Air Park (Toilet Block)		2031 - 2036	\$80,842
P.OS.00045	Neighbourhood Recreation - Kensington Air Park (Carpark)		2031 - 2036	\$98,166
P.OS.00046	Neighbourhood Recreation - Kensington Air Park (Bin)		2031 - 2036	\$577
P.OS.00047	Neighbourhood Recreation - Kensington Air Park (Sheltered Table and Seating)		2031 - 2036	\$23,098
P.OS.00048	Neighbourhood Recreation - Childers North Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00049	Neighbourhood Recreation - Childers North Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00050	Neighbourhood Recreation - Childers North Park (Bin)		2036 - 2041	\$577
P.OS.00051	Neighbourhood Recreation - Childers North Park (Bin)		2036 - 2041	\$577
P.OS.00052	Neighbourhood Recreation - Childers North Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00053	Neighbourhood Recreation - Childers North Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00054	Neighbourhood Recreation - Childers North Park (Bike Rack)		2036 - 2041	\$1,732
P.OS.00055	Neighbourhood Recreation - Childers North Park (Sheltered Double BBQ)		2036 - 2041	\$11,549
P.OS.00056	Neighbourhood Recreation - Childers North Park (Toilet Block)		2036 - 2041	\$80,842
P.OS.00057	Neighbourhood Recreation - Childers North Park (Carpark)		2036 - 2041	\$98,166
P.OS.00058	Neighbourhood Recreation - Childers North Park (Bin)		2036 - 2041	\$577
P.OS.00059	Neighbourhood Recreation - Childers North Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00060	Local Recreation - Sienna Boulevard Park (Unsheltered Playset)		2021 - 2026	\$28,872
P.OS.00061	Local Recreation - Sienna Boulevard Park (Unsheltered Bench Seat)		2021 - 2026	\$4,042
P.OS.00062	Local Recreation - Sienna Boulevard Park (Unsheltered Bench Seat)		2021 - 2026	\$4,042
P.OS.00063	Local Recreation - Sienna Boulevard Park (Bin)		2021 - 2026	\$577
P.OS.00064	Local Recreation - Sienna Boulevard Park (Bin)		2021 - 2026	\$577
P.OS.00065	Local Recreation - Ashfield South Park (Unsheltered Playset)		2036 - 2041	\$28,872

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00066	Local Recreation - Ashfield South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00067	Local Recreation - Ashfield South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00068	Local Recreation - Ashfield South Park (Bin)		2036 - 2041	\$577
P.OS.00069	Local Recreation - Ashfield South Park (Bin)		2036 - 2041	\$577
P.OS.00070	Local Recreation - Ashfield South West Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00071	Local Recreation - Ashfield South West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00072	Local Recreation - Ashfield South West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00073	Local Recreation - Ashfield South West Park (Bin)		2036 - 2041	\$577
P.OS.00074	Local Recreation - Ashfield South West Park (Bin)		2036 - 2041	\$577
P.OS.00075	Local Recreation - Ashfield South East Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00076	Local Recreation - Ashfield South East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00077	Local Recreation - Ashfield South East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00078	Local Recreation - Ashfield South East Park (Bin)		2036 - 2041	\$577
P.OS.00079	Local Recreation - Ashfield South East Park (Bin)		2036 - 2041	\$577
P.OS.00080	Local Recreation - Kalkie South Park (Unsheltered Playset)		2030	\$31,008
P.OS.00081	Local Recreation - Kalkie South Park (Unsheltered Bench Seat)		2030	\$4,341
P.OS.00082	Local Recreation - Kalkie South Park (Unsheltered Bench Seat)		2030	\$4,341
P.OS.00083	Local Recreation - Kalkie South Park (Bin)		2030	\$620
P.OS.00084	Local Recreation - Kalkie South Park (Bin)		2030	\$620
P.OS.00085	Local Recreation - Kalkie South East Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00086	Local Recreation - Kalkie South East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00087	Local Recreation - Kalkie South East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00088	Local Recreation - Kalkie South East Park (Bin)		2036 - 2041	\$577
P.OS.00089	Local Recreation - Kalkie South East Park (Bin)		2036 - 2041	\$577
P.OS.00090	Local Recreation - Kalkie North East (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00091	Local Recreation - Kalkie North East (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00092	Local Recreation - Kalkie North East (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00093	Local Recreation - Kalkie North East (Bin)		2036 - 2041	\$577
P.OS.00094	Local Recreation - Kalkie North East (Bin)		2036 - 2041	\$577
P.OS.00095	Local Recreation - Kalkie North West (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00096	Local Recreation - Kalkie North West (Unsheltered Bench Seat)		2036 - 2041	\$4,042

Table SC3.2.5 Parks and land for community facilities schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00097	Local Recreation - Kalkie North West (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00098	Local Recreation - Kalkie North West (Bin)		2036 - 2041	\$577
P.OS.00099	Local Recreation - Kalkie North West (Bin)		2036 - 2041	\$577
P.OS.00100	Local Recreation - Kalkie West (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00101	Local Recreation - Kalkie West (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00102	Local Recreation - Kalkie West (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00103	Local Recreation - Kalkie West (Bin)		2036 - 2041	\$577
P.OS.00104	Local Recreation - Kalkie West (Bin)		2036 - 2041	\$577
P.OS.00105	Local Recreation - Chards Road Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00106	Local Recreation - Chards Road Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00107	Local Recreation - Chards Road Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00108	Local Recreation - Chards Road Park (Bin)		2036 - 2041	\$577
P.OS.00109	Local Recreation - Chards Road Park (Bin)		2036 - 2041	\$577
P.OS.00110	Local Recreation - Woongarra West Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00111	Local Recreation - Woongarra West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00112	Local Recreation - Woongarra West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00113	Local Recreation - Woongarra West Park (Bin)		2036 - 2041	\$577
P.OS.00114	Local Recreation - Woongarra West Park (Bin)		2036 - 2041	\$577
P.OS.00115	Local Recreation - Kay McDuff Park (Unsheltered Playset)		2029	\$31,008
P.OS.00116	Local Recreation - Kay McDuff Park (Unsheltered Bench Seat)		2029	\$4,341
P.OS.00117	Local Recreation - Kay McDuff Park (Unsheltered Bench Seat)		2029	\$4,341
P.OS.00118	Local Recreation - Kay McDuff Park (Bin)		2029	\$620
P.OS.00119	Local Recreation - Kay McDuff Park (Bin)		2029	\$620
P.OS.00120	Local Recreation - Sugarland Park (Unsheltered Playset)		2029	\$31,008
P.OS.00121	Local Recreation - Sugarland Park (Unsheltered Bench Seat)		2029	\$4,341
P.OS.00122	Local Recreation - Sugarland Park (Unsheltered Bench Seat)		2029	\$4,341
P.OS.00123	Local Recreation - Sugarland Park (Bin)		2029	\$620
P.OS.00124	Local Recreation - Sugarland Park (Bin)		2029	\$620
P.OS.00130	Local Recreation - Penny Lane Park (Unsheltered Playset)		2031 - 2036	\$28,872
P.OS.00131	Local Recreation - Penny Lane Park (Unsheltered Bench Seat)		2031 - 2036	\$4,042
P.OS.00132	Local Recreation - Penny Lane Park (Unsheltered Bench Seat)		2031 - 2036	\$4,042
P.OS.00133	Local Recreation - Penny Lane Park (Bin)		2031 - 2036	\$577
P.OS.00134	Local Recreation - Penny Lane Park (Bin)		2031 - 2036	\$577
P.OS.00135	Local Recreation - Paradise Park (Unsheltered Playset)		2036 - 2041	\$28,872

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00136	Local Recreation - Paradise Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00137	Local Recreation - Paradise Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00138	Local Recreation - Paradise Park (Bin)		2036 - 2041	\$577
P.OS.00139	Local Recreation - Paradise Park (Bin)		2036 - 2041	\$577
P.OS.00140	Local Recreation - Norgrove Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00141	Local Recreation - Norgrove Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00142	Local Recreation - Norgrove Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00143	Local Recreation - Norgrove Park (Bin)		2036 - 2041	\$577
P.OS.00144	Local Recreation - Norgrove Park (Bin)		2036 - 2041	\$577
P.OS.00145	Local Recreation - Bonna East Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00146	Local Recreation - Bonna East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00147	Local Recreation - Bonna East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00148	Local Recreation - Bonna East Park (Bin)		2036 - 2041	\$577
P.OS.00149	Local Recreation - Bonna East Park (Bin)		2036 - 2041	\$577
P.OS.00150	Local Recreation - Tranquil Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00151	Local Recreation - Tranquil Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00152	Local Recreation - Tranquil Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00153	Local Recreation - Tranquil Park (Bin)		2036 - 2041	\$577
P.OS.00154	Local Recreation - Tranquil Park (Bin)		2036 - 2041	\$577
P.OS.00155	Local Recreation - Bonna West Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00156	Local Recreation - Bonna West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00157	Local Recreation - Bonna West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00158	Local Recreation - Bonna West Park (Bin)		2036 - 2041	\$577
P.OS.00159	Local Recreation - Bonna West Park (Bin)		2036 - 2041	\$577
P.OS.00160	Local Recreation - Farthing Recreation Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00161	Local Recreation - Farthing Recreation Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00162	Local Recreation - Farthing Recreation Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00163	Local Recreation - Farthing Recreation Park (Bin)		2036 - 2041	\$577
P.OS.00164	Local Recreation - Farthing Recreation Park (Bin)		2036 - 2041	\$577
P.OS.00165	Local Recreation - Gooburru Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00166	Local Recreation - Gooburru Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00167	Local Recreation - Gooburru Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00168	Local Recreation - Gooburrum Park (Bin)		2036 - 2041	\$577
P.OS.00169	Local Recreation - Gooburrum Park (Bin)		2036 - 2041	\$577
P.OS.00180	Local Recreation - Morris Street Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00181	Local Recreation - Morris Street Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00182	Local Recreation - Morris Street Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00183	Local Recreation - Morris Street Park (Bin)		2036 - 2041	\$577
P.OS.00184	Local Recreation - Morris Street Park (Bin)		2036 - 2041	\$577
P.OS.00185	Local Recreation - Seaview South Park (Unsheltered Playset)		2031 - 2036	\$28,872
P.OS.00186	Local Recreation - Seaview South Park (Unsheltered Bench Seat)		2031 - 2036	\$4,042
P.OS.00187	Local Recreation - Seaview South Park (Unsheltered Bench Seat)		2031 - 2036	\$4,042
P.OS.00188	Local Recreation - Seaview South Park (Bin)		2031 - 2036	\$577
P.OS.00189	Local Recreation - Seaview South Park (Bin)		2031 - 2036	\$577
P.OS.00190	Local Recreation - Wearing Road West Park (Unsheltered Playset)		2031 - 2036	\$28,872
P.OS.00191	Local Recreation - Wearing Road West Park (Unsheltered Bench Seat)		2031 - 2036	\$4,042
P.OS.00192	Local Recreation - Wearing Road West Park (Unsheltered Bench Seat)		2031 - 2036	\$4,042
P.OS.00193	Local Recreation - Wearing Road West Park (Bin)		2031 - 2036	\$577
P.OS.00194	Local Recreation - Wearing Road West Park (Bin)		2031 - 2036	\$577
P.OS.00195	Local Recreation - Logan Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00196	Local Recreation - Logan Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00197	Local Recreation - Logan Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00198	Local Recreation - Logan Park (Bin)		2036 - 2041	\$577
P.OS.00199	Local Recreation - Logan Park (Bin)		2036 - 2041	\$577
P.OS.00200	Local Recreation - Cockerills Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00201	Local Recreation - Cockerills Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00202	Local Recreation - Cockerills Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00203	Local Recreation - Cockerills Park (Bin)		2036 - 2041	\$577
P.OS.00204	Local Recreation - Cockerills Park (Bin)		2036 - 2041	\$577
P.OS.00205	Local Recreation - Austcorp North Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00206	Local Recreation - Austcorp North Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00207	Local Recreation - Austcorp North Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00208	Local Recreation - Austcorp North Park (Bin)		2036 - 2041	\$577
P.OS.00209	Local Recreation - Austcorp North Park (Bin)		2036 - 2041	\$577
P.OS.00210	Local Recreation - Austcorp Central Park (Unsheltered Playset)		2036 - 2041	\$28,872



Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00211	Local Recreation - Austcorp Central Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00212	Local Recreation - Austcorp Central Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00213	Local Recreation - Austcorp Central Park (Bin)		2036 - 2041	\$577
P.OS.00214	Local Recreation - Austcorp Central Park (Bin)		2036 - 2041	\$577
P.OS.00215	Local Recreation - Austcorp South Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00216	Local Recreation - Austcorp South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00217	Local Recreation - Austcorp South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00218	Local Recreation - Austcorp South Park (Bin)		2036 - 2041	\$577
P.OS.00219	Local Recreation - Austcorp South Park (Bin)		2036 - 2041	\$577
P.OS.00220	Local Recreation - Elliott Heads Estate North (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00221	Local Recreation - Elliott Heads Estate North (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00222	Local Recreation - Elliott Heads Estate North (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00223	Local Recreation - Elliott Heads Estate North (Bin)		2036 - 2041	\$577
P.OS.00224	Local Recreation - Elliott Heads Estate North (Bin)		2036 - 2041	\$577
P.OS.00225	Local Recreation - Elliott Heads Estate Central Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00226	Local Recreation - Elliott Heads Estate Central Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00227	Local Recreation - Elliott Heads Estate Central Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00228	Local Recreation - Elliott Heads Estate Central Park (Bin)		2036 - 2041	\$577
P.OS.00229	Local Recreation - Elliott Heads Estate Central Park (Bin)		2036 - 2041	\$577
P.OS.00230	Local Recreation - Elliott Heads Estate South Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00231	Local Recreation - Elliott Heads Estate South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00232	Local Recreation - Elliott Heads Estate South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00233	Local Recreation - Elliott Heads Estate South Park (Bin)		2036 - 2041	\$577
P.OS.00234	Local Recreation - Elliott Heads Estate South Park (Bin)		2036 - 2041	\$577
P.OS.00235	Local Recreation - Thebeban South Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00236	Local Recreation - Thebeban South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00237	Local Recreation - Thebeban South Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00238	Local Recreation - Thebeban South Park (Bin)		2036 - 2041	\$577
P.OS.00239	Local Recreation - Thebeban South Park (Bin)		2036 - 2041	\$577
P.OS.00240	Local Recreation - Frizzells Park (Unsheltered Playset)		2036 - 2041	\$28,872

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00241	Local Recreation - Frizzells Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00242	Local Recreation - Frizzells Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00243	Local Recreation - Frizzells Park (Bin)		2036 - 2041	\$577
P.OS.00244	Local Recreation - Frizzells Park (Bin)		2036 - 2041	\$577
P.OS.00245	Local Recreation - Childers West Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00246	Local Recreation - Childers West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00247	Local Recreation - Childers West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00248	Local Recreation - Childers West Park (Bin)		2036 - 2041	\$577
P.OS.00249	Local Recreation - Childers West Park (Bin)		2036 - 2041	\$577
P.OS.00260	Local Recreation - Gin Gin South East Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00261	Local Recreation - Gin Gin South East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00262	Local Recreation - Gin Gin South East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00263	Local Recreation - Gin Gin South East Park (Bin)		2036 - 2041	\$577
P.OS.00264	Local Recreation - Gin Gin South East Park (Bin)		2036 - 2041	\$577
P.OS.00265	Local Recreation - Moore Park East Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00266	Local Recreation - Moore Park East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00267	Local Recreation - Moore Park East Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00268	Local Recreation - Moore Park East Park (Bin)		2036 - 2041	\$577
P.OS.00269	Local Recreation - Moore Park East Park (Bin)		2036 - 2041	\$577
P.OS.00270	Local Recreation - Miara West Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00271	Local Recreation - Miara West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00272	Local Recreation - Miara West Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00273	Local Recreation - Miara West Park (Bin)		2036 - 2041	\$577
P.OS.00274	Local Recreation - Miara West Park (Bin)		2036 - 2041	\$577
P.OS.00282	Local Recreation - Headlands Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00283	Local Recreation - Headlands Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00284	Local Recreation - Headlands Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00285	Local Recreation - Headlands Park (Bin)		2036 - 2041	\$577
P.OS.00286	Local Recreation - Headlands Park (Bin)		2036 - 2041	\$577
P.OS.00287	Local Recreation - Turtle Cove Park South (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00288	Local Recreation - Turtle Cove Park South (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00289	Local Recreation - Turtle Cove Park South (Unsheltered Bench Seat)		2036 - 2041	\$4,042

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00290	Local Recreation - Turtle Cove Park South (Bin)		2036 - 2041	\$577
P.OS.00291	Local Recreation - Turtle Cove Park South (Bin)		2036 - 2041	\$577
P.OS.00292	Local Recreation - Theodolite Park (Unsheltered Playset)		2036 - 2041	\$28,872
P.OS.00293	Local Recreation - Theodolite Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00294	Local Recreation - Theodolite Park (Unsheltered Bench Seat)		2036 - 2041	\$4,042
P.OS.00295	Local Recreation - Theodolite Park (Bin)		2036 - 2041	\$577
P.OS.00296	Local Recreation - Theodolite Park (Bin)		2036 - 2041	\$577
P.OS.00297	Regional Recreation - Miara Foreshore Park (Unsheltered Playset)		2028	\$31,008
P.OS.00300	Regional Recreation - Miara Foreshore Park (Bin)		2028	\$620
P.OS.00301	Regional Recreation - Miara Foreshore Park (Bin)		2028	\$620
P.OS.00302	Regional Recreation - Miara Foreshore Park (Sheltered Table and Seating)		2028	\$24,806
P.OS.00303	Regional Recreation - Miara Foreshore Park (Sheltered Table and Seating)		2028	\$24,806
P.OS.00304	Regional Recreation - Miara Foreshore Park (Sheltered Table and Seating)		2028	\$24,806
P.OS.00305	Regional Recreation - Miara Foreshore Park (Unsheltered Playset)		2028	\$31,008
P.OS.00306	Regional Recreation - Miara Foreshore Park (Toilet Block (Large))		2028	\$99,226
P.OS.00307	Regional Recreation - Miara Foreshore Park (Bike Rack)		2028	\$1,860
P.OS.00308	Regional Recreation - Miara Foreshore Park (Sheltered Double BBQ)		2028	\$12,404
P.OS.00309	Regional Recreation - Miara Foreshore Park (Sheltered Double BBQ)		2028	\$12,404
P.OS.00310	Regional Recreation - Miara Foreshore Park (Sheltered Double BBQ)		2028	\$12,404
P.OS.00311	Regional Recreation - Miara Foreshore Park (Sheltered Table and Seating)		2028	\$24,806
P.OS.00312	Regional Recreation - Miara Foreshore Park (Sheltered Table and Seating)		2028	\$24,806
P.OS.00313	Regional Recreation - Miara Foreshore Park (Sheltered Table and Seating)		2028	\$24,806
P.OS.00316	Regional Recreation - Miara Foreshore Park (Bike Rack)		2028	\$1,860
P.OS.00317	Regional Recreation - Miara Foreshore Park (Unsheltered Playset)		2028	\$31,008
P.OS.00318	Regional Recreation - Miara Foreshore Park (Carpark)		2028	\$105,428
P.OS.00319	Regional Recreation - Miara Foreshore Park (Bin)		2028	\$620
P.OS.00320	Regional Recreation - Miara Foreshore Park (Bin)		2028	\$620
P.OS.00321	Neighbourhood Sports - Ashfield Sports Park (Toilet Block)		2030	\$86,823
P.OS.00322	Neighbourhood Sports - Ashfield Sports Park (Bike Rack)		2030	\$1,860

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00323	Neighbourhood Sports - Ashfield Sports Park (Bike Rack)		2030	\$1,860
P.OS.00324	Neighbourhood Sports - Ashfield Sports Park (Bin)		2030	\$620
P.OS.00325	Neighbourhood Sports - Ashfield Sports Park (Bin)		2030	\$620
P.OS.00326	Neighbourhood Sports - Ashfield Sports Park (Sheltered Table and Seating)		2030	\$24,806
P.OS.00327	Neighbourhood Sports - Ashfield Sports Park (Sheltered Table and Seating)		2030	\$24,806
P.OS.00328	Neighbourhood Sports - Ashfield Sports Park (Carpark)		2030	\$105,428
P.OS.00329	Neighbourhood Sports - Ashfield Sports Park (Sports Field)		2030	\$62,016
P.OS.00330	Neighbourhood Sports - Ashfield Sports Park (Sports Field)		2030	\$62,016
P.OS.00331	Regional Sports - Norville South Sports Park (Toilet Block (Large))		2036 - 2041	\$92,392
P.OS.00332	Regional Sports - Norville South Sports Park (Bike Rack)		2036 - 2041	\$1,732
P.OS.00333	Regional Sports - Norville South Sports Park (Bike Rack)		2036 - 2041	\$1,732
P.OS.00334	Regional Sports - Norville South Sports Park (Bin)		2036 - 2041	\$577
P.OS.00335	Regional Sports - Norville South Sports Park (Bin)		2036 - 2041	\$577
P.OS.00336	Regional Sports - Norville South Sports Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00337	Regional Sports - Norville South Sports Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00338	Regional Sports - Norville South Sports Park (Carpark)		2036 - 2041	\$98,166
P.OS.00339	Regional Sports - Norville South Sports Park (Sports Field)		2036 - 2041	\$57,745
P.OS.00340	Regional Sports - Norville South Sports Park (Sports Field)		2036 - 2041	\$57,745
P.OS.00341	Regional Sports - Norville South Sports Park (Sports Field)		2036 - 2041	\$57,745
P.OS.00342	Regional Sports - Norville South Sports Park (Sports Field)		2036 - 2041	\$57,745
P.OS.00343	Regional Sports - Norville South Sports Park (Sports Field)		2036 - 2041	\$57,745
P.OS.00344	Regional Sports - Norville South Sports Park (Sports Field)		2036 - 2041	\$57,745
P.OS.00345	Regional Sports - Norville South Sports Park (Bin)		2036 - 2041	\$577
P.OS.00346	Regional Sports - Norville South Sports Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00347	Regional Sports - Norville South Sports Park (Bin)		2036 - 2041	\$577
P.OS.00348	Regional Sports - Norville South Sports Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00349	Regional Sports - Norville South Sports Park (Bin)		2036 - 2041	\$577
P.OS.00350	Regional Sports - Norville South Sports Park (Sheltered Table and Seating)		2036 - 2041	\$23,098

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.OS.00351	Regional Sports - Norville South Sports Park (Bin)		2036 - 2041	\$577
P.OS.00352	Regional Sports - Norville South Sports Park (Sheltered Table and Seating)		2036 - 2041	\$23,098
P.OS.00362	Regional Recreation - Banksia Park (General Pathway Upgrades)		2022 - 2023	\$310,830
P.OS.00364	Neighbourhood Recreation - Nareen Estate Park (Complete Park Upgrade)		2031 - 2036	\$554,758
P.OS.00372	Regional Recreation - Elliott Heads River and Beach (Sheltered Table and Seating)		2024	\$614,349
P.OS.00373	Regional Recreation - Elliott Heads River and Beach Park (Shade Sail)		2031 - 2036	\$62,457
P.PCL.001	Neighbourhood Recreation - East Belle Eden Park (Land for Public Park)	22,189m <sup>2</sup>	2026	\$408,017
P.PCL.002	Local Recreation - Sienna Boulevard Park (Land for Public Park)	5,240m <sup>2</sup>	2026	\$111,828
P.PCL.003	Local Recreation - Ashfield South Park (Land for Public Park)	4,828m <sup>2</sup>	2036 - 2041	\$103,027
P.PCL.004	Local Recreation - Ashfield South East Park (Land for Public Park)	4,661m <sup>2</sup>	2036 - 2041	\$43,902
P.PCL.005	Local Recreation - Ashfield South West Park (Land for Public Park)	5,175m <sup>2</sup>	2036 - 2041	\$110,432
P.PCL.006	Neighbourhood Sports - Ashfield Sports Park (Land for Public Park)	30,019m <sup>2</sup>	2030	\$688,012
P.PCL.007	Local Recreation - Kalkie South East Park (Land for Public Park)	5,078m <sup>2</sup>	2036 - 2041	\$108,365
P.PCL.008	Local Recreation - Kalkie South Park (Land for Public Park)	5,097m <sup>2</sup>	2030	\$66,302
P.PCL.009	Local Recreation - Kalkie North East (Land for Public Park)	5,262m <sup>2</sup>	2036 - 2041	\$112,284
P.PCL.010	Local Recreation - Kalkie North West (Land for Public Park)	5,244m <sup>2</sup>	2036 - 2041	\$111,911
P.PCL.011	Local Recreation - Kalkie West (Land for Public Park)	4,656m <sup>2</sup>	2036 - 2041	\$99,360
P.PCL.012	Local Recreation - Chards Road Park (Land for Public Park)	4,901m <sup>2</sup>	2036 - 2041	\$104,584
P.PCL.013	Local Recreation - Woongarra West Park (Land for Public Park)	5,130m <sup>2</sup>	2036 - 2041	\$109,486
P.PCL.014	Neighbourhood Recreation - Kensington Air Park (Land for Public Park)	44,731m <sup>2</sup>	2031 - 2036	\$954,585
P.PCL.015	Local Recreation - Sugarland Park (Land for Public Park)	5,336m <sup>2</sup>	2029	\$122,284
P.PCL.017	Local Recreation - Bonna West Park (Land for Public Park)	5,013m <sup>2</sup>	2036 - 2041	\$99,604
P.PCL.018	Local Recreation - Tranquil Park (Land for Public Park)	4,975m <sup>2</sup>	2036 - 2041	\$106,169
P.PCL.019	Local Recreation - Bonna East Park (Land for Public Park)	4,692m <sup>2</sup>	2036 - 2041	\$100,140
P.PCL.020	Local Recreation - Norgrove Park (Land for Public Park)	4,914m <sup>2</sup>	2036 - 2041	\$99,451
P.PCL.021	Local Recreation - Paradise Park (Land for Public Park)	4,969m <sup>2</sup>	2036 - 2041	\$93,844
P.PCL.022	Local Recreation - Morris Street Park (Land for Public Park)	6,007m <sup>2</sup>	2036 - 2041	\$128,197
P.PCL.023	Neighbourhood Recreation - Bargara West Park (Land for Public Park)	20,293m <sup>2</sup>	2027	\$433,053

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.PCL.024	Local Recreation - Wearing Road West Park (Land for Public Park)	5,230m <sup>2</sup>	2031 - 2036	\$111,614
P.PCL.025	Local Recreation - Seaview South Park (Land for Public Park)	5,063m <sup>2</sup>	2026	\$66,246
P.PCL.027	Local Recreation - Cockerills Park (Land for Public Park)	5,478m <sup>2</sup>	2036 - 2041	\$116,912
P.PCL.028	Local Recreation - Logan Park (Land for Public Park)	5,478m <sup>2</sup>	2036 - 2041	\$116,912
P.PCL.029	Local Recreation - Austcorp North Park (Land for Public Park)	4,821m <sup>2</sup>	2036 - 2041	\$93,945
P.PCL.030	Local Recreation - Austcorp Central Park (Land for Public Park)	4,949m <sup>2</sup>	2036 - 2041	\$105,612
P.PCL.031	Local Recreation - Austcorp South Park (Land for Public Park)	6,061m <sup>2</sup>	2036 - 2041	\$106,829
P.PCL.032	Local Recreation - Elliott Heads Estate South Park (Land for Public Park)	5,264m <sup>2</sup>	2036 - 2041	\$102,325
P.PCL.033	Local Recreation - Elliott Heads Estate Central Park (Land for Public Park)	5,189m <sup>2</sup>	2036 - 2041	\$110,736
P.PCL.034	Local Recreation - Elliott Heads Estate North Park (Land for Public Park)	8,813m <sup>2</sup>	2036 - 2041	\$188,079
P.PCL.035	Regional Recreation - Theodolite Park (Land for Public Park)	24,684m <sup>2</sup>	2036 - 2041	\$181,107
P.PCL.036	Local Recreation - Childers West Park (Land for Public Park)	5,266m <sup>2</sup>	2036 - 2041	\$112,379
P.PCL.037	Neighbourhood Recreation - Childers North Park (Land for Public Park)	4,798m <sup>2</sup>	2036 - 2041	\$102,392
P.PCL.040	Local Recreation - Gin Gin South East Park (Land for Public Park)	5,259m <sup>2</sup>	2036 - 2041	\$112,239
P.PCL.041	Local Recreation - Miara West Park (Land for Public Park)	5,665m <sup>2</sup>	2036 - 2041	\$67,064
P.PCL.042	Regional Recreation - Miara Foreshore Park (Land for Public Park)	14,389m <sup>2</sup>	2026	\$52,928
P.PCL.043	Local Recreation - Moore Park East Park (Land for Public Park)	5,205m <sup>2</sup>	2036 - 2041	\$97,457
P.PCL.045	Local Recreation - Gooburrum Park (Land for Public Park)	5,740m <sup>2</sup>	2036 - 2041	\$122,491
P.PCL.046	Local Recreation - Kay McDuff Park (Land for Public Park)	39,181m <sup>2</sup>	2029	\$897,978
P.PCL.047	Local Recreation - Thebeban South Park (Land for Public Park)	5,320m <sup>2</sup>	2036 - 2041	\$113,530
P.PCL.048	Local Recreation - Penny Lane Park (Land for Public Park)	5,374m <sup>2</sup>	2031 - 2036	\$114,681
P.PCL.049	Local Recreation - Farthing Recreation Park (Land for Public Park)	4,883m <sup>2</sup>	2036 - 2041	\$18,235
P.PCL.050	Regional Recreation - Coral Cove South Esplanade (Land for Public Park)	56,348m <sup>2</sup>	2036 - 2041	\$884,787
P.PCL.051	Local Recreation - Frizzells Park (Land for Public Park)	7,374m <sup>2</sup>	2036 - 2041	\$157,364
P.PCL.052	Local Recreation - Rowlands Road Park (Land for Public Park)	3,522m <sup>2</sup>	2022 - 2023	\$60,477
P.PCL.054	Regional Sports - Norville South Sports Park (Land for Public Park)	261,392m <sup>2</sup>	2031 - 2036	\$5,578,217
P.PCL.053	Regional Recreation - Turtle Cove Park South (Land for Public Park)	19,288m <sup>2</sup>	2036 - 2041	\$411,607
P.PCL.055	Neighbourhood Recreation - Nareen Estate Park (Land for Public Park)	11,753m <sup>2</sup>	2030	\$464,904

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Area (m <sup>2</sup> )	Column 4 Estimated timing	Column 5 Establishment cost <sup>11</sup>
P.PCL.056	Neighbourhood Recreation - Arcadia Park (Land for Public Park)	11,106m <sup>2</sup>	2036 - 2041	\$510,528
<b>TOTAL</b>				<b>\$21,435,414</b>

## SC3.3 Map index

**Table SC3.3.1 (Map index)** lists the priority infrastructure plan mapping applicable to the planning scheme area.

**Table SC3.3.1 Map index**

Map number/series	Map title	Gazettal date
<b>Projection area maps</b>		
LGIP-PIA-3, 5, 6, 8, 9, 13-21, 23-27, 31 and 32	Priority infrastructure areas	12/5/2023
LGIP-PA-3, 5, 6, 8, 9, 13-21, 24-27, 31 and 32	Projection areas	12/5/2023
<b>Plans for trunk infrastructure maps</b>		
LGIP-WSN-2, 3, 5, 6, 8-10, 13-21, 23-32	Water supply network trunk infrastructure	12/5/2023
LGIP-WWN-3, 5, 6, 8, 9, 14-21, 23-27, 31 and 32	Wastewater network trunk infrastructure	12/5/2023
LGIP-SWN-1-33	Stormwater network trunk infrastructure	12/5/2023
LGIP-TNP-1-33	Transport network (roads) trunk infrastructure	12/5/2023
LGIP-TNR-1-33	Transport network (pathways) trunk infrastructure	12/5/2023
LGIP-PPCLF-1-33	Public parks and land for community facilities trunk infrastructure	12/5/2023



## **SC3.4 Local government infrastructure plan mapping**

The LGIP maps are available below or can be viewed online here:  
[www.bundaberg.qld.gov.au/interactive-mapping-system](http://www.bundaberg.qld.gov.au/interactive-mapping-system).

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## Schedule 4 Notations required under the Planning Act 2016

### SC4.1 Notation of decisions affecting the planning scheme under section 89 of the Act

Table SC4.1.1 Notation of decisions under section 89 of the Act<sup>1</sup>

Date of decision	Location (real property description)	Decision type	File Reference
<b>Development approvals that are substantially inconsistent with the planning scheme</b>			
<b>Variation approvals</b>			
8/08/2017	Logan Road, Innes Park (Lot 1 SP182595 and Lot 3 RP7301)	Decision to approve a Preliminary Approval for Material Change of Use and Reconfiguring a Lot, incorporating a component to vary the effect of the planning scheme for a Master Planned Residential Community (Headlands Coastal Community) under section 242 of the SP Act <sup>2</sup>	325.2016.45639.1
31/01/2017	59 Cummins Street, Bundaberg North (Lot 10 SP271539)	Decision to approve a Preliminary Approval for Material Change of Use (for various industry and related uses as detailed in the decision notice), incorporating a component to vary the effect of the planning scheme under section 242 of the SP Act <sup>2</sup> .	325.2016.46102.1
<b>Decisions agreeing to a superseded planning scheme request</b>			
22/11/2015	38 Burnett Street, Bundaberg South (Lot 44 RP13441)	Decision to agree to a request to assess and decide a development application for Material Change of Use for Residential Multi Unit (4 units) under the superseded Bundaberg City Plan 2004	322.2015.44659.1
22/12/2015	42 Church Street, Horton (Lot 22 RP14386)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Isis Shire Planning Scheme 2007	322.2015.44763.1
22/12/2015	6 Freesia Court, Kalkie (Lot 91 SP274149)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Bundaberg City Plan 2004	322.2015.44897.1
12/01/2016	53 Greathead Road, 19 Lucas Street and 4 Marles Street, Kepnock (Lot 1 RP58858, Lot 17 RP182667 and Lot 4 RP133909)	Decision to agree to a request to assess and decide a development application for Reconfiguring a Lot (3 lots into 66 lots) under the superseded Bundaberg City Plan 2004	321.2015.44770.1

<sup>1</sup> Editor's note—This schedule must include details of:

- development approvals that are substantially inconsistent with the planning scheme;
- variation approvals; and
- decisions agreeing to a superseded planning scheme request to apply to a superseded scheme to a particular development.

<sup>2</sup> Editor's note—a preliminary approval to vary the effect of the planning scheme under section 242 of the SP Act is a variation approval under the Act in accordance with section 286 of the Act.

## Schedule 4 – Notations required under the Planning Act 2016

Date of decision	Location (real property description)	Decision type	File Reference
14/01/2016	19 Torrissi Place, Kalkie (Lot 67 SP271568)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Bundaberg City Plan 2004	322.2016.44954.1
19/02/2016	8 Church Street, Horton (Lot 4 RP14386)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Isis Shire Planning Scheme 2007	322.2016.45076.1
19/02/2016	4 Church Street, Horton (Lot 2 RP14386)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Isis Shire Planning Scheme 2007	322.2016.45137.1
19/02/2016	6 Church Street, Horton (Lot 3 RP14386)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Isis Shire Planning Scheme 2007	322.2016.45138.1
19/02/2016	14 Church Street, Horton (Lot 7 RP14386)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Isis Shire Planning Scheme 2007	322.2016.45139.1
2/03/2016	718 Adies Road, Isis Central (Lot 1 RP22990)	Decision to agree to a request to assess and decide a development application for Material Change of Use for a Rural Industry (Composting Facility) under the superseded Isis Shire Planning Scheme 2007	322.2016.45226.1
12/04/2016	169 Sims Road, Redridge (Lot 12 SP150902)	Decision to agree to a request to assess and decide a development application for Material Change of Use for a Rural Industry (Composting Facility) under the superseded Isis Shire Planning Scheme 2007	322.2016.45493.1
27/04/2016	36 Bourbong Street, Bundaberg Central (Lot 77 B1583)	Decision to agree to a request to assess and decide a development application for Material Change of Use for Nine (9) Storey Residential and Commercial Building under the superseded Bundaberg City Plan 2004	322.2016.45397.1
3/06/2016	6 Churchward Street, Kepnock (Lot 4 RP93423)	Decision to agree to a request to assess and decide a development application for Material Change of Use for a Dual Occupancy under the superseded Bundaberg City Plan 2004	322.2016.45701.1
23/06/2016	858 Gooburrum Road, Welcome Creek (Lot 4 RP806097)	Decision to agree to a request to assess and decide a development application for Material Change of Use for a Rural Industry (Composting Facility) under the superseded Burnett Shire Planning Scheme 2006	322.2016.45924.1
27/07/2016	Weir Road, South Kolan (Lot 21 SP279752)	Decision to agree to a request to assess and decide a development application for Material Change of Use for a Rural Industry (Composting Facility) under the superseded Burnett Shire Planning Scheme 2006	322.2016.46060.1
8/08/2016	218D McIlwraith Road, McIlwraith	Decision to agree to a request to assess and decide a development application for Material	322.2016.46235.1

Date of decision	Location (real property description)	Decision type	File Reference
	(Lot 1 RP122694)	Change of Use for a Rural Industry (Food Process Facility and Composting) under the superseded Kolan Shire Planning Scheme 2006	
22/08/2016	10 Freesia Court, Kalkie (Lot 93 SP274149)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Bundaberg City Plan 2004	322.2016.46316.1
19/09/2016	14 Freesia Court, Kalkie (Lot 95 SP274149)	Decision agreeing to apply a superseded planning scheme to the carrying out of development for Material Change of Use for a Dwelling house, that was exempt development under the superseded Bundaberg City Plan 2004	324.2016.46547.1
9/11/2016	90 & 88 Quay Street, Bundaberg West (Lots 62 and 63 B15817)	Decision to agree to a request to assess and decide a development application for Material Change of Use for Residential Multi Unit (32 units) and Commercial Activity B (Restaurant) under the superseded Bundaberg City Plan 2004	322.2016.46746.1
9/11/2016	90 Quay Street, Bundaberg West (Lot 62 B15817)	Decision to agree to a request to assess and decide a development application for Material Change of Use for Residential Multi Unit (12 units) under the superseded Bundaberg City Plan 2004	322.2016.46784.1
13/11/2016	1 Cottonwood Close, Doolbi (Lot 3 SP107948)	Decision to agree to a request to assess and decide a development application for Material Change of Use for a Rural Tourist Facility – Farm Stay Accommodation (2 cabins) under the superseded Isis Shire Planning Scheme 2007	322.2016.46496.1
14/11/2016	104 Targo Street, Bundaberg South (Lot 83 RP13432)	Decision to agree to a request to assess and decide a development application for Material Change of Use for Commercial Activity A and Caretaker's Residence under the superseded Bundaberg City Plan 2004	322.2016.46780.1
21/11/2016	48 Ashfield Road, Kalkie (Lot 400 SP255558)	Decision to agree to a request to assess and decide a development application for Material Change of Use for Community Activity (Mixed Use Community Activity Campus) under the superseded Bundaberg City Plan 2004	322.2016.46751.1

## SC4.2 Notation of resolution(s) under Chapter 4, Part 2, Division 2 of the Act

Table SC4.2.1 Notation of resolution(s) under Chapter 4, Part 2, Division 2 of the Act

Date of resolution	Date of effect	Details	Contact information
24 April 2018	7 May 2018	Charges Resolution (No.1) 2018	View a copy of the charges resolution on Council's website at: <a href="http://www.bundaberg.qld.gov.au/development-infrastructure-and-charges">www.bundaberg.qld.gov.au/development-infrastructure-and-charges</a>  Further information may be obtained by contacting 1300 883 699 or <a href="mailto:development@bundaberg.qld.gov.au">development@bundaberg.qld.gov.au</a>

Editor's note—This schedule must provide information about the adopted infrastructure charges for the local government and where a copy of the adopted charges can be obtained, including a link to the local government website where a copy of the infrastructure charges resolution can be viewed or downloaded in accordance with the requirements of section 118(1)(a) of the Act.

## SC4.3 Notation of registration for urban encroachment provisions section 267 of the Act

Table SC4.3.1 Notation of registrations made under section 267 of the Act

Date of registration of the premises	Location of premises (real property description)	Details of registration	Term of registration
Table not used.			

## Schedule 5 Designation of premises for development of infrastructure

**Table SC5.1 Designation of premises for development of infrastructure under section 42 of the Act**

Date the designation, amendment, extension or repeal takes effect	Location of premises (real property description)	Street address (including the relevant local government area if the notation is outside the planning scheme area)	Type of infrastructure
29/06/2001	Lot 85 on RP814890	Herbert Hall Road, Coonarr QLD 4670	Emergency services facilities.  (Kinkuna Bay/ Coonarr Rural Fire Brigade)
18/10/2002	Lot 110 on NPW550 and Lot 1002 on NPW550	Lower Burnett River QLD	Transport infrastructure; Water cycle management infrastructure; Storage and works depots associated with community infrastructure  (Burnett River Dam)
07/03/2003	Lot 49 on SP139141	Foleys Road, Farnsfield QLD 4660	Emergency services facilities.  (Gregory River Rural Fire Brigade)
18/07/2003	Part of Lot 2 on SP112129 and Lot 3 on SP113129	Corner Pandanus Street and Murdochs Linking Roads, Moore Park QLD 4670	Community and cultural facilities, including child care facilities, community meeting halls, galleries and libraries; Educational facilities; Parks and recreational facilities; Transport infrastructure; Storage and works depots associated with community infrastructure.  (Moore Park State School)
14/11/2003	Lot 4 on RP14457 and Lot 274 on C37632	28 Macrossan Street, Childers QLD 4660	Government functions.  (Childers Police Station)
21/11/2008	Lot 142 on CK1540 and Lot 80 on B158103	Bourbong Street, Bundaberg Central QLD 4670	Hospitals and associated institutions; Storage and works depots associated with community infrastructure.  (Bundaberg Hospital)
29/08/2014	Lot 90 on SP264826	37A Maryborough Street, Bundaberg South QLD 4670	Community and cultural facilities; Educational facilities; Storage and works depots, including administration facilities associated with the community infrastructure.  (Bundaberg State High School)

## Schedule 5 – Designation of premises for development of infrastructure

Date the designation, amendment, extension or repeal takes effect	Location of premises (real property description)	Street address (including the relevant local government area if the notation is outside the planning scheme area)	Type of infrastructure
13/11/2015	Lot 3 on SP278871	57-65 Wylie Street, Thabeban QLD 4670	Emergency services facilities; Hospitals and associated institutions; Storage and works depots, including administrations facilities associated with provision or maintenance of the Community Infrastructure Designation; and Any other facility not mention in this part, intended primarily to accommodate government functions.  (Bundaberg Co-located Emergency Services Facility - comprising an Ambulance Station and Fire and Emergency Services Station)
17/02/2017	Lots 9 and 10 on RP200521	6-8 Brassington Drive, Childers QLD 4660	Emergency services facilities; and Storage and works depots, including administrations facilities associated with provision or maintenance of the Community Infrastructure Designation.  (Childers Fire and Rescue Station)
16/06/2017	Lot 4 on SP292194	143-145 George Street, Bundaberg West QLD 4670	Hospitals and associated institutions  (Bundaberg Step Up Step Down community based mental health residential and health support care services)
20/10/2017	Lot 180 on CK2018	43 Kepnock Road, Kepnock QLD 4670	Community and cultural facilities; Educational facilities; and Storage and works depots, including administrative facilities associated with the community infrastructure.  (Kepnock State High School)

Editor's note—further details about infrastructure designations can be obtained from the Infrastructure Designations Database available at the website for the Department of State Development, Manufacturing, Infrastructure and Planning—[www.dsdmip.qld.gov.au](http://www.dsdmip.qld.gov.au).

Editor's note—Section 42(5)(a) of the Act states that a note in the planning scheme for the purposes of a designation is not an amendment of a planning scheme.



## Schedule 6 Planning scheme policies

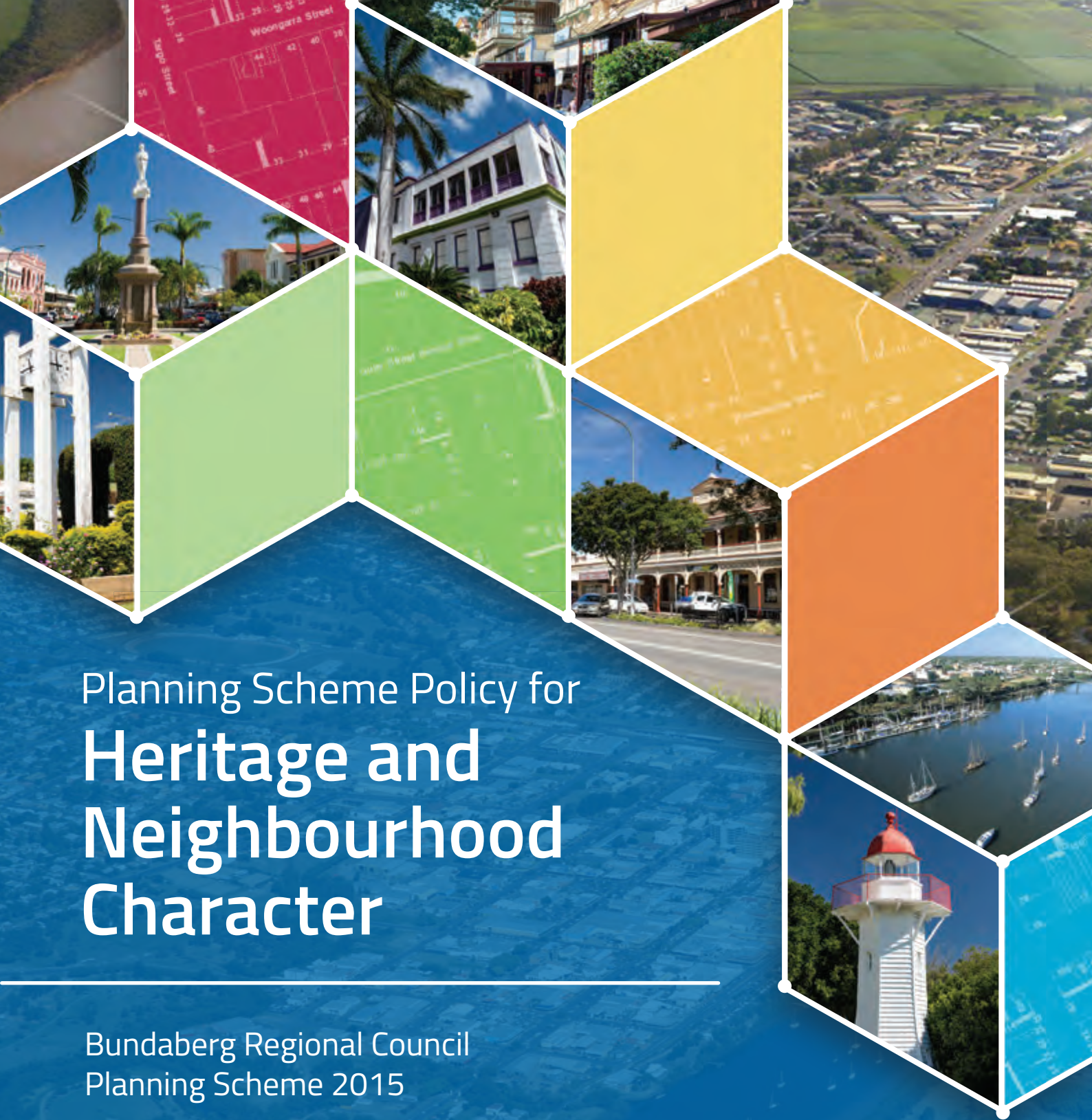
### SC6.1 Planning scheme policy index

**Table SC6.1.1 (Planning scheme policy index)** lists the planning scheme policies applicable to the planning scheme area.

**Table SC6.1.1 Planning scheme policy index**

<b>Planning scheme policies</b>	
<b>Planning scheme policies relating to Part 8 (Overlay codes)</b>	
(a)	Planning scheme policy for the Heritage and neighbourhood character overlay code
<b>Planning scheme policies relating to Part 9 (Other codes)</b>	
(b)	Planning scheme policy for development works
(c)	Planning scheme policy for waste management
(d)	Planning scheme policy for agricultural buffers
<b>Other planning scheme policies</b>	
(e)	Planning scheme policy for information Council may request, and preparing well made applications and technical reports

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Planning Scheme Policy for  
**Heritage and  
Neighbourhood  
Character**

Bundaberg Regional Council  
Planning Scheme 2015

1300 883 699  
[bundaberg.qld.gov.au](http://bundaberg.qld.gov.au)



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## Contents of Schedule SC6.2

<b>SC6.2</b>	<b>Planning scheme policy for the Heritage and neighbourhood character overlay code .....</b>	<b>S6.1-1</b>
SC6.2.1	Purpose.....	S6.2-1
SC6.2.2	Application .....	S6.2-1
SC6.2.3	Advice about outcomes for local heritage places and development adjoining a State or local heritage place .....	S6.2-1
SC6.2.4	Guidance for preparation of a heritage impact assessment report and conservation management plan .....	S6.2-2
SC6.2.5	Advice about outcomes for neighbourhood character areas .....	S6.2-3
SC6.2.6	Guidelines for achieving Heritage and neighbourhood character overlay code outcomes .....	S6.2-3
<b>Appendix SC6.2A</b>	<b>Register of local heritage places .....</b>	<b>S6.2-5</b>
<b>Appendix SC6.2B</b>	<b>Character guidelines .....</b>	<b>S6.2-133</b>

## Tables in Schedule SC6.2

Table SC6.2A.1	Register of local heritage places index.....	S6.2-5
Table SC6.2B.5.1	Design Guidelines .....	S6.2-135
Table SC6.2B.5.2	Samples of dwellings and their architectural type as listed in the policy above .....	S6.2-137
Table SC6.2B.5.3	Design guidelines .....	S6.2-140
Table SC6.2B.5.4	Samples of commercial architectural detailing as listed in the policy above – Bundaberg .....	S6.2-141
Table SC6.2B.5.5	Samples of commercial architectural detailing as listed in the policy above – Childers .....	S6.2-142

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## SC6.2 Planning scheme policy for the Heritage and neighbourhood character overlay code

### SC6.2.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) provide advice about achieving outcomes in the Heritage and neighbourhood Character overlay code; and
- (b) identify information that may be required to support a development application where affecting a local heritage place or neighbourhood character area.

Note—nothing in this planning scheme policy limits Council's ability to request other relevant information in accordance with the Act.

### SC6.2.2 Application

This planning scheme policy applies to assessable development which requires assessment against the Heritage and neighbourhood character overlay code.

Note—the Heritage and neighbourhood character overlay code and this planning scheme policy do not apply to:-

- (a) indigenous cultural heritage which is protected under the *Aboriginal Cultural Heritage Act 2003* and is subject to the cultural heritage duty of care; and
- (b) State heritage places or other areas which are protected under the *Queensland Heritage Act 1992*.

### SC6.2.3 Advice about outcomes for local heritage places and development adjoining a State or local heritage place

The following is advice for achieving outcomes in the Heritage and neighbourhood character overlay code relating to local heritage places and development adjoining a State or local heritage place:-

- (a) State and local heritage places have considerable cultural significance and are important to the community as places that provide direct contact with evidence from the past.
- (b) State and local heritage places meet the criteria for cultural heritage significance based on the Queensland Heritage Act 1992 (modified to reflect regional significance in the case of local heritage places).
- (c) The Queensland Heritage Register and the Australian National Heritage database records and provides a statement of significance for State Heritage places and other State protected areas.
- (d) **Appendix SC6.2.A Register of local heritage places** records and provides a statement of significance for local heritage places. These places are identified in the heritage and neighbourhood character overlay maps in Schedule 2 (Mapping).
- (e) Compliance with performance outcomes PO1 to PO8 of **Table 8.2.9.3.1 (Benchmarks for assessable development – on a local heritage place or adjoining a national, Queensland or local heritage place)** of the Heritage and neighbourhood character overlay code may be demonstrated (in part) or aided by the submission of a heritage impact assessment report and conservation management plan prepared by a competent person in accordance with section **SC6.2.4 (Guidance for preparation of a heritage impact assessment report and conservation management plan)**.

Note—for the purposes of this planning scheme policy, a competent person is an appropriately qualified and experienced consultant with appropriate and proven technical expertise in cultural heritage matters and membership of, or fulfilling the criteria for membership of, ICOMOS Australia.

- (f) The competent person preparing a heritage impact assessment report and conservation management plan should take into account and respond to the relevant statement of significance for the heritage place as described in Appendix SC1.1A of this policy.

## SC6.2.4 Guidance for preparation of a heritage impact assessment report and conservation management plan

### Heritage impact assessment report

- (1) In order to ensure that development is undertaken in a manner that conserves and manages the cultural heritage significance of a local heritage place, Council may request the submission of a heritage impact assessment report that:-
  - (a) is prepared by a suitably qualified person and includes details of the author/s, including qualifications and the date of the report;
  - (b) contains reference to and is guided by the *ICOMOS Charter for Places of Cultural Significance (Burra Charter)* and associated guidelines;
  - (c) includes a background section that describes the contextual history of the site and current site conditions, including an assessment of any buildings, components, contents, spaces and views;
  - (d) includes a review of the statement of significance, including a hierarchy of significant elements (i.e. high-low) based on the assessment undertaken in the background section and having regard to the criteria for entry in **Appendix SC6.2A (Register of local heritage places)**, as follows:
    - Criteria (A) – the place is more important in demonstrating the evolution or pattern of the Bundaberg Region’s history;
    - Criteria (B) – the place demonstrates rare, uncommon or endangered aspects of the Bundaberg Region’s cultural heritage;
    - Criteria (C) – the place has potential to yield information that will contribute to an understanding of the Bundaberg Region’s history;
    - Criteria (D) – the place is important in demonstrating the principal characteristics of a particular class of cultural places;
    - Criteria (E) – the place is important because of its aesthetic significance;
    - Criteria (F) – the place is important in demonstrating a high degree of creative or technical achievement as a particular period;
    - Criteria (G) – the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons; and
    - Criteria (H) – the place has a special association with the life or work of a particular person, group or organisation of importance in the Bundaberg Region’s history.
  - (e) makes reference to any existing conservation management policies for the place (e.g. conservation management plan or archaeological management plan);
  - (f) outlines the nature of the proposed development;
  - (g) identifies the nature of any potential impacts of the development on the cultural heritage significance of the local heritage place, including how the design seeks to conserve and/or minimise the impact on the cultural heritage significance of the place. If a proposed impact will be detrimental to the significance of the place, information must be provided to demonstrate why the change is required, what options were considered and what measures are provided to reduce the detrimental impact that may result from the change; and
  - (h) lists any references relied upon in the compilation of the report and any technical information or correspondence from any government departments.

### Conservation management plan

- (2) A conservation management plan addresses the adverse impacts identified by a heritage impact assessment report and implements the conservation policy contained within a cultural heritage impact assessment report.



- (3) A conservation management plan is to be prepared in accordance with the Burra Charter (Australian ICOMOS Charter of Places for Cultural Heritage Significance) and associated guidelines.
- (4) A conservation management plan is to be prepared by a competent person and include the following:-
  - (a) details of the author/s, including qualifications and the date of the management plan;
  - (b) a description of the heritage place, its components, history and associations;
  - (c) a description of the defined heritage values and relative significance of each component of the place;
  - (d) an assessment of the condition of the place;
  - (e) a description of the conservation obligations and future needs, requirements, opportunities and constraints to protection of the place;
  - (f) specific management policies, specifying what needs to be done to maintain the significance of the place and respond to identified issues;
  - (g) an action plan identifying priorities, resources and timing; and
  - (h) an implementation plan and monitoring plan.
- (5) A conservation management plan should be subject to ongoing review over time.

### SC6.2.5 Advice about outcomes for neighbourhood character areas

The following is advice for achieving outcomes in the Heritage and neighbourhood character overlay code relating to neighbourhood character areas:-

- (a) A neighbourhood character area is an area in which the relationships between the various elements, including building type and diversity, periods of construction and spacing, the amount and type of vegetation and the street space, create a significant sense of place.
- (b) **Appendix SC6.2B (Character guidelines)** provides a description of the key character elements, a preferred character statement and design guidelines for the respective neighbourhood character areas identified in the heritage and neighbourhood character areas overlay maps in **Schedule 2 (Mapping)**.
- (c) Compliance with performance outcomes PO9 to PO16 of **Table 8.2.9.3.2 (Benchmarks for assessable development – within a neighbourhood character area)** of the Heritage and neighbourhood character overlay code may be demonstrated (in part) or aided by the submission of a report that addresses the assessment benchmarks of the code and takes into account and responds to the key character elements, preferred character statement and design guidelines for the neighbourhood character area as described in **Appendix SC6.2B (Character guidelines)**.
- (d) The measures required for the protection of neighbourhood character areas may differ from those adopted for heritage places, depending on the reasons for significance and should be determined as part of the development application and assessment process rather than through a conservation management plan.

### SC6.2.6 Guidelines for achieving Heritage and neighbourhood character overlay code outcomes

For the purposes of the performance outcomes and acceptable outcomes in the Heritage and neighbourhood character overlay code, the following are relevant guidelines:-

- (a) The Australian ICOMOS charter for the conservation of places of cultural significance (the Burra charter) (Australian ICOMOS, 1979);
- (b) Guidelines to the Burra charter: Procedures for undertaking studies and reports (Australian ICOMOS, 1998);

- (c) Guidelines to the Burra charter: Conservation policy (Australian ICOMOS, 1998);
- (d) Guideline: Archival recording of heritage registered places (Department of Environment and Resource Management, 2011); and
- (e) Character guidelines, located in **Appendix SC6.2B (Character guidelines)** of this policy.

## Appendix SC6.2A Register of local heritage places

Table SC6.2A.1 Register of local heritage places index

Reference/ Annotation No.	Place Name	Address/ Location
1	Adie's House and Site	Adies Road, Isis Central Mill
2	Alexandra Park	Quay Street, Bundaberg
3	Allen Brothers' Slab Hut	Kookaburra Park Eco Village, Gin Gin
4	Apple Tree Creek Cemetery	Drummond Street, Apple Tree Creek
5	Avondale Cemetery	Cnr Avondale and Mullers Roads, Avondale
6	Baldwin Swamp	Off Steindl Street, Bundaberg East
7	Barolin Homestead	105 Barolin Esplanade, Coral Cove
8	Barolin State School and Shelter	Corner Elliott Heads Road and 14 School Lane, Windermere
9	Blaxland and Pegg Brothers Memorial and Rest Area	Bruce Highway, Gin Gin
10	Boolboonda Cemetery	Off Mine Road, Boolboonda
11	Booyal Cemetery	German Charlies Road, Booyal
12	Booyal Hall	Causeway Road, Booyal
13	Bucca Crossing	Bucca Crossing Road, Bucca
14	Bucca Hall	Longs Road, Bucca
15	Bucca Hotel	5 North Bucca Road, Bucca
16	Bullyard Hall	Bucca Road, Bullyard
17	Bundaberg Airport WWII Features	2 Childers Road, Kensington
18	Bundaberg Catholic Cemetery	Fitzgerald Street, Norville
19	Bundaberg Drill Hall	50 Quay Street, Bundaberg Central
20	Bundaberg Ferry Cutting	Maryborough Street, Bundaberg Central
21	Bundaberg General and Lawn Cemetery	Takalvan Street, Millbank
22	Bundaberg Hospital Complex	273 Bourbong Street, Bundaberg
23	Bundaberg Railway Station	Mc Lean Street, Bundaberg Central
24	Buss Park	194 Bourbong Street, Bundaberg Central
25	Christ Church	Cnr Woongarra & Maryborough Streets, Bundaberg Central
26	Commercial Hotel	1 Queen Street, Cordalba
27	Cordalba Cemetery	Irwins Road, Cordalba
28	Cordalba War Memorial	Queen Street, Cordalba
29	Cordalba Water Reserve	Cnr Clayton and Hodges Road, Cordalba
30	CSR Sugar Mill Site	CSR Depot Road & Old Creek Road, Childers
31	Currajong Cemetery	Currajong Farms Road, Currajong
32	Doolbi Horton War Memorial	Goodwood Road, Doolbi
33	Doolbi School Site	204 Goodwood Road, Doolbi
34	Doolbi Sugar Mill Remains	155 Doolbi Dam Road, Doolbi
35	Elliott River Fire Tower	Isis Highway, Elliott
36	Gin Gin Courthouse (former)	Cnr Mulgrave and Walker Streets, Gin Gin
37	Gin Gin General Cemetery	Cemetery Road, Gin Gin
38	Gin Gin Homestead	34593 Bruce Highway, Gin Gin
39	Gin Gin Post Office	Mulgrave Street, Gin Gin
40	Gin Gin War Memorial	Mulgrave Street, Gin Gin
41	Helms Scrub	Isis Highway, Childers
42	Henker Family Graves	Henkers Road, Oakwood
43	Hinkler House	6 Mt Perry Road Bundaberg

## Schedule 6 – Planning Scheme Policies

Reference/ Annotation No.	Place Name	Address/ Location
44	HM Customs House (former) (BRAG)	1 Barolin Street Bundaberg
45	Holy Rosary Catholic Church	Corner Woongarra and Barolin Streets, Bundaberg Central
46	Invicta Cemetery	Boughtons Road, Invicta
47	Invicta Mill Site & Tram Tracks	Mill Road, Invicta
48	Kirby's Wall	Burnett River, Kalkie
49	Knockroe Sugar Mill Site	155 Knockroe Road, North Isis
50	Methodist Church (former)	Macrossan Street, Childers
51	Missionary John Thompson Memorial	Chews Road, Childers
52	Mon Repos Cable Station Remains	Mon Repos Road, Mon Repos
53	Nielson Park	Fred Courtice Avenue, Bargara
54	Noakes Lookout	Off Rankin Road, Childers
55	North Bundaberg Railway Station	28 Station Street, Bundaberg North
56	Old Burnett Heads Lighthouse	Zunker Street, Burnett Heads
57	Pasturage Reserve	605 Bargara Road, Mon Repos
58	Pemberton Sugar Mill Site	1021B Elliott Heads Road, Innes Park
59	Pine Creek Hall	Pine Creek Road, Pine Creek
60	Queens Park	Off Hope Street, Bundaberg West
61	Queensland National Bank (former)	Quay Street, Bundaberg Central
62	South Head Lighthouse and Pilot Reserve	Off Lighthouse Street, Burnett Heads
63	South Isis Cemetery	Aerodrome Road, South Isis
64	South Kolan Cemetery	Bundaberg Gin Gin Road, South Kolan
65	St John the Divine Anglican Church	Paul Mittelheuser Street, Burnett Heads
66	Submarine Lookout Remains and ANZAC Day Memorial	Esplanade, Elliott Heads
67	The Bundaberg Service Flight Training School (SFTS) Air Gunnery and Bombing Range Shelter No. 1	Parklands Drive, Branyan
68	The Hummock	Off Bowden Street, Qunaba
69	The Hummock Lookout	Turners Way, Qunaba
70	The Linden Clinic (former)	Cnr Woongarra Street and Barolin Street, Bundaberg Central
71	The Old Cran Home	314 Bourbong Street, Bundaberg West
72	The Old Showgrounds Bailey Gate	Burrum Street, Bundaberg West
73	Union Bank (former)	1 Targo Street, Bundaberg Central
74	Waterloo Hall	Waterloo Hall Road, Waterloo
75	Waterview Railway Branch	Perry Street, Bundaberg North
76	Waterview Sawmill Site	Mc Rae Street, Bundaberg North
77	Winfield School	Winfield Road, Winfield
78	Woongarra Street Weeping Figs	Woongarra Street Road Reserve Bundaberg West /Central
79	Zunker Family Memorial Pines	Esplanade Foreshore, Bargara

<b>Other Names</b>	N/A	
<b>Street Address</b>	721 Adies Road	Isis Central
<b>Title Details/ GPS Coordinates</b>	21RP841644 (Part of), 2RP86985	(E: 418429 N: 7212776), (E: 418438 N: 7212860), (E: 418486 N: 7212835), (E: 418487 N: 7212854), (E: 418547 N: 7212762), (E: 418555 N: 7212825)

**Historical Context**

Alexander Adie was a significant figure in the sugar industry in the Isis district from the late nineteenth century, and also a prominent figure in local politics. Adie, born in Scotland in 1861, emigrated to Queensland in 1881, moving to the Isis district in the 1890s, where he began to grow sugar cane.

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line).

Adie became a significant supplier of cane in the district. He began supplying sugar cane to Alexander Christie Walker, who established the Knockroe sugar mill in 1893. Adie continued to expand his cane plantation and supplied other mills, including the Isis Central sugar mill when it commenced crushing in 1897. He eventually became the 'largest independent cane supplier in Australia'. Adie's plantation was located adjacent to the Isis Central sugar mill and near Cordalba; by the 1920s it consisted of 800 acres, about 500 acres of which was planted with cane. Adie employed South Sea Islanders along with European workers, at least up until their deportation following the passage of the Pacific Island Labourers Act 1901 by the newly-established Federal parliament. Adie also operated a butchery business, supplied with cattle from the two cattle stations he owned: Agnes Vale and Bucca.

The overall operation was so large that by the late 1920s Adie employed between 40-50 permanent hands, most of whom were accommodated on the Isis property. Single hands were quartered in a barracks and married hands in their own individual cottages. There was a dining room and cook's quarters, and a recreation reserve that included a tennis court. Adie kept journals in which he wrote about the management of his properties, providing an invaluable record of life in the district from the late nineteenth century, in particular about South Sea Islanders.

Adie also became a significant public figure in the Isis district. He was a councillor for the Isis Shire from 1910, and Chairman of the Isis Shire Council five times: 1911-3, 1918 and 1930-40. He became one of the directors of the Isis Central sugar mill in 1906, and then in 1915 was appointed Chairman of Directors, a position he also held until his death in 1940. Adie is recognised as one of the key figures in the mill's management that engineered its domination of the Isis district; it eventually became the only mill in the Isis. He was also Chairman of the Isis District Hospital Board in 1932.

**Physical Description**

Adie's House and Site are located in slightly sloping terrain approximately two kilometres west of Isis Central set amongst cane fields and bounded by Adies Road in the south.

The house occupies a one acre block to the east of the site and is set in mature gardens, separated from the road by a post and wire mesh fence with access through a picket fence gate covered by a trellis. The high set timber residence on timber stumps has a truncated pyramid corrugated iron clad roof. A wraparound verandah, covered by a separate roof supported by timber posts with decorative brackets, features a doweled balustrade with decorative panels. The main entrance faces Adies Road and is via bifurcating timber stairs leading to a landing covered by a gable supported by timber posts and decorated with fretwork and a finial. A sign reading 'ADIES • 1902' is suspended from the gable.

Located in the partially cleared area west of the residence are the former dining room and kitchen. This area is surrounded with a combination of post and three-wire and star-picket and barbed wire fencing. The former dining room and kitchen consists of a low set brick building with hipped corrugated iron clad roof. On the western side are an unrendered Colonial style brick chimney with corbel and double arched brick cowl and two corrugated iron watertanks on brick tank stands. A former study has identified remains of the butcher shop and stables on the site. It appears that these structures are currently covered by vines and other vegetation. A number of tree plantings on the site correlate with the past use of the site and there also is archaeological potential.

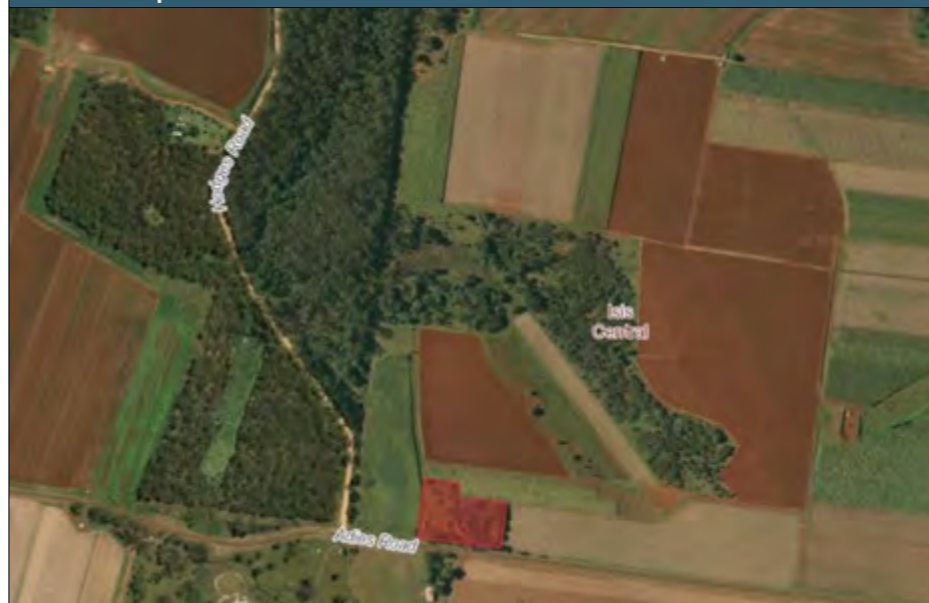
Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
Statement	Adie's House and Site is important in demonstrating the pattern of the region's history. Adie established a substantial cane plantation that supplied cane to local sugar mills. The size and scale of the operation was particularly significant relative to other farms, particularly in combination with the butchery operation. Overall, Adie's plantation demonstrates the importance of the sugar industry in the Isis district and the Bundaberg region more generally.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
Statement	The surviving masonry structure adjacent to Adie's former house and other material remains of facilities constructed for Adie's employees represent rare and endangered aspects of the region's history, as surviving structures and material evidence of these activities are no longer common and the condition of the surviving remnants appears to be deteriorating through lack of use and maintenance.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
Statement	The property in general, and in particular the surviving fabric associated with employee facilities on the property, has potential to yield information that will contribute to an understanding of the region's history, in particular the material, layout, use and scale of a major cane plantation and butchery operation that relied on a large, permanent base of employees that lived on the property.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
Statement	Adie's House and Site has a special association with Alexander Adie. Adie was a prominent businessman and politician in the Isis district until his death in 1940. As a councillor and chairman of the Isis Shire Council for 30 years, he had a significant influence on the development and prosperity of the region. As director, and later chairman, of the Isis Central sugar mill, he played a pivotal role in the success of the mill, to the extent that the Isis Central mill eventually emerged as the only surviving sugar mill in the Isis district.

**Location Map**



View to Adie's House.



View to former dining room and kitchen.



Structural remains covered by vegetation.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	29/10/2014		

**References**

B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.

John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.

Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume Two, The National Trust of Queensland, 1995.

Queenslander 8 September 1927.

<b>Other Names</b>	Alexandra Park Rotunda, Alexandra Park Bandstand, Colonial Guns, Zoo, Bundaberg Croquet Club	
<b>Street Address</b>	29 Quay Street	Bundaberg West
<b>Title Details/ GPS Coordinates</b>	122SP215848, 123CP847703, 124SP215849	

**Historical Context**

The beginning of Alexandra Park dates from the late 1870s. The idea for a recreation reserve on the river front was discussed at an impromptu meeting held at the Customs House Hotel in 1878. The Bundaberg Progress Association took up the idea and petitioned the colonial government for the land, which was granted in the same year. The park was not developed and by the early 20th century it was described as 'disgraceful' along with other municipal parks and gardens. Some minor work was undertaken in 1908 to tidy the park and plant new trees, but funds to improve the park were short. Indeed, the park was leased to cover costs, with Council in at least one case allowing the park to be used for agistment of cattle. Council displayed increasing interest in the park from 1909. It was officially named 'Alexandra Park' that year, after the British Queen (wife of Edward VII), and several improvements, including a band rotunda, zoo and installation of colonial-era guns occurred within the next few years.

The Alexandra Park Colonial Guns were acquired by the Bundaberg Town Council and the concrete foundations on which they first stood were completed in mid-August, 1913. From its separation from New South Wales in late 1859 until federation in 1901, the colony of Queensland was largely responsible for its own defence and defending the colony from foreign aggressors was believed necessary. A voluntary defence force was raised, with the Queensland Government prepared to equip these units with arms, accoutrements and ammunition. In 1882, the Queensland Government authorised the construction of two (2) Alpha-class gunboats, the Gayundah (an indigenous name meaning lightning) and the Paluma (an indigenous name meaning thunder) which were based in Brisbane. The Queensland Government also acquired the piquet boat Midge in 1887. The Alexandra Park Guns were used on these ships of the colony's navy, although there is currently no evidence to hand which suggests on which gunboat the Nordenfelt 4-barrel, 1-inch served; it could have been either the Gayundah or Paluma. The guns were also used as training weapons for the local Bundaberg naval contingent, the first Bundaberg Naval Brigade Corps (Bundaberg Company, Queensland Defence Force (Marine)) having been accepted and gazetted in February 1892. It is known that the guns were present at the Naval Drill Hall located in Quay Street between Tantitha and Targo Streets in June 1911; just prior to Council acquiring the guns, they were still in operational order.

The Bandstand was erected in 1911. In the Parks Report presented to Council at its meeting on 28 September 1910, Alderman Redmond noted that "...there was one thing lacking..." in Alexandra Park - a Bandstand - which he hoped the Parks Committee would consider. Alderman Maynard vouched his agreement and maintained a Bandstand would "...enhance the value of the park". At the Council meeting on 15 December 1910 plans for a Bandstand were presented; prominent Bundaberg architect FH Faircloth had produced drawings for a "...handsome and roomy bandstand". The Bundaberg Mail "...hoped that nothing will be allowed to stand in the way of providing such a very necessary convenience". The Mayor (Ald. Nielson) donated £50 (his Mayoral allowance) towards the cost of the Bandstand. Other funds came from government parks and gardens grants and the outstanding balance was then initially to be sourced "...from the public by subscription or otherwise". However, from newspaper accounts it doesn't appear that the public was asked to contribute to the cost of the Bandstand itself. Tenders for the building of the Bandstand were called for soon after the Council meeting on 16 December, to be ready for the next meeting on 11 January 1911. Two tenders were received but were rejected, and it was decided to call for tenders again at a later date. This occurred on 28 March, and in early April it was announced that the sole tender received in this second round was successful. Mr John Heaps won the tender with a quote of £160 for a rotunda with iron railings or £158 for wooden railings. The quote for a rotunda featuring iron railings was accepted. The Bandstand was officially opened on the evening of Wednesday 8 November 1911. A crowd of 400-500 was present to hear the Naval Band play in the new rotunda, and Alderman Redmond, in the absence of the Mayor (Ald. Stevenson), performed the opening duties. The new rotunda was "...regarded as a memorial to Alderman Nielson - fitting that he should be remembered in the gardens and his name should be on the bandstand". Alderman Nielson had died suddenly on 11 October 1911. He had been a great supporter of the Naval Band and of the construction of a Bandstand.

A zoo was also established in the park at this time. The idea was mooted in 1911, along with a duck pond, and both features were built that year. The Council requested gifts of animals and birds to be kept in the zoo. The first inmates of the zoo were kangaroos and a monkey purchased from the Melbourne Zoo, introduced in 1912. Animals continued to be added throughout the century: a cassowary, more monkeys and kangaroos, an Indian antelope, koala, rat kangaroo, tortoises, and a crocodile. One tortoise, from Madagascar, died in 1984 at an approximate age of 137 years.

The park and zoo were refurbished in the early 2000s. A new park entrance and an all-abilities playground were added and the zoo facilities were upgraded. The zoo included native bird aviaries and a boardwalk around the enclosures. The Alexandra Park reserve also includes the Bundaberg Croquet Club.

**Physical Description**

Alexandra Park, on the southern bank of the Burnett River, is bounded by Burrum Street in the east, Quay Street in the south and Branyan Street in the west; the lot extends as a narrow strip along the riverbank to Mulgrave Street. The

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Alexandra Park is important in demonstrating the pattern of the region's history, particularly the continued development of park facilities for Bundaberg's residents in the late nineteenth and early twentieth century. The park represents the evolution of the Bundaberg's history as the various features within it, including the bandstand, guns and zoo set it apart from other park facilities established in Bundaberg, creating a focal point for social and cultural activities in the city.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	Alexandra Park demonstrates rare and uncommon aspects of the region's history. The collection of colonial-era naval guns is rare in the region (the only such collection, and one of only two in the entire State of this number), and the zoo is a particularly uncommon feature.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	Alexandra Park is important to the region because of its aesthetic significance, as a well-laid out park located on the bank of the Burnett River. The various mature tree plantings and bandstand contribute to the aesthetic significance of the place.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	Alexandra Park has a strong association with the Bundaberg Naval Brigade and the Royal Australian Navy Reserve. The colonial-era naval guns provide valuable evidence of Bundaberg's contribution towards colonial and national defence in the nineteenth century. The bandstand is also associated with the prominent Bundaberg architect, FH Faircloth.

**Location Map**



Alexandra Park Bandstand..



The Alexandra Park Colonial Guns.



Entrance from Quay Street.

levelled grassed site encompasses approximately 19.5 hectares and is divided into two parts by Bingera Street, traversing the park in a north-south direction. The Bundaberg Croquet Club grounds are situated in the western section of the park, joining onto the western side of Bingera Street and open parkland with a number of feature trees towards the western boundary of the park. The eastern section of Alexandra Park includes a number of discrete elements, the main elements being the Bandstand, Colonial Guns and the Zoo. During recent refurbishments of this section of the park a new entrance from Quay Street and all-abilities playground were added. Seating, picnic and BBQ areas are also provided. The park includes a number of large trees of considerable age.

#### **Bundaberg Croquet Club**

The Bundaberg Croquet Club grounds include four courts set in a fenced-off site on the corner of Bingera and Quay Streets. The club house at the rear towards the Burnett River consists of a low-level L-shaped timber building with corrugated iron clad Dutch gable roof with verandah.

#### **Band Stand**

The Alexandra Park Bandstand, located in an open grassed area, is a free-standing, elevated, timber-framed pavilion set on a concrete and brick base, with turned timber columns and an octagonal steel roof. The entablature incorporates a timber frieze between each post, with the roof supported by square timber posts with decorated tops and ornamental brackets. The bandstand is capped by an octagonal gable with carved and rounded finial. A balustrade encompasses the whole with timber coping, in-filled with wrought iron balusters.

The timber pencil round decking floor is accessed by timber steps to the south. A marble memorial plaque is attached to the brickwork on the north-eastern side of the bandstand which reads: 'erected to the memory of the late Alderman Peter Nielson by the citizens of Bundaberg in recognition of his services as chairman of the Parks Committee 1912". A flagpole sits on a steel base adjacent to the steps. On the western side of the bandstand, concrete steps lead down to a storage area.

Note: In 2001, funds were set aside for works to be undertaken to the bandstand, including:

- Removal of the existing flooring and joists including the timber edging to the perimeter;
- Replacement of the joists with treated hardwood and new, pencil round, flooring;
- Replacement of existing perimeter timber moulding with a formed concrete edge;
- Repairs to the wrought iron balustrade;
- Replacement of the access door to the underside of the rotunda;
- Minor repairs to the handrail capping; and
- Painting to the entire structure.

Earlier photos of the bandstand also suggest an ogee curved roof profile, which is no longer evident.

A boulder with an attached plaque reading 'IN MEMORY OF ALL THOSE • WHO HAVE FALLEN • IN ALL WARS' is located next to the band rotunda.

#### **Colonial Guns**

The Alexandra Park Colonial Guns, situated on the Quay Street side west of the entrance and covered by a shelter, consist of (3) gun placements, an Armstrong 6-inch, 4 ton, 80-pounder gun (serial number 4194), a Nordenfelt 4 barrel, 1-inch gun (serial number 3348) and a Nordenfelt 2-barrel, 1-inch gun (serial number 6673). Interpretative signage has been installed adjacent to the guns.

#### **Zoo**

The zoo occupies a fenced-off section on the eastern boundary of the park and consists of a number of animal enclosures and a boardwalk.



<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	6/7/2013		

References	
Brian Rough, Colonial Guns (Interpretive signage panel).	
Brian Rough, Report on the identification and provenance of guns located in Alexandra Park, Bundaberg, prepared for the Bundaberg Regional Council, 2012.	
Donald Watson and Judith Mackay, Queensland Architects of the 19th century: a biographical dictionary Queensland Museum, Brisbane, 1994.	
Peta Browne, Local History Feature: Alexandra Park, Bundaberg Regional Council, Bundaberg, 2011.	
R. Aitken, Oriental and Oceanic Influence of Australian Garden Buildings in Fabrications, The Journal of the Society of Architectural Historians Australia & New Zealand, University of Queensland Press, Brisbane, 1993.	

<b>Other Names</b>	N/A	
<b>Street Address</b>	Kookaburra Park Eco Village	Gin Gin
<b>Title Details/ GPS Coordinates</b>	OGTP3530 (Part of)	

**Historical Context**

The first European settlement in the Gin Gin district occurred in 1848 when Gregory Blaxland (the son of the famous explorer) and William Forster established the Tirroan pastoral station, which was stocked with sheep. The station was renamed Gin Gin in the 1850s, possibly after Gin Gin in Western Australia (the station is located on the northern outskirts of the town). At the time of establishment, the station was on the edge of the pastoral frontier. The number of runs soon increased; for example: Walla (1849), Kolonga (1850), Tenningering and Monduran (1850) and Moolboolaman (1861). The runs avoided all of the lower reaches of the Burnett River and the so-called 'Isis Scrub', effectively skirting the future site of the Bundaberg and Childers districts, although stations began to encroach on the coast by the mid- to late-1850s (for example Eureka and Electra) and, in the 1860s, Tantitha, Colanne (or Kolan), Barolin, Bingera and Branyan.

The pastoral stations were progressively broken up via Land Acts from the 1860s onward in order to encourage closer settlement. However, the stimulus to the establishment of the town of Gin Gin and the area more generally was the discovery of copper to the west of the district, particularly Mount Perry and New Moonta, in the late 1860s and early 1870s. The copper ore was transported to the nascent settlement of Bundaberg, where it was loaded on to ships via wharves on the Burnett River. A telegraph station was established in what became the town of Gin Gin (originally called Albany) in 1874 on the telegraph line between Bundaberg and Gladstone, becoming a repeating station in 1879. The Kolan Divisional Board, the first local government in the area, was established that year, with Gin Gin selected as the seat of the Board. Gin Gin was located on the Bundaberg-Mount Perry railway, completed in 1884. By this stage the pastoral stations had moved from sheep to cattle. Other prominent industries were sugar, with the Gin Gin sugar mill established at Wallaville in 1895, and timber and dairying.

The Allen family were early farmers and graziers in the region, settling just outside Gin Gin to the northwest. William Allen migrated from England in 1862 and married Sarah Jane Childs in 1874. They had twelve children, including Ernest, Josiah and James Edward. The Allen Brothers Slab Hut is understood to be the former quarters of the three brothers on the Allen selection. Its slab construction illustrates the conditions experienced by early settlers in the region, in particular the relative lack of wealth due to the exigencies of farming and grazing (such as droughts and disease) and the need to build dwellings using simple construction techniques utilising local sources of timber. The hut was probably built in the late nineteenth or early twentieth century (based on the age of the parents - see below). The hut was retained in an eco suburban development.

These three brothers are well-known in the district due to their war service during World War I and their tragic deaths. They joined the AIF in 1916 and departed to the Western Front. Josiah and James were killed on June 7th 1917 in the Battle of Messines in Belgium. Ernest, the eldest of the three, died nearly a year later in the Second Battle of Villers-Bretonneux in France. Their mother, Sarah Jane, was asked to turn the first sod of ground for the erection of a war memorial in 1920, on behalf of the Kolan Shire Fallen Soldiers memorial Committee. Sarah died in 1925 at the age of 70, and is buried in the Gin Gin cemetery. Alongside her headstone is a plaque that bears the names of her three sons killed in battle.

**Physical Description**

Allen Brothers Slab Hut is located within the Kookaburra Eco Village northeast of Gin Gin with access from the Bundaberg-Gin Gin Road. The slab hut is located within the southern portion of the village and is bordered by sealed roads to the north, south and east. The site itself occupies a predominantly cleared and grassed, elevated area in undulating terrain. Vegetation includes a mixture of native and exotic plants including a mature bunya pine.

The hut consists of a timber structure set on low stumps with a gable roof clad with short sheeted corrugated iron. The roof extends to incorporate a short awning on timber brackets on the eastern side and a verandah supported by timber posts on the western side. The timber on both the awning and the verandah appears to be have been replaced at some stage. The gables are clad with timber weatherboard and framed by barge boards on the southern side (the barge boards are missing on the northern side). The walls of the hut consist of vertical bush timber posts with predominatly hand split and dressed horizontal timber slabs which are adzed at each end to allow them to form a rough mortice end to be set into the vertical channels of the vertical posts forming the frame. There is evidence that some slabs have been sympathetically replaced at some later stage by sawn slabs. Three doors, two with timber steps, lead into the building on the eastern side and there are windows with timber shutters and a door on the western side.

An open shed with skillion roof of corrugated iron sheeting is located to the southeast – this structure appears to be of relatively recent construction and is not considered to be of heritage significance. Immediately adjacent to this shed is a small, overgrown weatherboard structure of unknown use which may be related to earlier phases of use and a weatherboard outhouse, most likely of relatively recent construction, with curved iron roof is located to the northwest.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Allen Brothers Slab Hut is important in demonstrating the pattern of the region's history, in particular the closer settlement of the Gin Gin district. The slab hut illustrates the reality for many settlers who took up farming and grazing selections. Life was often difficult for selectors in the nineteenth century, who had to contend with environmental factors such as drought and variability in markets for their produce. Consequently, many farmers did not enjoy financial success and it was generally necessary to construct simple structures using local timber in order to survive.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Allen Brothers Slab Hut demonstrates a rare aspect of the region's history, as slab huts from the era of closer settlement in the nineteenth and early twentieth century are rare in the region.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Allen Brothers Slab Hut has a special association with the Allen family and in particular the Allen Brothers. The family was well-known in the district, especially following the tragic deaths of the three brothers during World War I and the significance of their sacrifice as part of Australia's war effort at the time.

**Location Map**



View to southwest.



Southern elevation.



Western elevation.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	2/12/2015

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'We Remember', News Mail, 20 October 2014, <http://www.news-mail.com.au/news/tragedy-takestree/2424258/>, accessed 2/02/2016.

HM Edney, My Genealogy Home Page: Information about William Allen, <http://www.genealogy.com/ftm/e/d/n/Heather-M-Edney/WEBSITE-0001/UHP-0019.html>, accessed 2/02/2016.

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Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Western Front Association, n.d. Brothers in Arms: Sarah Jane Allen of Gin Gin, Queensland, Australia, <http://www.westernfrontassociation.com/great-war-people/brothers-arms/3709-sarah-jane-allen-of-gin-gin-queensland-australia>, accessed 2/02/2016.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Drummond Street/Bruce Highway	Apple Tree Creek
<b>Title Details/ GPS Coordinates</b>	281CK2675	

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line).

Apple Tree Creek was named Bodalla until 1962. A school was opened in 1887, coinciding with the completion of the railway to Childers. The Isis Progress Association petitioned the government to extend the railway to Apple Tree Creek given the number of selections there, just as the railway started construction, indicating that selections had already been taken up in the area (the petition was ultimately unsuccessful; indeed it was bypassed by the Childers-Cordalba branch line due to the steepness of the climb in the Apple Tree Creek area). Nonetheless, the district was located in close proximity to three major sugar mills: Knockroe sugar mill (1893), the CSR (or Childers) sugar mill (1895) and the Isis Central sugar mill (1896). The mills stimulated establishment of sugar cane farms at Apple Tree Creek and the surrounding district. By the 1910s there were fifty farmers, a school, hotel and store, as well as a band rotunda in the recreational reserve. The size of the settlement is reflected in the number of men who volunteered for service in World War I: 77.

A cemetery Trust was created in the 1890s to establish a cemetery at Apple Tree Creek. By 1896 the Trustees had received funds from the government and they began the process of surveying the land (indicating that it had been purchased or reserved by this time), appointing a Sexton and erecting a fence. It appears that the first burial in the cemetery took place in 1896. Its size reflects the fact that it was also the cemetery for Childers as it is in close proximity to the town, as well as for the South Isis district from the 1940s.

**Physical Description**

The cemetery is located on the eastern side of Apple Tree Creek on a slightly sloping site along Drummond Street occupying approximately one third of a lot spanning 7 hectares of partially cleared bushland. The unfenced, grassed site is slightly elevated from street level and there is a shelter adjacent to the road. Vehicular access is provided in between two short brick wall segments carrying the signs 'Apple Tree Creek' and 'Cemetery 1887'. Inside the cemetery these elements are used as Columbarium walls.

The gravesites are arranged in rows and most burials are surrounded by a concrete border and covered with a concrete plate, some decorated with tiles. Other grave surrounds include wrought iron fencing and metal piping suspended between concrete corner elements. There is a variety of headstones and ornaments including mounted tablets, stelae, crosses and a number of elaborate monuments.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**References**

B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.  
 Centre for the Government of Queensland, University of Queensland, 'Queensland Places: Apple Tree Creek', accessed 15 November 2014, < <http://www.queenslandplaces.com.au/apple-tree-creek> >  
 Department of Environment and Heritage Protection Cultural Heritage Inventory Management System, Queensland Heritage Register Place ID600607, 'Apple Tree Creek War Memorial'.  
 John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.

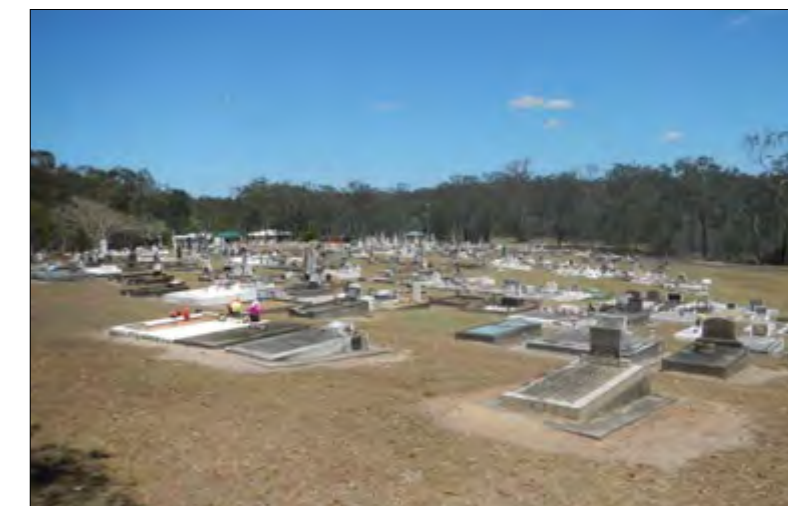
**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Apple Tree Creek Cemetery is important in demonstrating the evolution of the region's history, particularly the settlement of the Apple Tree Creek, Childers and South Isis districts as it became the cemetery for all of those settlements. It also demonstrates the pattern of the region's history, particularly the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Apple Tree Creek Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Apple Tree Creek Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Apple Tree Creek Cemetery has a special association with the Apple Tree Creek, Childers and South Isis communities, demonstrated in particular by its continuous use as a burial place for the region for more than one hundred years.

**Location Map**



View to entrance.



Overview looking south.



Overview of monuments.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Cnr Avondale and Mullers Roads	Avondale
<b>Title Details/ GPS Coordinates</b>	76CK1913	

**Historical Context**

Avondale is named after the agricultural estate 'Avondale Farms', which was offered for sale in 1891. The area was part of Colanne Station (the origin of 'Kolan') and its owners subdivided it into 66 agricultural farms of 25 to 45 acres each and a village settlement of 100 quarter acre blocks, as well as some smaller garden lots. The Colanne Station owners had been waiting for the opening of the North Coast Railway between Bundaberg and Rosedale – scheduled for the following year – before offering the land for sale (Avondale became one of the stops along the railway). The advertisement for the sale drew attention to the suitability of the land for growing sugar cane, and the owners even indicated they would try and establish a sugar mill to encourage people to purchase the farms. The advertisement included a number of recommendations for the farms and at least one appears to indicate that the estate was prepared as early as 1883. One newspaper article claims that the name of the place was originally 'Johnstown'.

The Young Brothers, owners of Fairymead sugar mill, purchased the majority of the farms and established a sugar plantation. The Young Brothers employed South Sea Islander labour to clear the land and cultivate the sugar and constructed a tramway connecting their 'Avondale Estate' with the North Coast railway, from where the sugar cane was railed south to the Fairymead junction and then by a private tramway to the Fairymead sugar mill. Other farmers also took up land; in 1898, a Mr Mikkelsen was reported as employing eight 'Hindoos' (probably Sinhalese) to harvest his crop of sugar cane. The importance of the Avondale district was further reinforced when Frederic Buss of the Invicta sugar mill constructed a tramway in 1911 from the mill to Avondale to increase the amount of sugar cane the mill crushed. A town subsequently developed around the railway station.

The cemetery was established in 1900 and it consisted of 10 acres, providing an indication that a sizable community had formed by this time (and that it anticipated that it would continue to grow over time). There are five known burials in the cemetery and it is believed there may be a number of other, unmarked graves. At least two burials suggest the cemetery was utilised by the wider district. For example, a lady from Yandaran was buried in the cemetery in 1907 and almost everyone from Yandaran, Waterloo, Bucca, Miara, Avondale and Moorlands attended the funeral. Another burial is that of a boy who died after falling into a tank of boiling juice at the Waterloo sugar mill.

**Physical Description**

Avondale Cemetery is located in partially cleared bushland approximately 400 metres to the northeast of the township, bounded by Yandaran Creek, Avondale and Miller Roads and the railway line. The current lot covers approximately 1 hectare, a quarter of the original extent of the cemetery, and is separated from the road by timber barriers. It is unclear whether there are burials contained in the original part of the cemetery that is not included in the current reserve.

A covered interpretation panel provides information about the cemetery and some of the people buried there, reading 'AVONDALE CEMETERY • THE AVONDALE CEMETERY WAS ESTABLISHED IN 1900 AND WAS 10 ACRES IN SIZE. THERE ARE FIVE IDENTIFIED GRAVESITES IN THE CEMETERY, AND TWO UNKNOWN GRAVESITES. RECENT RESEARCH SUGGEST THERE MAY BE SEVERAL OTHER PEOPLE BURIED HERE, BUT LOCATIONS AND NAMES ARE UNKNOWN', followed by the obituaries and inscriptions of the known burials and a paragraph acknowledging the groups involved in establishing the panel.

There are five identified gravesites marked by timber surrounds. Three sites are located near the interpretation panel at the northern end adjacent to the road. Two of the burials are marked with upright slab headstones, one cambered and one in gothic style. A fourth burial is a short distance to the south also near the road. A fifth grave is situated in a cleared area further south overlooking the creek bank. A memorial plaque is fixed to the timber surround.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

- Brisbane Courier, 8 December 1898, 3.
- Burnett Shire Council, Avondale Cemetery interpretation.
- John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Avondale Cemetery is important in demonstrating the evolution of the region's history, particularly the settlement and industry of the Avondale district and the use of the cemetery by surrounding districts. It also demonstrates the pattern of the region's history, establishing cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Avondale Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district. There is also potential for unmarked and unidentified graves.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Avondale Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Avondale Cemetery has a special association with members of the local community, as demonstrated by the research and interpretation material displayed at the cemetery.

**Location Map**



View to graves and interpretation panel.



Grave overlooking creek bank.



View south.

Queenslander, 17 June 1893, 1139.

Queenslander, 7 October 1893, 695.

<b>Other Names</b>	Baldwin Swamp Environmental Park.	
<b>Street Address</b>	Off Steindl Street	Bundaberg East
<b>Title Details/ GPS Coordinates</b>	2RP194413, 15RP811752, 214SP205458, 209CK3655, 1RP217696, 261CK2723, 123RP24850, 264CK2719, 227CK2996, 124RP24850, 259CK14, 2SP192916, 162CK1310, 170CK1310	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin, Bingera and Fairymead processing cane juice from cane plantations and farms throughout the region, particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The Divisional Board instigated plans for the construction and improvement of civic amenities. Amongst these was the establishment of a reticulated water supply. Councillor WH McCann proposed a scheme for drawing water from a dam constructed at Baldwin's Swamp in East Bundaberg using an elevated water tank to provide pressure in the late 1880s. 'Baldwin's Swamp' was named after early settlers in the district, Thomas Baldwin and his wife. The Baldwins took up land near the swamp c1872 and commenced dairying, presumably using the swamp as a water supply. The origin of the dam is unknown, but it may have dated from the period of their occupation and use of the area. The wetland was originally named 'Deep Reedy Creek', but was known as Baldwin's Swamp from at least the 1880s, as it was referred to as such in newspaper articles.

Despite the initial enthusiasm for the reticulated water supply, it took some time before it was completed. WC Clements, a hydraulic engineer, prepared plans based on McCann's scheme in 1889. The Queensland Government engineer, JB Henderson, revised the plans, recommending a brick tower rather than a water tank. The Divisional Board appears to have asked Henderson to oversee the plan. Construction of the tower and the network of pipes began in 1900 and was completed in 1902. A steam pump, located on the edge of Baldwin Swamp, pumped the water to the tower. The water quality from the swamp was not considered ideal, and an alternative, underground water supply was secured in 1907, from which time the swamp was no longer used for the town's water.

Water from the swamp was nonetheless used for other purposes. The Bundaberg Distillery - known today as the Bundaberg Rum Distillery - used water from the swamp in the late nineteenth century. Bundaberg's first swimming pool, known as the 'Millaquin Mill Swimming Pool' was, as the name suggests, a pool established by the mill in the late 1880s or early 1890s. Both the distillery and mill are located next to each other in East Bundaberg, and relatively close to the swamp. The swamp was a popular picnic spot in the nineteenth century, used regularly for school picnics, and also for hunting. The area was also used by Chinese residents for market gardens (the principal supply of vegetables in towns and settlements in Queensland in the late nineteenth century was provided by Chinese market gardeners) and also as a camp site and food supply during the Great Depression in the late 1920s and early 1930s.

The environmental protection and appreciation of the swamp has become increasingly important to members of the Bundaberg community in the twentieth century. According to research undertaken for the wetlands in the 1990s, up to 200 acres were set aside as a Fauna Reserve in 1929. Despite the gazettal, the swamp was used as a dumping ground for rubbish and it became overgrown. There was renewed interest in the swamp in the 1980s (as part of a similar environmental awareness that also contributed to work on Queen's Park in this period - see the Queen's Park place card). The swamp was gazetted as an environmental park in 1981, possibly as a result of work by the noted botanist, Harry Frauca, who lived in Bundaberg and promoted the swamp in the 1970s. In 1985, the Queensland Parks & Wildlife service and Bundaberg Council constructed walking paths and boardwalks, and modified the water course, for people's

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Baldwin Swamp is important in demonstrating the evolution of the region's history. The swamp provided water in the early development of Bundaberg and was integral to the establishment of Bundaberg's first reticulated water supply in the early 1900s. The more contemporary focus on the conservation of the swamp and its natural values reflects an increasing environmental awareness that appeared in the Bundaberg community from the 1970s.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	Baldwin Swamp has the potential to yield information that will contribute to an understanding of the region's history. There is potential for archaeological material and landscape modification that reflects the varying use of the swamp since early European settlement, including (but not limited to) water infrastructure such as weirs and the site of the early water reticulation pump station.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	Baldwin Swamp has a special association with the 'Friends of Baldwin Swamp', a community group formed to protect and maintain the swamp.

**Location Map**



enjoyment. However, the work was not maintained and the site was again largely abandoned to vegetation. Council established an advisory committee for the swamp in 1992 after a public meeting about the future of the swamp and the first of a series of management plans were prepared at this time. Substantial work has been undertaken to improve the amenity of the swamp. One of the walkways is named the 'Harry Frauca Walkway' in honour of the botanist's work to promote the swamp. A community group called 'Friends of Baldwin Swamp' was created to help maintain the swamp and to advocate its importance and protection.

**Physical Description**

Baldwin Swamp is a relatively large site located in the suburb of Bundaberg East and is bounded by mainly residential and light industrial areas. The site extends from The Bywash in the west to Mellifont Street in the east. Steindle Street traverses the site in a north-south direction.

Bundaberg Creek and a number of ponds and minor channels criss-cross the site, providing habitat for native waterbirds and animals such as fish and turtles. The site incorporates a number of different ecosystems including wetlands and mangrove forests, remnants of the Woongarra Scrub and open woodlands and grasslands. .

Baldwin Swamp has been modified by a number of activities over the years, including the installation of a weir and early water reticulation pump station as well as changes to the landscape with the excavation and establishment of ponds and channels combined with substantial historic vegetation clearance.

Over recent decades substantial tree planting and rehabilitation activities have been undertaken at the site and the area has been developed into a recreational park that includes walking tracks, boardwalks and bridges for improved access. Other more recent infrastructure includes interpretation and directional signage, shelter sheds, picnic and BBQ facilities and amenities. The 'Heritage Hub', located at Lake Ellen in the west, provides information on Bundaberg's history on several interpretive signs. A children's playground is also located at Lake Ellen.

It is therefore considered that there is a potential for archaeological material to be present, particularly in relation to the development of Bundaberg's early water supply.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	4/12/2015

**References**

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Don Lynch, Submission to Bundaberg Regional Council on behalf of Friends of Baldwin Swamp, 3rd April 2015.

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Queensland Heritage Register, Place ID#600369, East Water Tower.



<b>Other Names</b>	Barolin House, Barolin Pastoral Station Homestead	
<b>Street Address</b>	105 Barolin Esplanade	Coral Cove
<b>Title Details/ GPS Coordinates</b>	3SP134453	

**Historical Context**

Following the purchase of Gin Gin Station (established in 1848) from William Forster, the Brown brothers Alfred and Arthur Brown and their agent and station manager, Nugent Wade Brown (related to the brothers by marriage), sought additional land for selection. Nugent Wade Brown found what was a coastal plain between the Elliott River and the Burnett River, east of the Woongarra scrub, which he named 'Borolin' (later 'Barolin'), an aboriginal word meaning 'land of the Kangaroo'. A lease was taken by the Brown brothers and Nugent Wade Brown commenced construction of a "very fine house, spacious stables and barn, and underground brick and cement tanks" in 1875. The new house replaced an existing small bungalow cottage overlooking the ocean on what is now Coral Cove. The pastures, which were grassed and lightly timbered, were used for fattening bullocks, stock breeding and for the raising of draught and blood horses. Around this time, a rock wall was erected bordering the homestead site, presumably with indentured South Sea Islander labour, the use of such labour being widespread at this time for pastoral or station hand work.

In 1912, Barolin Station was bought by Sidney North Innes- a former surveyor who earlier bought Walla Station after selling his cattle station in the Northern Territory- and his wife Caroline Matilda Innes. Mr. and Mrs Innes ran and operated a highly successful stud breeding prize winning Hereford Cattle for many years. In 1913-1914, Mr. Innes "pulled down the old structure and built a very fine summer residence on the site of the former house". The current owner has advised that the house was designed by the prominent Bundaberg architect F.H. Faircloth and that the timber utilised in the structure was cut from the original property.

In 1930, Mr. and Mrs Innes donated part of the Barolin Station to the Woongarra Shire Council for public use, this area now forming the Barolin Esplanade. The estate passed to Sidney Burnett Innes (son of Sidney North Innes) in the 1940s. In the 1940s Sidney Burnett Innes began subdividing the Barolin Station property for rural and residential development, which became the beginnings of the seaside town of Innes Park, named in honour of the family. Barolin House was bought by the Young family of the Fairymead Sugar Mill. The Youngs sold the house in the mid 1970s.

**Physical Description**

Rectangular plan dwelling with main hipped roof sheeted in fibro slates in a diamond pattern and decorative brick chimney. Enclosed verandahs topped by an encircling corrugated metal roof (not original), with tin awning with scalloped trim; this awning is supported by timber props. The enclosed verandah to the rear incorporates a bay window. A concrete stair has replaced the original stair to the main entry although external timber stairs are evident elsewhere. The house exhibits double skin walls, and crows ash flooring. Internally, the main reception room is clad with horizontal timber cladding, with panelled ceilings, and there is a double sided, rendered fireplace opposite the modern kitchen.

The grounds of the property are well treed and accommodate an original outbuilding (in its original location to the rear of the house), concrete water tank and septic tank, whilst a concrete slab to the rear of the house is thought to have been linked with a generator. A rock wall, thought to have been constructed by South Sea Island labourers, is located in the northern part of the property, to the east of a kidney shaped pool. A low fence with upright, painted timber members is setback from the frontage of the property, whilst a timber post and rail fence is also present, painted with the following: 'C. 1912 Barolin Homestead'.

<b>Integrity</b>	Poor	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	27/8/2013		

**References**

- Barolin, Bundaberg, Queensland, The property of Mr. S. N. Innes, published by the Pastoral Review, Melbourne and Sydney, John Oxley Library
- Local History Feature - Our Coastal Localities: names & notes from north to south, Bundaberg Regional Council, no date.
- Matthew J Fox, The history of Queensland: its people and industries: an historical and commercial review descriptive and biographical facts, figures and illustrations: an epitome of progress. Brisbane: States Publishing Company, 1923.
- Nugent Wade Brown, Memoirs of a Queensland Pioneer , Brisbane, 1944
- Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3- Schedule of places Ref BUR 16, 1996.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Barolin Station is important in illustrating the pattern and nature of pastoral settlement, particularly in relation to Hereford Cattle stud and breeding in the district. The third homestead historically erected on the site, the Barolin Homestead is one of the last remaining places of its type, providing evidence of a vast pastoral station that extended from the Elliott River to the Burnett River east of the Woongarra Scrub, another such example being the Barolin Pastoral Reserve.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	Barolin Homestead has the potential to yield information that will contribute to an understanding of the region's history, in particular archaeological evidence of former buildings and structures on the property that date from an early period, including the brick-lined cistern, former dwellings and other material features such as rubbish dumps.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	Built in 1913-14 and designed by F. H. Faircloth, the Barolin Homestead demonstrates the principal characteristics of a 19th century homestead including a residential building, associated outbuildings, underground brick and concrete tanks, fences and mature trees. Of unique importance are the remnants of a homestead boundary rock wall, presumably erected by indentured South Sea Islander labourers, working either as station hands or employed for pastoral work.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The homestead complex has aesthetic importance as a picturesque residence amongst landscaped gardens and set upon the highest part of the Esplanade with ocean views.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Barolin Homestead has a special association with the life and work of prominent Bundaberg architect FH Faircloth. The Barolin Homestead also has a special association with the Innes family who contributed to the development of the region particularly through the development of the coastal village of Innes Park and through the donation of the Barolin Esplanade for public use.



Front elevation, view to west.



Eastern elevation.



<b>Other Names</b>	Barolin Playgroup, Stepping Stones Therapy Centre	
<b>Street Address</b>	Corner Elliott Heads Road and 14 School Lane	Windermere
<b>Title Details/ GPS Coordinates</b>	218SP170700	

**Historical Context**

In 1882, Windermere Mill and Plantation's Fred Nott, one of Bundaberg's leading sugar men, inquired about the steps required to establish a school in the district. At a public meeting on 1 March, 1883, Nott, W.N. Keys (later owner of Pemberton Sugar Mill) and Fred Rehbein called for the establishment of a state school on a proposed site of about 92 acres. An amount of 70 pounds had been promised. Nott was the Secretary of the School Committee. It was decided by the Department of Public Instruction that a provisional school was all that was needed and the Barolin Provisional School opened in February 1884. In 1884, Ludwig Breusch, Keyes and Nott were elected to promote the establishment of a state school at Barolin. In 1885, Nott wrote requesting that the provisional school be made a state school. In February, 1886, the Department of Public Instruction approved the establishment of a state school. William Starke of Gin Gin was contracted to build the school. The building was ready for occupation in 1886. The playshed/shelter was erected in 1895.

The school site is now occupied by a therapy centre; it no longer functions as a school.

**Physical Description**

**School building-** A low set, timber frame school building c. 1886, with concrete stumps and walls clad in timber chamfer boards. Medina pitch, single gable roof, pulled down to shelter front and rear verandah spaces. Timber slat balustrade to rear verandah, which accommodates a sink. Front verandah balustraded with palings, some with cut out motifs, timber bench seating. Verandah enclosed on gable ends. French doors. Large casement windows to gable ends with iron and timber window hoods. Serviced by water tank.

Interior clad in vertical timber boards, ceiling in vertical boards. Ceiling fans. Vinyl faux-tile flooring.

**Shelter-** A timber framed, hipped roof shelter structure. The slab on ground building is fully enclosed on two sides and partially enclosed on the elevation facing the school building, with wide mesh screening to the balance of the building. The collar tie roof structure is clad in corrugated sheet metal. The timber posts branch out with timber struts to support the overhang. The walls are partially clad in corrugated iron. Serviced by water tank.

There are numerous mature trees located in the grounds of the former school, including two large weeping figs, Camphor Laurel and pine trees. Some of the trees are understood to have been planted in observance of Arbour Day, which was first observed in Australia from 1889.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	9/8/2013		

**References**

Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places Ref BUR 159 and 160, 1996.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	As an example of a timber school constructed at the end of the nineteenth century and with little change or modification over time, the Barolin State School and Shelter serves as an important reminder of the development and provision of state education to rural communities throughout the nineteenth and twentieth centuries.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The grounds include a variety of mature plantings that create a picturesque surround to the school buildings and are significant in themselves due to their association with the early school.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Barolin State School, as with many educational institutions, forms a strong focal point around which the local community revolves. The Barolin and surrounding district residents have used the school for educational purposes, as a meeting place and for public functions over a significant period of time.

**Location Map**



School and shelter building, view to south.



Shelter building.



Barolin State School, western elevation.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Bruce Highway	Gin Gin
<b>Title Details/ GPS Coordinates</b>	Road Reserve	(E: 393487 N: 7237707), (E: 393686 N: 7237173), (E: 393756 N: 7237445), (E: 393783 N: 7237484), (E: 393789 N: 7237423), (E: 393815 N: 7237460), (E: 393873 N: 7237429), (E: 393878 N: 7237263)

**Historical Context**

The first European settlement in the Gin Gin district occurred in 1848 when Gregory Blaxland (the son of the famous explorer of the same name) and William Forster established the Tirroan pastoral station, which was stocked with sheep. The station was renamed Gin Gin in the 1850s, possibly after Gin Gin in Western Australia. At the time of establishment, the station was on the edge of the pastoral frontier; it now lies on the edge of the town of Gin Gin, which was named after the station. The number of runs soon increased; for example: Walla (1849), Kolonga (1850), Tenningering and Monduran (1850) and Moolboolaman (1861). The runs avoided all of the lower reaches of the Burnett River and the so-called 'Isis Scrub', effectively skirting the future site of the Bundaberg and Childers districts, although stations began to encroach on the coast by the mid- to late-1850s (for example Eureka and Electra) and, in the 1860s, Tantitha, Colanne (or Kolan), Barolin, Bingera and Branyan.

The creation of the runs led to conflict with local Aboriginal people, as they tried to resist the invasion and settlement of their land. The three Pegg brothers, Abraham, John and Peter were shepherds for Blaxland and Forster. John and Peter were killed in an attack by Aboriginal people in 1849. The deaths resulted in an immediate retaliation from the squatters; a party caught up with the alleged offenders and gave them a 'sound thrashing', likely a euphemism for a more violent response. Months passed and it seemed that the threat of further violence had passed. However, Blaxland was killed in 1850, close to his homestead. Word was sent around to the surrounding stations, even as far as the North Burnett, and a large punitive party was hastily organised. The outcome of the pursuit is unclear; a report by the Land Commissioner based in Gayndah, Maurice O'Connell, claimed that the party surprised a camp of Aboriginal people on the bank of the Burnett River and set fire to their camp, although the party was unsuccessful in apprehending the perpetrators of the attack on Blaxland. This account is unlikely to reflect what really occurred; the ferocity of retaliatory attacks on the frontier is well documented, even if in many cases details were withheld by the squatters and their employees at the time. Some accounts place the attack at Paddy's Island, downstream of the city of Bundaberg, although the precise location has not been confirmed. A Native Police contingent was soon installed at Walla Station to prevent further attacks on the settlers in the district; there were no more recorded deaths from Aboriginal attacks, although violent encounters continued through the decade.

The killing of the Pegg Brothers and Blaxland were defining events in the region, for both local Aboriginal people and the new settlers. However, it was the deaths of the Pegg brothers and Blaxland that have been memorialised. A cairn and plaque was erected in 1959, the centenary year of Queensland's creation, commemorating the 'pioneer settlers of the area', Forster and Blaxland. Reflecting the attitude of the time, Blaxland 'was murdered by hostile blacks'. The precise location of Blaxland's grave has not been determined, but – and as the cairn indicates – it is believed to be within the vicinity of the cairn, near the bank of Gin Gin Creek. Two other cairns are located near the 1959 cairn: one commemorates the deaths of the Pegg brothers ('being the first white people to die in the Kolan Shire'), sponsored and unveiled by Carl Petersen, Great-Grandnephew of the Peggs; the other commemorates the foundation of the town of Albany (later renamed Gin Gin). The cairns are located in a rest area north of Gin Gin and directly across from Gin Gin Station. Given the date of the installation of the commemorative cairn in 1959, the area has probably been a reserve for a considerable period of time, possibly a water and camping reserve. The original telegraph station (1874) was also apparently located across from the entrance to Gin Gin Station, and therefore in the vicinity of the cairns. The reserve also included a caravan park, managed by the Kolan Shire Council.

**Physical Description**

The Blaxland and Pegg Brothers Memorial and Rest Area is located in a road reserve on the eastern side of the Bruce Highway, approximately two kilometres northeast of Gin Gin and close to Gin Gin Creek. The northern part of the levelled site has been cleared, there are some shade trees (including hoop pine plantings), while bushland remains on the eastern and southern sections. A number of tracks lead through the site, including some ring roads. Facilities include a toilet block consisting of concrete blocks, picnic areas and a Driver – Reviver shed.

The memorials are situated on a grassed area, encircled by a ring road and consist of two individual cairns on concrete bases. The Blaxland memorial comprises a tall cairn with pyramid top featuring stones set in concrete. An arched tablet mounted at the front reads 'THIS CAIRN WAS ERECTED BY THE KOLAN SHIRE COUNCIL IN 1959 THE YEAR OF THE CENTENARY OF SELF GOVERNMENT IN QUEENSLAND, AND COMMEMORATES THE PIONEER SETTLERS OF THIS AREA WILLIAM FORSTER & GREGORY BLAXLAND WHO TOOK UP GIN GIN STATION IN 1849 RESIDING ONLY A SHORT DISTANCE FROM THIS SITE. GREGORY BLAXLAND WAS MURDERED BY HOSTILE BLACKS IN AUGUST 1850, AND HIS BODY LIES IN AN UNMARKED GRAVE IN THE VICINITY OF THIS CAIRN.' The Pegg Brothers memorial comprises a cairn also with pyramid top featuring exposed aggregate render. A rectangular plaque is mounted on the front reading 'THIS CENOTAPH IS DEDICATED TO THE MEMORY OF JOHN PEGG AGED 12 YEARS AND PETER PEGG AGED 14 YEARS WHO WERE SPEARED TO DEATH BY ABORIGINES NEAR HERE ON THE 4TH JUNE, 1849 BEING THE FIRST WHITE PEOPLE TO DIE IN THE KOLAN SHIRE AND WAS

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Blaxland and Pegg Brothers Memorial and Rest Area is important in demonstrating the pattern of the region's history, particularly the expansion of the pastoral frontier in the 1840s into the region and the conflict this engendered with local Aboriginal people who resisted the incursion in their lands. The place also demonstrates the creation of rest areas along the Bruce Highway, which may also reflect earlier water and camping reserves set aside in the nineteenth century.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Blaxland and Pegg Brothers Memorial and Rest Area has potential to yield information that will contribute to an understanding of the region's history, particularly the grave of Gregory Blaxland, which is believed to be located in the proximity of the memorial cairn.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Blaxland and Pegg Brothers Memorial and Rest Area has a special association with the life of the Pegg Brothers and Gregory Blaxland, who were among the first Europeans to settle in the Gin Gin area. The place also provokes reflection on the nature of conflict with local Aboriginal people and the impact of the pastoral frontier in particular, and closer settlement more generally, on the lives and culture of the Aboriginal people who lived in the region.

**Location Map**



The three memorials.



View to rest area.



View to facilities within the site.

SPONSORED AND UNVEILED BY CARL V. PETERSEN GREAT-GRANDNEPHEW OF THE PEGG BROTHERS AT A CEREMONY ATTENDED BY MANY DESCENDANTS OF THE PEGG FAMILY HERE ON THE 7TH JUNE, 1992. VALUED ASSISTANCE FROM HISTORIAN NEVILLE RACKEMANN OF GIN GIN IS GRATEFULLY ACKNOWLEDGED.'

A third cairn similar in appearance to the Pegg Brothers memorial except for a flat top, commemorates the 100th anniversary of the town of Albany, now Gin Gin, and provides information on the historic building that started as the Gin Gin electric telegraph office before being used for a number of other purposes.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

Arthur Laurie, 'Early Gin Gin and the Blaxland Tragedy', Journal of the Royal Historical Society of Queensland, v.4, no. 5 1952.

Information provided by the Gin Gin Historical Museum.

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Kolan Shire Council, Centenary Shire of Kolan 1879-1979, Maryborough, Maryborough Printing Company, 1979.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

<b>Other Names</b>	Boolbunda Cemetery	
<b>Street Address</b>	Off Mine Road	Boolboonda
<b>Title Details/ GPS Coordinates</b>	90CP905335	

**Historical Context**

Boolboonda, also known as Boolbunda, was established as a settlement following the construction of the Bundaberg-Mount Perry railway. Copper was discovered at Mount Perry in 1862 and by 1870 a copper mine had been established. The town of Mount Perry grew quickly; by 1871 there were five hotels, a blacksmith, several stores and a school. Mining stopped in 1877 due to a fall in copper prices, but the mine was reopened in 1884 following the completion of the Bundaberg-Mount Perry railway. Prominent Bundaberg citizens considered the mine essential to the growth of the town and the municipality made a substantial effort to secure the railway, so that Bundaberg might act as the port for the output of the mine. Maryborough, well-established as a port by this time, considered itself the natural outlet. Nonetheless, Bundaberg was the preferred port for the mine even before the railway was constructed, with copper transported to the wharves at North Bundaberg by road during the 1870s. The Boolboonda section of the railway is well-known for its extensive rail tunnel.

Boolboonda developed as a small settlement along the Bundaberg-Mount Perry railway. The community comprised agricultural selectors and railway workers, the former in particular able to easily access the Bundaberg market and port. Miners who exploited local reserves of wolfram and molybdenite also lived in the area. A provisional school was opened in 1897, becoming a State school in 1909. Boolboonda was located in the Kolan Shire. The first burials in the Boolboonda Cemetery occurred in the early 1900s.

**Physical Description**

Boolboonda Cemetery is located in lightly forested sloping bushland three hundred metres north of the Gin Gin – Mount Perry Road close to the Boolboonda Hall. An unformed road leads to the square lot of approximately one acre that is surrounded by a barbed wire fence, with access via a metal gate.

Six gravesites are grouped together towards the centre of the site, the majority with brick or concrete surrounds and plates. Two sites are marked with rocks. Most graves are marked with headstones consisting of mounted tablets. A memorial consisting of two engraved upright granite tablets set on a rendered plinth commemorates the Allen Family, early settlers of Boolboonda, and is placed in the centre amongst the gravesites.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

Department of Environment and Heritage Protection Cultural Heritage Inventory Management System, Queensland Heritage Register Place ID602172, 'Boolboonda State Primary School (former)'.

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Boolboonda Cemetery is important in demonstrating the evolution of the region's history, particularly the construction of the Bundaberg-Mount Perry Railway to the Mount Perry copper mine in the 1880s, and the emergence of settlements along its length such as Boolboonda. It also demonstrates the pattern of the region's history, particularly the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Boolboonda Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Boolboonda Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Boolboonda Cemetery has a special association with the Boolboonda community, demonstrated in particular by its continuous use as a burial ground for more than one hundred years.



Entrance gate.



View to gravesites.



Allen Family Memorial.

<b>Other Names</b>	N/A	
<b>Street Address</b>	German Charlies Road	Booyal
<b>Title Details/ GPS Coordinates</b>	88CK271	

**Historical Context**

Closer settlement of the Booyal district began in 1872. The extension of the railway to Cordalba from Childers in 1896 helped stimulate settlement in Booyal, even though the rail did not extend directly to the area. The Booyal Provisional School was opened in 1905 and Booyal (and Dallarnil) was connected to the Cordalba branch line in 1913, promoting the farming of sugar cane in the district as Booyal was now connected by rail to the Isis Central Mill. The railway clearly had an impact on the fortunes of Booyal: a state school opened in 1916, the Booyal Hall was opened in 1918 and a Booyal branch of the Queensland Country Women’s Association was established in 1927. The causeway across the Burnett River at Booyal was upgraded in 1929, which was a major infrastructure project for the area. A small town developed around the railway station.

The earliest burial in the Booyal Cemetery appears to date from 1901. Given that settlement of the Booyal district occurred from as early as the 1870s, it is reasonable to assume that other locations, probably on private property, were used prior to the establishment of this burial ground. The establishment of the ground undoubtedly reflects the growing settlement of the Booyal district from the late nineteenth and early twentieth century. Indeed, the cemetery was not gazetted by the State government until 1929, when the Booyal branch of the QCWA made it an objective to have it registered as such. The cemetery reflects the diverse national and cultural origins of the people who settled in the Booyal district, including England, Germany, Slavic region, potentially Ukraine and Denmark.

**Physical Description**

Booyal Cemetery is located around five kilometres northeast of the Bruce Highway, Booyal section, in bushland. The cemetery occupies only a small portion of a larger lot of approximately three hectares and consists of a cleared and levelled area, surrounded with a timber post and four-wire fence. Access is via a metal gate from the west.

There is only a small number of marked graves, which are set towards the rear and are arranged in rows and grouped according to denomination and ethnicity, including English, German, Slavic, potentially Ukrainian and Danish. Most graves are surrounded by a concrete or rendered brick border, one site featuring decorative corner elements. Also noted were remains of what appears to be a former elaborate timber grave surround. Grave markers are predominantly desk mounted tablets, but there are also two stone and two timber crosses. Some sites are marked with a rectangular embossed metal plate, stating the name and presumably the date of death.

Apart from artificial flower ornaments there is one site decorated with natural plants including bromeliads and a small frangipani tree creating a stark contrast to the bush setting of the cemetery.

<b>Integrity</b>	Good	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**References**

B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.  
 Booyal Central State School, 75th Jubilee Booyal Central State School 4th May 1991, Booyal, Booyal Central State School, 1991.  
 John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.  
 Maryborough Chronicle, Wide Bay and Burnett Advertiser, 22 May 1929.  
 Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume One, The National Trust of Queensland, 1995.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Booyal Cemetery is important in demonstrating the evolution of the region's history, particularly the development of Booyal as an important settlement in the Isis district, supplying sugar cane to local sugar mills, especially the Isis Central sugar mill and illustrating the significance of the extension of the railway from Cordalba to Dallarnil in 1913. The cemetery also demonstrates the pattern of the region's history, with the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region’s history.</i>
<b>Statement</b>	The Booyal Cemetery has the potential to yield information that will contribute to an understanding of the region’s history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Booyal Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting. Its relative remoteness is especially evocative as it prompts reflection about the changing economic and settlement patterns of the region, as much of the fabric of the former town is no longer extant.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Booyal Cemetery has a special association with the Booyal community, demonstrated in particular by its continuous use as a burial place for the region for more than one hundred years.

**Location Map**



Entrance gate.



View of graves at the rear of cemetery.



Grave featuring natural plants.

<b>Other Names</b>	N/A	
<b>Street Address</b>	34 Causeway Road	Booyal
<b>Title Details/ GPS Coordinates</b>	4RP31870	

**Historical Context**

Closer settlement of the Booyal district began in 1872. The extension of the railway to Cordalba from Childers in 1896 helped stimulate settlement in Booyal, even though the rail did not extend directly to the area. The Booyal Provisional School was opened in 1905 and Booyal (and Dallarnil) was connected to the Cordalba branch line in 1913, promoting the farming of sugar cane in the district as Booyal was now connected by rail to the Isis Central Mill. The railway clearly had an impact on the fortunes of Booyal: a state school opened in 1916, the Booyal Hall was opened in 1918 and a Booyal branch of the Queensland Country Women’s Association was established in 1927. The causeway across the Burnett River at Booyal was upgraded in 1929, which was a major infrastructure project for the area. A small town developed around the railway station.

The Booyal Memorial Hall was moved to Booyal from Woongarra in 1916 (its previous use is unknown). The hall was officially opened in 1918; it was an important day for Booyal, consisting of sporting events, a marching band and a dance. The hall, like similar halls in rural areas, was managed by a hall committee. At this time, the hall was simply known as the Booyal Hall.

A soldiers’ memorial stage was added to the hall on the 11th of November (Armistice Day), 1921. The memorial was erected by the Returned Soldiers’, Sailors’ and Airmen’s Imperial League Australia and unveiled by Lieutenant-Colonel C. Corser from Maryborough. An arch over the stage included the words ‘Erected by the Returned Soldiers in memory of their Fallen Comrades’; an honour roll constructed from polished oak was placed on the left of the arch with 38 names; and a marble memorial tablet was installed on the opposite side with the names of those who died during the war inscribed on it. The stage included dressing rooms to either side. The evening festivity was enlivened by the Dallarnil orchestra. From this time the hall was known as the Booyal Memorial Hall.

The hall later became the venue for the Booyal branch of the Queensland Country Women’s Association (QCWA). The meeting to form the branch was held in the hall in August 1927. The first objective of the newly-formed QCWA branch was the erection of additions to the hall, which cost £200. The branch was particularly energetic in its first eighteen months of existence. It convened three important public meetings: to improve the causeway across the Burnett River near the settlement; to establish a swimming club; and to secure the registration of the Booyal burial ground as a cemetery. The QCWA, in conjunction with the hall committee, helped clear the debt associated with the hall by 1929 by raising funds from various social events, including a ‘Hard Time’s Ball’, a fete and ball, and a dance.

**Physical Description**

Booyal Hall is located on a cleared levelled one acre block set amongst farmland and bounded by Causeway Road to the east. A number of mature trees delineate the boundaries toward the farmland.

The rectangular weatherboard clad structure on high timber stumps faces Causeway Road. The building has a gable corrugated iron clad roof with bargeboards and Dutch gable influence at the front and decorative elements on both ridge ends. Front access is via stairs onto a landing from where a door leads into an enclosed verandah with separate roof that wraps around to the northern side. Sliding windows are located on both sides of the entrance. The northern elevation features two side-by-side entrance doors accessed via stairs and a landing. There are three sliding windows, one protected by a window hood. On the north-western corner, the verandah and part of the main building are bricked-in with concrete blocks on ground level with access provided through three doors. Attached at the rear of the hall is a weatherboard clad annex with skillion roof on slightly higher timber stumps than the main structure. A louvre window is located towards the north-western side and there are two watertanks next to the annex. The eastern elevation features five tall triple awning windows.

Internally at the rear of the hall is the memorial stage framed by an arch displaying the inscription ‘ERECTED BY THE RETURNED SOLDIERS IN MEMORY OF THEIR FALLEN COMRADES’. Two honour boards commemorating the fallen of both World Wars are located either side of the stage.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	24/10/2014		

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Booyal Hall is important in demonstrating evolution of the region’s history. The hall reflects the closer settlement of the Booyal district and its growing population at the time the hall was constructed and by extension the importance of the railway to the fortunes of the district. The hall also demonstrates the pattern of the region’s history, particularly the establishment of community halls in rural communities as focal point for social and cultural activities.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region’s cultural heritage.</i>
<b>Statement</b>	The Booyal Hall demonstrates an uncommon aspect of the region’s history. The soldiers’ memorial arch over the hall’s stage is not a common feature of community halls in the region.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Booyal Hall is important in demonstrating the principal characteristics of community halls in the region constructed in the early 1900s, particularly the predominantly timber construction, a large internal space used for dances and other events and various additions over time that reflect the prosperity and growth of the local community.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Booyal Hall has a special association with the Booyal community as a focal point for social and cultural activities in the Booyal and surrounding districts since 1918, and as the location of honour boards and memorial stage commemorating the service of local men in previous wars.

**Location Map**



View to front and northern elevation.



View to rear and southern elevation.



View to stage (Source: Queensland War Memorial Register. Image taken by Mary Calder BRC).

**References**

B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.

Booyal Central State School, 75th Jubilee Booyal Central State School 4th May 1991, Booyal, Booyal Central State School, 1991.

John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 17 November 1921.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 22 May 1929.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 30 October 1918.

Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume One, The National Trust of Queensland, 1995.



<b>Other Names</b>	Bucca Crossing Park	
<b>Street Address</b>	Bucca Crossing Road	Bucca
<b>Title Details/ GPS Coordinates</b>	Road Reserve	(E: 408346 N: 7250294), (E: 408375 N: 7250334), (E: 408382 N: 7250279), (E: 408424 N: 7250227), (E: 408448 N: 7250302), (E: 408458 N: 7250084), (E: 408568 N: 7250293), (E: 408582 N: 7250131), (E: 408596 N: 7250314), (E: 408660 N: 7250336), (E: 408684 N: 7250351), (E: 408714 N: 7250347), (E: 408719 N: 7250376)

**Historical Context**

The Bucca district was subject to closer settlement from the 1880s. A variety of crops were grown on farm land, but cane farming became prominent following the establishment of the Invicta sugar mill in 1895. However, the district was already developing prior to the opening of the mill; mail was delivered to properties from as early as 1885 via Smith's Crossing (across the Kolan River, downstream from the Bucca Crossing). A provisional school was operating from 1890, indicating a modest local population. The Bucca Hotel, one of the oldest hotels in the district, was opened in 1897, reflecting the impact of the Invicta Mill on the economic fortunes of the area. The Bucca Hall was erected in 1906, providing a focal point for the social and cultural activities of the district's residents.

The Bucca Crossing appears to have been in use from at least 1885, although Smith's Crossing was the preferred route for mail delivery. The provisional school was established near the Bucca Crossing (and the school was also the site for public meetings) and the crossing is specifically referred to in 1890. However, the crossing was clearly rudimentary. The crossing and its approaches were improved in 1896 in order for local farmers on the other side of the Kolan River to deliver sugar cane to the mill. The work was undertaken by the Gooburrum Divisional Board (created in 1886 out of the Kolan Divisional Board), but the work was financed by Mr Frederick Buss, owner of the Invicta Mill, and Mr Johnstone of the Colanne Station.

The crossing was clearly a popular communal place. It was considered a beautiful part of the river and 5 acres of land at the crossing were declared a recreational reserve in 1906. The crossing itself, however, appears to have deteriorated. The Bucca Local Progress Association alerted the (now) Gooburrum Shire Council to the poor state of the crossing in 1930 and a new crossing, constructed from concrete, was opened in 1932 by Horace Buss, son of Frederick Buss who helped pay for the original crossing in 1896. It appears that the work was undertaken as part of an unemployment relief scheme supervised by the State government. The scheme was part of the effort to ameliorate the impact of the Great Depression affecting Australia at the time.

**Physical Description**

The Bucca Crossing connects the Bucca Crossing Road in the south with the Bostons Road on the northern side of the Kolan River. The Bucca Crossing park reserve incorporates the northern riverbank section of Bostons Road and extends across the riverbed to the section of the southern bank joining onto Bucca Crossing Road. Bostons Road approaches the river in a curve from the raised riverbank through grassed terrain with some bush vegetation to arrive at the wide shallow riverbed. Either side of the road are grassed landscaped areas with tables and benches separated from the road by boulders. Toilet facilities and car parking areas are provided on the eastern side.

The crossing structure itself consists of a number of upright concrete elements, some culverts and some wider structural piers, supporting a reinforced concrete decking with bitumen finish and raised sides.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

- Bundaberg Regional Council Planning Scheme Overlay, Bucca Hotel Place Card.
- Bundaberg Regional Council Planning Scheme Overlay, Invicta Mill and Tram Tracks Place Card.
- Maryborough Chronicle, Wide Bay and Burnett Advertiser, 1 July 1896.
- Maryborough Chronicle, Wide Bay and Burnett Advertiser, 13 May 1890.
- Maryborough Chronicle, Wide Bay and Burnett Advertiser, 7 December 1885.
- Nambour Chronicle and North Coast Advertiser, 2 May 1930.
- Queenslander, 13 October 1906.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Bucca Crossing is important in demonstrating the evolution of the region's history, particularly the closer settlement of Bucca and its significance as a sugar cane farming community, supplying cane to sugar mills in the region (including the nearby Invicta sugar mill). The crossing also demonstrates the pattern of the region's history, in particular the construction of transport infrastructure to facilitate closer settlement and the economic development of particular districts.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Bucca Crossing is important in demonstrating the principal characteristics of a crossing constructed in the early 1930s (particularly a Depression-era unemployment relief scheme project), consisting of concrete and following a simple, practical design, and the selection of a recreational reserve adjacent to the causeway.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Bucca Crossing is important to the region because of its aesthetic significance, particularly the associated reserve and its location on the Kolan River, the combination of which creates a pleasing environment that reflects its use over time for recreational purposes.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Bucca Crossing has a special association with the Bucca community as well as surrounding districts, as a focal point for cultural and recreational activities.

**Location Map**



View to crossing from northern riverbank.



View from northwest.



View of culverts and piers.

Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places, 1996.

<b>Other Names</b>	N/A	
<b>Street Address</b>	28 Longs Road	Bucca
<b>Title Details/ GPS Coordinates</b>	78SP153418	

**Historical Context**

The Bucca district was subject to closer settlement from the 1880s. A variety of crops were grown on farm land, but cane farming became prominent following the establishment of the Invicta sugar mill in 1895. However, the district was already developing prior to the opening of the mill; mail was delivered to properties from as early as 1885 via Smith's Crossing (across the Kolan River, downstream from the Bucca Crossing). A provisional school was operating from 1890, indicating a modest local population. The Bucca Hotel, one of the oldest hotels in the district, was opened in 1897, reflecting the impact of the Invicta Mill on the economic fortunes of the area. The Bucca Crossing, functioning in some form since at least 1885, but improved in 1896, included a recreation reserve that was gazetted in 1906, providing a popular communal area.

The Bucca Hall was also opened in 1906. A building committee was established in 1905 to oversee the construction of the hall and the tender for its erection was let the same year. The land on which the hall is located was originally a holding and landing reserve, presumably associated with the nearby Bucca Crossing; it was then gazetted as a recreational reserve. Pressure lamps, probably using kerosene, were installed in 1923 and the hall was converted to electricity in 1955. A kitchen, ladies' room and verandah, were added to the hall (and the latter eventually closed in) and the hall extended over its lifetime.

The hall, as with most public halls, became the focal point of community and cultural activities. It was used for church services and Sunday School as well as dances and picture shows. The grounds of the hall also became a sporting venue; football was played from the 1920s until World War II, as well as cricket, tennis and annual athletics events. The sporting events drew teams from surrounding districts, including Bucca, Yandaran, Avondale, Invicta and Rosedale. The gazettal of the recreation reserve and the opening of the hall clearly marked a watershed in the development of the Bucca community and further illustrated the significance of the Invicta sugar mill to the economic prosperity and development of the district. Honour Boards for the district's soldiers from World War I and II were installed in the front of the hall.

**Physical Description**

Bucca Hall is located on the southern side of the Kolan River on a 2.6 hectares triangular block bordered by the Bucca Crossing Road in the east, Longs Road in the south and farmland to the west. The levelled, grassed site is surrounded by a post and four-wire fence and features a number of mature native trees in the southern and western section and on the perimeter of the sportsground adjoining the hall on the eastern side. Trees and shrubs with commemorative plaques are planted along the southern boundary. Access is from Longs Road via a metal gate.

The timber framed weatherboard building on low stumps has a gable corrugated iron clad roof. A ramp leads to a double timber door at the front. An enclosed verandah with skillion roof is attached on the eastern side, providing access into the hall through two double doors with steps. The verandah features a number of windows on the side and front elevations. A small annex constructed of concrete blocks and covered with a skillion roof is attached towards the rear of the eastern elevation. There are two entrances and a number of windows on this side. Located at the rear of the hall is double-bay carport with gable roof and awning. A small weatherboard shed with skillion roof and awning is situated a small distance to the east. A tennis court surrounded by a high mesh fence and a small weatherboard shed with skillion roof are located close to the eastern boundary.

The Bucca All Wars Memorial consisting of a small cairn with plaque is set in a small memorial garden at the front of the hall, commemorating all Bucca service personnel who served in conflicts and peace keeping missions from the first World War to the present day.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	22/10/2014		

**References**

- Bundaberg Regional Council Planning Scheme Overlay, Bucca Hotel Place Card.
- Bundaberg Regional Council Planning Scheme Overlay, Invicta Mill and Tram Tracks Place Card.
- Maryborough Chronicle, Wide Bay and Burnett Advertiser, 1 July 1896.
- Maryborough Chronicle, Wide Bay and Burnett Advertiser, 13 May 1890.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Bucca Hall is important in demonstrating the evolution of the region's history. The hall reflects the closer settlement of the Bucca district and its growing population at the time the hall was constructed, stimulated in particular by the importance of the nearby Invicta sugar mill. The hall also demonstrates the pattern of the region's history, particularly the establishment of community halls in rural communities as focal point for social and cultural activities.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	Bucca Hall is important in demonstrating the principal characteristics of community halls in the region constructed in the early 1900s, particularly its timber construction, large internal space used for dances and other events and the associated recreational ground where local sporting events were held that drew teams from surrounding districts.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	Bucca Hall has a special association with the Bucca community as a focal point for social and cultural activities in the Bucca and surrounding districts, and as the location of honour boards commemorating the service of local men in previous wars.

**Location Map**



View to front and eastern elevation.



View of hall and setting.



View to front from Long Road.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 7 December 1885.

Queenslander, 13 October 1906.

Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places, 1996.

<b>Other Names</b>	Bucca Pub	
<b>Street Address</b>	5 North Bucca Road	Bucca
<b>Title Details/ GPS Coordinates</b>	69SP187618	

**Historical Context**

The Bucca district was subject to closer settlement from the 1880s. A variety of crops were grown on farm land, but cane farming became prominent following the establishment of the Invicta sugar mill in 1895. However, the district was already developing prior to the opening of the mill; mail was delivered to properties from as early as 1885 via Smith's Crossing (across the Kolan River, downstream from the Bucca Crossing). A provisional school was operating from 1890, indicating a modest local population. The Bucca Crossing, functioning in some form since at least 1885, but improved in 1896, included a recreation reserve that was gazetted in 1906, providing a popular communal area.

Constructed in 1897 by Danish immigrant Neils (Niels) Christian Dahl, the Bucca Hotel is located near Bucca Crossing, and is one of the oldest hotels in the Bundaberg Region. N.C. Dahl died in September, 1900 and in 1902 the licence was taken over by Maria Anderson from Ellen Marie Dahl, Dahl's widow. In the early 1970s, an application for the transferral of the hotel licence to Gladstone was received by the Licensing Commission. The Gooburrum Shire Council and residents were successful in their attempts to retain the Bucca Hotel. An extension was opened in 1976 that now functions as the primary hotel area. The hotel was damaged by Cyclone Fran on 5 March, 1992. The original timber building is now used for accommodation purposes.

**Physical Description**

The Bucca Hotel is a low set timber framed hotel predominantly supported by timber stumps with a wide, medium pitched roof. The exposed timber frame has full height cross bracing, large sash windows to the central cove, and a panelled door with rectangular fanlight above and adjacent points of ingress/egress. The encircling verandah, with separate flat roof, has been closed at the side and rear with timber boarding (timber casement windows to front elevation). Curved window hoods with decorative trim in contrasting colour. Cross timber balustrade with unadorned posts to roof.

Internally, there are timber board ceilings, with walls varying in material, including a mixture of timber (horizontal boards), corrugated iron and panels with joins covered by battens.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	9/8/2013		

**References**  
Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places Ref BUR 144, 1996.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Bucca Hotel is important in demonstrating the evolution of the Bundaberg Region's history, providing evidence of the early 20th century development of the Bucca and Invicta areas as a focal point for the surrounding pastoralist and sugar farming district.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Bucca Hotel demonstrates an example of a single storey timber rural hotel. While there are many timber constructed hotels in the Bundaberg Region, the Bucca Hotel is significant as a small, single storey rural hotel; in this sense it is rare.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	As one of the most prominent and distinctive buildings in the Bucca and Invicta districts, the Bucca Hotel, with its predominant rural setting and proximity to the scenic Bucca Crossing, makes an important aesthetic contribution to the character of the area.



Entrance to Bucca Hotel, view to southwest.



Eastern verandah.



View to southern elevation.

<b>Other Names</b>	N/A	
<b>Street Address</b>	2359 Bucca Road	Bullyard
<b>Title Details/ GPS Coordinates</b>	226CK386	

**Historical Context**

Bullyard developed primarily as a cane farming district in the late nineteenth century. The name, however, apparently relates to when a drover named Charles Holmes was transporting bulls between Walla and Tantitha stations and he constructed a temporary yard for the bulls, hence 'bullyard'. A railway station, called Kolan Railway Station, was erected in 1881 (on the Bundaberg-Mount Perry Railway Line, completed in 1884) and timber from the surrounding area was loaded onto trains there. Closer settlement, however, appears to have occurred somewhat later. A provisional school was established in 1901, becoming a State school in 1909 (and a new school built in 1933), reflecting a small, but growing population at this time. The district was dominated by cane farms supplying the nearby Bingera Sugar Mill.

The Bullyard Hall was built in 1908 by Samuel Kent on 10 acres of land purchased for that purpose. The hall was connected to electricity in 1952 and the hall was extended in 1957 with a bigger dance floor. Other additions included a stage, kitchen and ladies' room. The hall was repainted in the 1960s, with the exterior painted with linseed oil and burnt umber (giving the hall its distinctive appearance).

The hall was, like other local public halls, used for social events such as dances. Movies were shown at the hall from the 1920s and it was also used for church services. Newspaper references from the 1930s through to the 1950s indicate the hall being used as a venue to sign up workers for the local cane crushing season.

The hall grounds were also used for a range of sporting events. There are references to athletics competitions held at Bullyard from 1911 and the track was improved in 1913. A tennis club was formed in 1928 and tennis courts were constructed using crushed ant bed. Cricket was popular, so much so that the Cricket Club merged with the Hall Committee in 1930. Bullyard hosted cricket matches against local teams including Wallaville, Albionville, Gin Gin, Bucca and Bundaberg and the pitch was also constructed from ant bed, similar to the tennis courts.

Men from Bullyard made a significant contribution to World War I, indicated by the Honour Roll located inside the hall.

**Physical Description**

Bullyard Hall is located in the south-western corner of a 4 hectare reserve that in turn is located in the northern part of town on the eastern side of Bucca Road. A mostly circular fenced sports ground extends from the hall to the north and east. Most of the fenced, predominantly levelled grassed site has been cleared, some remaining scrub vegetation exists in the north and northeast and on the boundaries and it appears that the ring of trees on the perimeter of the sports ground have been deliberately planted.

The hall consists of a low set weatherboard clad timber structure on timber stumps with a slight variation in height to level out the site and features a corrugated iron clad gable roof. An annex with skillion roof is attached on both sides of the main building. The main entrance is from the front via some steps onto a landing covered by a gable roof and through double timber doors. There are two casement windows on the façade, one at the main building covered by a straight window hood and a second at the right annex. The northern elevation facing the sports ground features a side entrance with access via some steps and three casement windows. On the southern elevation is another door flanked by two casement windows. A third annex, also with skillion roof, is attached at the rear of the hall. Three doors covered by an awning lead into this section. A large watertank is located towards the southern corner.

A number of ancillary buildings are located in the vicinity of the hall, including a corrugated iron clad toilet block, stalls consisting of timber (including bush timber posts) and corrugated iron and a loading ramp.

The Queensland War Memorial Register lists an Honour Board as displayed in the hall, consisting of an ornate timber board listing 31 names of people from the district who have served in WWI.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	22/10/2014		

**References**

Brisbane Courier, 9 January 1902.  
 Courier Mail, 7 February 1935.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Bullyard Hall is important in demonstrating evolution of the region's history. The hall reflects the closer settlement of the Bullyard district and its growing population at the time the hall was constructed and the importance of the nearby Bingera sugar mill. The hall also demonstrates the pattern of the region's history, particularly the establishment of community halls in rural communities as focal point for social and cultural activities.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Bullyard Hall is important in demonstrating the principal characteristics of community halls in the region constructed in the early 1900s, particularly its timber construction and extensions over time to accommodate an increasing population in the district, and a large internal space used for dances and other events. The adjacent sports ground is also consistent with the use of halls in the region as venues for sporting events held for a variety of sports and including teams from surrounding districts, especially athletics.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Bullyard Hall has a special association with the Bullyard community as a focal point for social and cultural activities in the Bullyard and surrounding districts, and as the location of honour boards commemorating the service of local men in previous wars.

**Location Map**



View to hall from Bucca Road.



View to sports ground.



Ancillary buildings in the vicinity of the hall.

Department of Environment and Heritage Protection, 'Bullyard Roll of Honour', accessed 14 November 2014, <<http://www.qldwarmemorials.com.au/memorial/?id=292>>

Enid Cullen, Heritage of Burnett Shire: 1840-2003, Bundaberg, Burnett Shire Council, 2003.

Kolan Shire Council, Centenary Shire of Kolan 1879-1979, Maryborough, Maryborough Printing Company, 1979.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 7 December 1911.

The Northern Miner, 23 January 1905.

<b>Other Names</b>	N/A	
<b>Street Address</b>	2 Childers Road	Kensington
<b>Title Details/ GPS Coordinates</b>	10SP225014, 1SP216542, 1SP225014, 1SP254546, 20SP261848, 21SP261848, 31SP254546, 32SP254546, 33SP254546, 34SP254546, 35SP254546, 9SP225014	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The Bundaberg Airport was established in the 1930s as part of an unemployment relief scheme. The airport's first official name was 'Hinkler Airport' after the famous Bundaberg aviator, Bert Hinkler, who was the first person to make a solo flight between Britain and Australia, in 1928. The airport was officially opened in 1931 and it quickly grew to be an important civil airport.

The airport became an important Royal Australian Air Force (RAAF) facility during World War II. It functioned as a base for the Empire Air Training Scheme (EATS), one of 36 similar bases across Australia. The first training schools were established at the airport in 1942 and the Allied Works Council constructed purpose-built facilities including aircraft hangers, workshops, accommodation, aircraft hideouts (hard surfaced areas located away from the main buildings for the dispersal of aircraft if the base was under attack) and defence structures including machine gun pits and mine charges laid in trenches along runways.

The airport reverted to civilian use in 1946. The RAAF planned to dispose of most of the buildings the Allied Works Council had constructed during the war. The disposal was to occur in five stages, but the fifth stage did not proceed and a number of facilities selected for removal in this phase remain on site: these include the former Quarters, Station Headquarters (incomplete), Garage (incomplete), Workshop and Store, and Inflammables Store. There are also concrete slabs associated with former structures, including Bellman Hangers, and early drainage infrastructure. Some of the defensive sites may also remain, including possible machine gun pits and sections of blast wall embankments.

**Physical Description**

Bundaberg Airport occupies a large cleared site to the east of the Isis Highway (Childers Road) in the suburb of Kensington, southwest of the Bundaberg CBD. The area containing surviving World War II structures and archaeological remains associated with defence use of the site is located to the northeast of the runway and the extent and location are based on a World War II site plan.

The most dominant remaining structure is the hangar and workshop building a short distance southeast of the airport terminal. The hangar/workshop is a 22-23m clear span hardwood timber Pratt truss hangar, with bolts and shear connectors and is likely to have been constructed of green timber. Internally, the main body of the clear-span hangar consists of an open space with concrete floors. Long, narrow rectangular windows are arranged along the length of the hangar, directly below the roof line. The main space is characterised by the intricate timber truss system which forms the framework of the hangar. The hangar comprises 11 timber trusses columns, approximately 2 metres apart forming 10 bays. The building is still used as a hangar and aviation workshop. Next to the hangar is the former inflammables store, a small rectangular gable-roofed building clad in vertical corrugated iron sheets with corrugated asbestos cement roof sheeting and metal ventilation ducts on the roof. The building closely resembles other surviving World War II buildings at

**Heritage Significance**

Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Bundaberg Airport WWII Features demonstrate an endangered aspect of the region's history, as many of the features located in the airport and associated with its use during World War II have been removed. Bundaberg was not heavily utilised during World War II, so features associated with its involvement are also uncommon.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Bundaberg Airport WWII Features has the potential to yield information that will contribute to an understanding of the region's history, particularly archaeological and landscape features relating to the airport's use during World War II and how these reflect the nature of activities undertaken there and the importance of these activities relative to Bundaberg's role during the war.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Bundaberg Airport WWII Features are important in demonstrating the principal characteristics of World War II era buildings, particularly the standardised design of buildings constructed by the Allied Works Council during the war.

**Location Map**



Hangar and workshop building.



Side elevation of workshop.



Former inflammables store.



the site that were recently removed such as the Hinkler Flight School and Bundaberg Aero club buildings and currently houses the electricity sub-station for the airport, including electrical boxes and a back-up generator. A former garage, located towards the southeast, consists of a flat roofed timber framed building, externally clad in vertical corrugated iron sheets. The doors are clad with modern steel sheeting of in-set wide panels and the flat roof with corrugated iron. Internally, the garage is divided into 12 bays by cross-bracing only and includes an office and other lockable storage areas at its western end, which are still utilised for their original purpose. The floors of the western bays are of concrete and include an inspection pit, whereas the eastern bays have a dirt floor. There are several built-in timber cabinets and workshop shelves, which are potentially from World War II. The former Motor Transport (MT) Garage is still used as a vehicle service and maintenance area but represents only around one third of the original World War II structure, with only the foundations of the eastern portion of the building surviving.

Archaeological resources identified in a previous study include:

- The airside area west of the hangar/workshop building incorporates surviving sections of at least 6 Bellman Hangar slabs and the footprints of at least 3 flight line buildings.
- The runway and taxiway – present day location of runways and taxiways generally correspond with those used during World War II.
- Airport Defences including a possible machine gun pit, consisting of a circular, excavated pit measuring approximately 4 metres in diameter and 1.5 to 2 metres in depth situated southeast of the southern end of the runway (24.914045°, 152.327774°- GDA 84).
- Former Hutted Accommodation Area including remnant pathways and roadways (for example the main access road to the airport follows the same path utilised during World War II).
- The Parade Ground area.
- Drainage Systems including drainage channels to the northeast of the runway and terminal as well as cast iron grid covered concrete gutters within the airside area.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014 and 14/1/2009		

References	
Converge Heritage + Community, Bundaberg Airport Preliminary Heritage Assessment, Report for Bundaberg Regional Council, 2009.	
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.	
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.	
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.	
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.	

<b>Other Names</b>	N/A	
<b>Street Address</b>	9 Fitzgerald Street	Norville
<b>Title Details/ GPS Coordinates</b>	2SP108765 (Part of) (E: 433449 N: 7246524), (E: 433529 N: 7246338), (E: 433635 N: 7246608), (E: 433715 N: 7246423)	

**Historical Context**

The first Catholic Church, opened in 1875, was a wooden structure located on the corner of Woongarra and Barolin Streets, and named the Church of St Mary of the Holy Rosary. Bundaberg had only recently become part of the Gayndah-Mt Perry parish and Father Constantine Rossolini was appointed as the parish priest. The building was, nonetheless, the first church constructed in Bundaberg – before this time (and for some denominations, afterwards) a single service was held for all denominations in the first School of Arts building. Signalling the growing importance of Bundaberg, Rossolini moved to the town in 1876 and his residence was erected on the grounds of the church. By the 1880s, the original church was too small for the parish’s needs, further indicating the growth of the town. A new, more substantial church was built in 1888 in the same location, designed by the prominent Queensland architect, FDG Stanley. It was extended in 1926. Father Rossolini died in 1894 and he is buried in the grounds of the church.

The Catholic community determined in 1885 that a separate Catholic cemetery was required. The land on which the cemetery is located was selected in 1881 and it was cleared and fenced, and a hut erected on it, in order to satisfy the conditions of the lease. The lessee passed in the lease, however, and it was acquired by the Catholic Church, which then proceeded to establish a cemetery there. The size of the original portion was 120 acres. 40 acres was later subdivided from the lease in 1889 for the purposes of establishing a Catholic Church, school and priests’ residence, although this plan was not enacted until the twentieth century.

**Physical Description**

Bundaberg Catholic Cemetery is located in the Suburb of Norville approximately three and a half kilometres southwest of the Bundaberg CBD and occupies a small portion of a large lot (2SP108765). The levelled cleared site is bounded by Fitzgerald and Eggmosses Streets in the east and south, farmland to the north and remnant bushland to the west and northwest. A row of trees and shrubs separates the cemetery from the streets and there is a small number of ornamental shrubs and small trees within the cemetery grounds. Vehicular access is through the main entrance on Fitzgerald Street, consisting of a slanted brick wall with an incline ending in a brick pillar either side of the path. Signs attached to the wall segments read ‘TED RUTHENBERG MEMORIAL GATES’ and ‘BUNDABERG CATHOLIC CEMETERY’.

The cemetery is divided into a grid system and the graves are arranged in rows. Grave ornaments include concrete and rendered brick, granite surrounds and plates, wrought iron and timber fencing and piping suspended between corner posts. The cemetery features various styles of headstones and some elaborate monuments, reflecting the change in funerary practice over the years. At the rear in the centre is a section consisting of mausoleums and vaults, in a variety of designs and materials, some with elaborate ornamentation. The southwest section contains a lawn cemetery.

A small weatherboard clad building on short stumps with corrugated iron gable roof is located in the centre of the cemetery, with a timber door at the front and pitched-arch covered window in the gable at the rear.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

**References**

Bundaberg Newspaper Company, 'Building Faith in Renovation', accessed 14 November, <<http://www.news-mail.com.au/news/building-faith-in-renovation/1859206/>>

Catholic Parish of Bundaberg, accessed 14 November 2014, <<http://www.bundabergcatholic.net.au/125.html>>

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Organ Historical Trust of Australia, 'Holy Rosary Catholic Church', accessed 14 November 2014, <<http://www.ohta.org.au/organs/organs/BundabergRC.html>>

Richard Connor and John Connor, Bundaberg's Beginnings: The endeavours of its very early pioneers with particular reference to Walter Adams MLA, Brisbane, Richard Connor, 2013.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Bundaberg Catholic Cemetery is important in demonstrating the evolution of the region’s history, particularly the settlement of Bundaberg and the size and importance of the Catholic community in its settlement. This importance is illustrated by the development of a Catholic cemetery and further reflected in the fact that the first church constructed in Bundaberg was a Catholic Church, as well as the size and grandeur of the Holy Rosary Church constructed in the late 1880s, planning for which would have occurred around the time the Catholic cemetery was developed.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region’s history.</i>
<b>Statement</b>	The Bundaberg Catholic Cemetery has the potential to yield information that will contribute to an understanding of the region’s history, particularly burial practices, which illustrate the religious and cultural patterns of Catholic members of the Bundaberg community since the nineteenth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Bundaberg Catholic Cemetery is important to the region for its aesthetic significance, particularly the variety and scale of monuments in the cemetery that contribute to its setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Bundaberg Catholic Cemetery has a special association with Bundaberg’s Catholic community, demonstrated in particular by its continuous use since its inception in the nineteenth century.

**Location Map**



Main entrance.



Overview of monumental section.



Mausoleums and vaults section.

<b>Other Names</b>	N/A	
<b>Street Address</b>	50 Quay Street	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	403B15819, 404B15819, 5RP148360	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

A volunteer rifle corps (infantry) was formed in Bundaberg in 1876, known as No. 10 Company, Bundaberg Rifles. Local volunteer forces were created throughout Queensland from the 1850s, often in response to the perception that the colonies might be attacked, particularly by Russia's Pacific fleet (the so-called 'Russian scare' of the mid-1880s represented the apogee of this concern). Attendance at drill quickly declined - because the threat of attack did not materialise - and the men were reorganised into 'M' Company. Interest remained desultory, although a training encampment was held on the Barolin Plains in 1879 and a rifle range was also established that year. The local volunteer force was reconstituted as 'E' Company in 1886, following the creation of the Queensland Defence Force (QDF). A drill hall and armoury was erected for the Company in 1889. The building cost over £400 and was built by a local contractor, Edward Boyle, to a standard colonial government design.

A drill instructor was appointed in 1892 and the interest – and competency of the Company – increased. However, the Company was disbanded in 1893 due to government budget cuts. 'D' company was created in 1898, part of the 2nd Queensland (or Wide Bay and Burnett) Regiment; the company, and the regiment, were absorbed in the Commonwealth Military Forces following Federation, along with the drill hall. Bundaberg also formed a mounted infantry corps (1885); it was also disbanded in 1893, but not reformed. A naval brigade was created in 1892; it too passed to the Commonwealth after Federation.

**Physical Description**

The Drill Hall is located in the northwest of a levelled grassed block bordered by Quay Street in the north, Post Office Lane in the south and the North Coast Railway Line in the west. There are trees and shrubs on the eastern, southern and south-western boundaries. A large gravelled area is situated in the southeast. The site is surrounded with a high mesh and barbed-wire fence with a vehicular and a pedestrian access from Quay Street.

The Drill Hall consists of a low-set timber structure with a curved corrugated iron clad roof. An enclosed verandah with skillion roof wraps around the eastern and southern side and an annex is attached to the western elevation. The main entrance is from Quay Street via a large door set in the centre of the northern elevation. Access to the verandah and annex is via single doors from the front and a single door also provides access to the verandah from the rear. There are a number of windows at the front as well as on the verandah and annex. The site also contains several sheds of varying sizes and designs.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Drill Hall is important in demonstrating the evolution of the region's history, particularly the establishment of local military forces responsible for the defence of the region in the event on an attack by a foreign aggressor (which became a major concern in the Australian colonies in the 1870s and 1880s), and the construction of training facilities, as part of a wider colonial defence framework.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Drill Hall demonstrates a rare aspect of the region's history, as the only nineteenth century Drill Hall constructed in, or extant, in the Bundaberg region.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Drill Hall is important in demonstrating the principal characteristics of the Queensland government-designed drill halls constructed in the late 1880s, in particular the timber construction and distinctive curved corrugated iron-clad roof.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Drill Hall has a special association with the volunteer and Queensland defence forces formed in the Bundaberg region, as well as forces associated with the Australian defence forces after Federation.

**Location Map**



View to front and eastern elevation from Quay Street.



View to rear and eastern elevation from Post Office Lane.



View of drill hall and setting from Quay Street.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

**References**

Geoff Ginn, Hilary Davies and Brian Rough, A Most Promising Corps: Citizen soldiers in Colonial Queensland, 1860-1903, Brisbane, Colonial Forces Study Group, 2010.

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Queensland State Archives file.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Maryborough Street	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	(E: 433910 N: 7249900), (E: 433938 N: 7249803), (E: 433939 N: 7249908), (E: 433966 N: 7249812)	

**Historical Context**

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In the early years of the settlement, the only means of crossing from one bank to the other of the Burnett River was by private boat. Despite the survey of the town of Bundaberg on the southern bank of the Burnett, the embryonic settlement established by the Steuart brothers on the northern bank – and the construction of a wharf there – meant that business owners on the southern bank became concerned that a town might emerge there and challenge the officially surveyed town (particularly as the road from the Mount Perry copper mines terminated in North Bundaberg, and the principal sawmill of the town was also located there from 1870). Local citizens began calling for a public ferry from 1872, with a ferry service beginning in 1873. By the late 1870s, citizens demanded a bridge, as the ferry was seen as inadequate; but the demand was not immediately successful. A Joint Ferry Board was created in 1887 and a steam punt was ordered from Walkers' Foundry in Maryborough to improve the service. Demand for the bridge continued and the Burnett Bridge was constructed in 1900.

**Physical Description**

The Bundaberg Ferry Cutting is located on the northern termination of Maryborough Street on the southern bank of the Burnett River on the western side of the Burnett Bridge. An unsealed path bordered by rocky, partially grassed embankments leads from the intersection of Maryborough and Quay Streets down to the river bank through sloping terrain featuring some native trees. The embankment shows reinforcement with rocks and cement at the base. Towards the river on the western side are what appears to be steps hewn into the rock. A timber sign facing the river reads 'CABLE CROSSING • DO NOT ANCHOR'.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

**References**

- Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.
- John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.
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Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Bundaberg Ferry Cutting is important in demonstrating the evolution of the region's history, particularly the development and growing importance of Bundaberg in the 1870s and the concomitant need for transport infrastructure, particularly across the Burnett River. The ferry cutting also illustrates the evolution of the settlement and later town of Bundaberg, in particular the fact that the first settlement occurred on the north bank of the Burnett River and the first wharf facilities were also constructed there (as it was the terminus of the Bundaberg-Mount Perry road), but the surveyed town was located on the southern bank. The cutting therefore demonstrates the early importance of the Mount Perry copper mine to the fortunes of Bundaberg in general and the impact of the Burnett River on the development of Bundaberg.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Bundaberg Ferry Cutting demonstrates a rare aspect of the region's cultural heritage, representing the only tangible evidence of the method of crossing the Burnett River at Bundaberg prior to the construction of the Burnett Bridge. It was also the only public means of crossing the river for nearly thirty years.

**Location Map**



View towards Maryborough Street.



Steps hewn into the rock on western side of embankment.



View to Burnett River.

<b>Other Names</b>	N/A	
<b>Street Address</b>	91 Takalvan Street	Millbank
<b>Title Details/ GPS Coordinates</b>	1CK809468, 295CP880940	

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Bundaberg's original cemetery was located in the centre of the current central business district and was used from as early as 1871 (on land bounded by Woongarra, Maryborough, Woondooma and McLean Streets). Interestingly, the citizens at the time of its establishment believed that it was far enough away from the main settlement and that it would be decades before a new site would be needed. This was not to be the case; the population increased rapidly and a new cemetery location was required. The Bundaberg Progress Committee was established in 1873 and one of its aims was the creation of a reserve for a cemetery. A reserve was duly created (after reserves for a school and School of Arts) in 1873 on the current site of the cemetery. People buried in the original cemetery were exhumed and reinterred in the new cemetery, or the Catholic Cemetery located in Fitzgerald Street. By the 1890s, the cemetery was neatly laid out and surrounded by a fence, with a Sexton's cottage located within the grounds.

**Physical Description**

The Bundaberg General and Lawn Cemetery is located in the suburb of Millbank, approximately three kilometres southwest of the Bundaberg CBD on an eighteen and a half hectare cleared site. It is bordered by Takalvan Street in the east, Bolewski Street in the south, Hampson Street in the north and Johnston Street in the west. The site of the South Sea Islander Community Hall and Church, including the burial ground, is excised from the cemetery on the Johnston Street side. Trees and shrubs line all street frontages and there are several access points on all sides. The main entrance is from Takalvan Street via a gate with a sign reading 'BUNDABERG GENERAL CEMETERY'. Located next to the entrance is the administration building, a modern block building with hipped corrugated iron clad roof.

The cemetery is divided into a grid system, separated by lanes and walkways and the graves are arranged in rows. There is a wide variety of grave ornaments reflecting funerary customs from the 1870s until the present day, ranging from simple concrete bordered sites with mounted tablets to burials with elaborate monuments and surrounds. The cemetery includes an area predominantly used for mausoleums and vaults of a range of different styles and materials, including monuments with elaborate ornamentation. The lawn section is located in the southwest and includes beam sections, rock gardens, ashes wall, rose garden, columbarium and a rotunda. The cemetery also includes a Returned Service Section.

On the western side of the main laneway is an amenity block consisting of rendered blockwork with a hipped tiled roof and two recessed entrances featuring rendered columns.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Bundaberg General & Lawn Cemetery is important in demonstrating the evolution of the region's history, particularly the rapid growth of Bundaberg and the need to establish a larger cemetery at a greater distance from the nascent town much sooner than many of the population originally envisaged, and in a very early phase of the town's development.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Bundaberg General & Lawn Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Bundaberg General & Lawn Cemetery is important to the region for its aesthetic significance, particularly the variety and scale of monuments in the cemetery that contribute to its setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Bundaberg General & Lawn Cemetery has a special association with Bundaberg's community, demonstrated in particular by its continuous use since its inception in the nineteenth century.

**Location Map**



Entrance gate.



Overview of monuments.



Mausoleums and vaults section.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

References			
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.			
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.			
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.			
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.			

<b>Other Names</b>	Bundaberg Base Hospital, Bundaberg General Hospital.	
<b>Street Address</b>	273 Bourbong Street	Bundaberg
<b>Title Details/ GPS Coordinates</b>	80B158103	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin, Bingera and Fairymead processing cane juice from cane plantations and farms throughout the region, particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The first Bundaberg Hospital was a simple timber building constructed in 1881. The building was referred to as the 'Cottage Hospital', reflecting its humble design. It also had a separate ward for South Sea Islanders, who were heavily employed in the sugar plantations in the region. The population of Bundaberg steadily increased and by the late 1890s it was becoming clear that the hospital was not sufficient for the city. However, it was not until 1910 that planning for the new hospital began. The Hospital Committee that oversaw the operations of the hospital secured seven acres of land excised from Queen's Park and the new hospital, designed by the prominent Bundaberg architect FH Faircloth and built by NC Steffensen, one of Bundaberg's most prominent builders in this period, was completed in 1914. Funding for the hospital was heavily supported by the local community; the Queensland government matching every pound raised with £2. The Bundaberg community eventually raised over £5,000.

The new hospital was two storeys high and divided into three wings. The eastern and western wings were comprised of female and male wards respectively. The central building was more diverse, including the Executive offices, a private ward, surgery, operating theatre, dispensary, dining rooms and a kitchen. The central building also included two lifts. The grounds were enclosed in a brick fence with cast iron gates. A nurses' quarters was also constructed, although it was completed after the hospital had been finished.

The hospital has continued to expand over time as the population has increased and medical technology and hospital design has changed. The female and male wings of the hospital were replaced in the c1950s. Buildings have been continuously added to the site since then, and the original landscaped grounds have also been altered. The central building has remained, although it too has been altered internally to varying degrees to accommodate new uses. Nonetheless, major elements of the original hospital remain relatively intact, including the central building and nurses' quarters, sections of the original fence and possibly other features, including a laundry and morgue. The buildings that replaced the female and male wards are located in generally the same configuration as the original wards. The other buildings in the complex reflect different attitudes and approaches to hospital care over time.

**Physical Description**

The Bundaberg Hospital complex occupies over 10 hectares on the southern bank of the Burnett River. The site is bounded by Queens Park to the north, Hinkler Avenue to the east, Bourbong Street to the south and Hope Street to the west. The main hospital complex is located in the eastern half the site, with a specialist clinic, staff accommodation and car parking located to the immediate west. The majority of the western part of the site contains remnant bushland, grassed areas and a recent university facility with associated car parking on its northern boundary. A number of sealed roads and walkways provide access to the complex and individual buildings and there are also some designated car parking areas. The site shows evidence of varying levels of landscaping throughout, with a recently completed garden in the south eastern corner being a major focus.

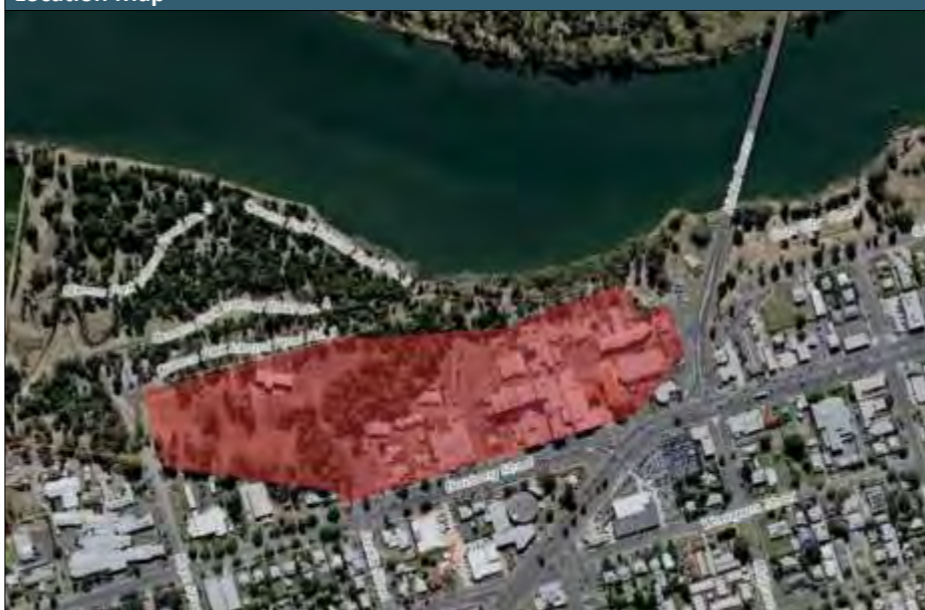
The complex comprises a large number of structures illustrating the progressive development of the hospital over time.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Bundaberg Hospital complex is important in demonstrating the evolution of the region's history. The 1914 hospital replaced the first hospital in the district, known as the 'Cottage Hospital'. The substantial masonry building was substantially larger than the original, single storey timber hospital, reflecting the increasing population and prosperity of the Bundaberg district in the late nineteenth and early twentieth century (largely as a result of the growth of the sugar industry). The continuing changes to the hospital complex over time also reflect the evolution of the region's history as the region has continued to grow over time and technological and architectural changes to medical practice are applied.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Bundaberg Hospital complex is important to the region for its aesthetic significance. Although visually circumscribed, the original central building, built to the design of the prominent Bundaberg architect FH Faircloth, retains key architectural features that reflect its period of construction and remain aesthetically significant. The remnants of the fence and landscaped grounds (although the latter have been altered over time) contribute to this significance. Later structures also contribute aesthetically to the complex, in particular the former nurses' quarters constructed in 1914 and the c1950s buildings that replaced the female and male ward wings of the original hospital - these are excellent examples of architectural influences of the 1950s period including extensive use of tiles, rounded external mouldings and glass.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Bundaberg Hospital complex has a special association with the prominent Bundaberg architect, FH Faircloth, and the builder NC Steffensen, both of who were responsible for the design and construction respectively of numerous buildings and structures in Bundaberg in the early twentieth century.

**Location Map**



Southern elevation of Centre-Block.



Southern elevation of Old Quarters.



South-western corner of E-Block.



Significant heritage elements are:

- Centre – Block
- Remnants of original fence
- Old quarters
- 'E' – Block
- Breast screen clinic

And, to a lesser degree:

- Main Block
- 'F' – Block
- Morgue (former)

#### **Centre – Block (1914)**

This building addresses Bourbong Street and is the only remaining part of the 1914 opened hospital that consisted of three connected buildings. Centre – Block consists of a double storey, partially rendered, masonry structure (originally face brick) with a corrugated iron clad, Dutch gable roof fronted by two protruding gable sections on the corners and an enclosed balcony in the centre. The core building features a verandah with separate roof on the sides and rear. The façade shows a number of classical decorative elements, including pilasters on the corners supporting entablatures and pediments in the gables, moulded string courses, moulded architraves with keystones at the windows and round columns and decorative wrought iron panels at the balcony. The main entrance is via a large, moulded arch leading through a portico into a hall containing an ornate timber staircase and some pressed metal coverings. A tall structure with hipped roof joins onto the core building on the north-eastern corner, followed by an L-shaped two storey rendered (ashlar) masonry structure with Dutch gable joining onto the rear. The windows are sash and casement configuration with accentuated sills. Access is via French doors on ground level and there are stairs leading to the upper level. A single storey extension adjoins the rear of the building.

#### **'E' – Block (c1950s)**

'E' – block is located to the east of Centre – Block (replacing the former female ward) and consists of an elongated, double storey, face brick structure with tiled roof, hipped at the front (south) and Dutch gable at the rear. A narrow, two storey protrusion with gable roof spans extending from the main façade spans the central portion of the southern elevation and contains the main entrance. The building features Art Deco style elements, including geometrical building composition and window configuration. A verandah with separate roof extends about a quarter of the length of the building from the southern corners on both side and features rounded corners, decorative pillars and accentuated trims. The balconies join onto bold rectangular rendered segments that extend beyond the roof line. A tall structure with hipped corrugated iron clad roof and a two storey building with hip and valley corrugated iron clad roof are attached on the western elevation towards the north. On the eastern elevation, the building is joined via a connecting element to 'F'-Block.

#### **Remnants of original fence (1914)**

Sections of the original fence are located on the southern perimeter, along the periphery of a recent garden and consist of decorative, rendered brick pillars. Two larger pillars, former gate posts, are more elaborately decorated and each topped with an orb shaped element. Originally, the pillars were face brick and only the capping was rendered.

#### **Old Quarters (1915 – Nurses' Quarters)**

The Old Quarters are a short distance from 'E'-Block to the north and consist of an elongated, rectangular, two storey, face brick structure with a number of wings extending to the north and an extension joining at an obtuse angle on the eastern side. The building has a rib (trim) deck clad iron roof in a combination of Dutch gable and hip configuration, with three gables at the façade (southern elevation). The building is fronted by a wide verandah with separate roof supported by waist height brick piers and timber posts and arches on the upper level at the front and sides. The verandah has a simple, timber slat balustrade. Access is via several French doors. On ground level the building is dominated by an arcade spanning the entire front and featuring an accentuated keystone in each arch and simple timber balustrades. A number of brick steps lead into the arcade. Several French doors provide access into the building on ground floor. The main entrance is via a two storey protruding section covered by a wide gable. This section features quoining.

#### **Breast Screen Clinic**

The Breast Screen Clinic is located to the west of the Old Quarters and comprise the original building and a recent extension (1995) partially mirroring the layout and style of the original structure. The building consists of a single storey, face brick structure with complex hip and valley roof, clad with rib (trim) deck sheeting. Significant features of the original building include rounded front section with pentagonal roof, portico with brick arches, and what appears to be original metal balustrades, doors and windows. The architectural style reflects a combination of Bauhaus/minimalist and late Art Deco elements.

#### **'F'- Block and Main Block (c1960s)**

The external elevations of 'F' – Block and Main Block are representative of the modernist, minimalist architecture with "brutalist" overtones, and featuring cubic composition, face brick walls with rendered concrete window frames (main block) and banks of windows.

**Former Morgue**  
 The former morgue is located on the northern boundary and consists of a single storey, face brick building with a corrugated iron clad, hipped roof. The building, currently used for storage, has been altered significantly with windows and some doors closed in with bricks of a different colour.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	4/12/2015

**References**

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Sue Gammon, Local History Feature 'Bundaberg Base Hospital', Bundaberg, Bundaberg Libraries, n.d., [http://library.bundaberg.qld.gov.au/sites/default/files/files/Base\\_Hospital\\_story.pdf](http://library.bundaberg.qld.gov.au/sites/default/files/files/Base_Hospital_story.pdf), accessed February 2016.

<b>Other Names</b>	South Bundaberg Station	
<b>Street Address</b>	McLean Street	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	(E: 433808 N: 7249574), (E: 433831 N: 7249493), (E: 433837 N: 7249495), (E: 433858 N: 7249427), (E: 433866 N: 7249592), (E: 433881 N: 7249518), (E: 433887 N: 7249519), (E: 433888 N: 7249435)	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884. Calls for the railway were made as early as 1872; the mine had recently opened, but there was only a rudimentary road connecting the mine to Bundaberg. Fierce competition emerged between Bundaberg and Maryborough – well-established as a port by this time – to secure the railway. Bundaberg was ultimately successful, but ironically the output of the copper mine declined almost as soon as the railway was completed. The beginning of the railway was located in North Bundaberg. The location of the station was in proximity to the site of the Steuart's first camp in the district in 1866.

Bundaberg was connected to the North Coast railway line in 1888. The North Coast railway had been steadily constructed from the late 1870s, first linking Gympie with Maryborough, and then extending to the coal town of Howard. The line continued north throughout the 1880s, linking with (South) Bundaberg in 1888. The station was originally known as 'South Bundaberg Station', but was called 'Bundaberg Railway Station' from 1892. A rail bridge across the Burnett River was opened in 1890, allowing the North Coast line to continue north, connecting with Rosedale in 1892 (and prompting the development of settlements along its length, for example Avondale, and contributing indirectly to the continued economic success of major sugar mills such as Fairymead). A branch line was also constructed from the line to the Millaquin sugar mill, running along Quay Street, with a rail bridge constructed across Saltwater Creek.

**Physical Description**

The Bundaberg Railway Station is situated close to the CBD on the site of the North Coast Railway (Bundaberg to Colton section) bounded by Bourbong Street in the north, McLean Street in the east and Burrum Street in the west. The station complex consists of a number of weatherboard clad timber buildings with corrugated iron clad roof structures set along the railway line and extending towards Mc Lean Street.

Elements include the station building with ticket office, waiting and loading areas, platforms and good sheds. The main entrance to the station is from the northern side via the carpark. A few concrete steps and a ramp next to an art installation lead onto a landing, potentially a former verandah indicated by a number of timber posts with decorative timber brackets. A bullnose awning spans the entire front and extends around the corner to the left. On the right side the awning joins onto a corrugated iron clad wall separating a part of the western side of the carpark from the railway platform and featuring a mural with local motifs. Three arched lamps are attached to the awning at the front. There are two platforms covered with corrugated iron roofs supported by decorative timber posts and brackets. Other decorative features of the complex include acroterions, finials, decorative rainwater heads and cast iron seating. The complex appears to have been extended over a number of years and the elements reflect a progression in building materials and methods used over time.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Bundaberg Railway Station is important in demonstrating the evolution of the region's history, particularly the extension of the North Coast Railway to Bundaberg and its continuation north to Gladstone, which required the construction of a rail bridge over the Burnett River. The rail line linked Bundaberg with southern markets and also represented the first time that both sides of the river were connected by rail. The line also stimulated further settlement within the region, for example Avondale, and aiding sugar mills such as Fairymead to increase their output, thus contributing to the development of the region.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Bundaberg Railway Station is important in demonstrating the principal characteristics of Queensland Rail railway stations built to a standard design (including decorative elements), with additions reflecting different periods of construction over time.

**Location Map**



View to entrance from carpark.



Western railway platform.



Detail of western platform extension illustrating change in building style and material.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

**References**

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

<b>Other Names</b>	N/A	
<b>Street Address</b>	194 Bourbong Street	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	21B158136	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

Originally a school reserve, the first Bundaberg public school was opened on the site now occupied by Buss Park in 1875. After the school relocated, the site became a 'market reserve' for public use before the Bundaberg City Council named it Buss Park in the early 1930's. The park is named after the Buss family, in particular Frederic Buss. Frederic Buss was a prominent Bundaberg businessman who owned interests in a number of sugar and juice mills in the region as well as retail interests (most prominently Buss & Turner), often in partnership with other family members. He was a member of the Bundaberg Municipal Council in the 1890s and donated £500 to street planting in Bundaberg's central business district.

A significant feature in Buss Park is a 40 tonne Grecian altar memorial dedicated to Bundaberg aviation pioneer Bert Hinkler, which was unveiled by the then Governor of Australia Lord Gowrie in 1936. The memorial cost £1500 and over 3000 people attended its unveiling. The park also includes Australia's first Historic Engineering plaque, which celebrates the development of the world's first successful sugar cane harvesters by Toft Brothers and Massey Ferguson in Bundaberg in 1970.

**Physical Description**

Buss Park is located on the south-eastern corner of the intersection of Maryborough Street and Bourbong Street, one of Bundaberg's most prominent intersections. The lot is irregular in shape, with the Hinkler Memorial, shaped from granite quarried from the Gracemere quarries near Rockhampton in a Grecian altar form, located at the centre of the park. The memorial is inscribed with the words: 'A tribute to the memory of Squadron-Leader H.J.L – Bert – Hinkler. Erected by the citizens of Australia. Born at Bundaberg 8th December 1892, accidentally killed in the Prato Magno Alps Tuscany Italy Eighth January 1933 while flying to Australia'. To the rear, the memorial reads 'Principal Flights First solo flight from Great Britain to Australia First flight across South Atlantic Ocean from west to east'.

A brick pathway running from the south-east to the north-west of the park intersects with the paving around the memorial, with additional pathways extending from the memorial to the north and the north-west. All pathways, which are illuminated at night by light poles and paved in a basket weave pattern, are flanked by raised garden beds, with additional beds in other locations. Seating arrangements occur in the form of 5 iron benches, with a number oriented towards the road frontages, in addition to hexagonal timber seating arranged around tree plantings. Two water fountains and a sundial are also located within Buss Park. An Engineering Heritage Plaque is located in the north-eastern corner of the site, the plaque on top of an exposed aggregate concrete plinth reading:

'Historic Landmark of Agricultural Engineering  
Australian farmers began developing machines for harvesting sugar cane around 1890. Commercial success was achieved in the 1960s and manufacturing centred on Bundaberg. By 1970 Toft Bros. and Massey Ferguson were the major manufacturers of cane harvesters worldwide and Bundaberg had become the acknowledged world centre of development and manufacture of Sugar Cane Harvesters thereby making a major contribution to Australian Industry.'

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Buss Park, named in 1930, demonstrates the affluence of Bundaberg as the centre of a thriving sugar industry in the early twentieth century and the continuing commitment to civic landscaping and the provision of community facilities by the Bundaberg City Council.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	Buss Park has potential to yield information that will contribute to an understanding of the region's history, in particular archaeological material associated with the use of the site prior to the establishment of the park, including the former school and market.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	Buss Park is of aesthetic significance as a well maintained and established park located on one of Bundaberg's most prominent vehicular intersections. The park provides a focal point and entrance statement to the Bundaberg Central Business District from the west, transitioning to the built form further along Bourbong Street. The park is also of aesthetic significance due to some of Bundaberg's most recognised buildings providing a frame to the space, including the Anglican Church of Christ Church to the south of the park, the Art deco Park Vue building to the west and the Commercial Bank of Sydney (former) to the north across Bourbong Street.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	Buss Park is significant for its association with the Buss Family, the prominent Bundaberg family after which it is named, members of which were dedicated to the beautification of Bundaberg including street plantings, the development of parks and playgrounds, bitumen roads and water services.

**Location Map**



View to south from Bourbong Street.



General arrangement of park.



Bourbong Street frontage.

Dedicated by The Institution of Engineers, Australia August 1984'

A flagpole has been erected to the rear of the plaque, with a further 3 flagpoles located adjacent to a large circular garden bed in the site's south-east corner. A timber sign bearing the park name fronts Bourbong Street.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	12/7/2013		

#### References

Australian Dictionary of Biography, National Centre of Biography, Australian National University, J.G. Nolan 'Buss, Frederic William (1845-1926)', accessed 11 July 2013, <<http://adb.anu.edu.au/biography/buss-frederic-william-5440/text9235>>

Engineers Australia, 'Queensland Engineering Heritage Awards', accessed 12 August 2013, <[https://www.engineersaustralia.org.au/sites/.../qld\\_heritage\\_awards\\_1.pdf](https://www.engineersaustralia.org.au/sites/.../qld_heritage_awards_1.pdf)>

Engineers Australia, The Institute of Engineers 'Sugar Cane Harvesting: The development and manufacture of sugar cane harvesters centred on the City of Bundaberg', accessed 12 August 2013, <[https://www.engineersaustralia.org.au/sites/default/files/Sugar\\_Cane\\_Harvester.pdf](https://www.engineersaustralia.org.au/sites/default/files/Sugar_Cane_Harvester.pdf)>

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Cnr Woongarra & Maryborough Streets	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	14B158136, 15B158136, 16B158136, 17B158136, 18B158136	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The first Anglican Church in Bundaberg was erected in Quay Street in 1876. The building was moved to a site near the current Christ Church in 1899. The plans for Christ Church were prepared by JH Buckeridge in the 1890s; Buckeridge practiced as the Anglican Diocese of Brisbane architect from 1887 through to 1902 and he designed Christ Church in this period. However, construction of the church did not begin until the 1920s, and it was opened in February 1927. The construction of the church was initially supervised by the prominent Bundaberg architect, Frederic Herbert Faircloth, but he died during construction and the Diocesan architects, Atkinson and Conrad, completed the building. The church reflects an English Gothic design.

A thanksgiving was held in the church for the safe arrival of the famous Bundaberg aviator, Bert Hinkler, following his solo plane flight from Britain to Australia (first Darwin, then finishing in Bundaberg) on the 4th of March 1928. It was an unusual ceremony directed specifically at Hinkler. Several pieces of masonry from Westminster Abbey and York Minster were incorporated into the church and unveiled in 1929, apparently the first time such material was used in a church in Australia. A lynch gate was also erected and dedicated in 1935.

**Physical Description**

Christ Church occupies the prominent corner block of Woongarra and Maryborough Streets in the Bundaberg CBD and together with the adjacent parish office and hall forms the Anglican Parish precinct, encompassing nine lots. A large mature tree is situated on the northwest corner. A fence consisting of stone and capped with terracotta tiles runs along the street frontages. On the southwest corner is a sandstone wayside cross flanked by lights mounted onto stone columns on either side. The main entrance is via a lynch gate from Woongarra Street.

The church consists of a large red brick building with tiled gable roof. It is designed in English Gothic style and it displays the characteristic features of pointed arched arcades and architraves, narrow lancet windows, buttresses and vaulted ceiling. The church is set parallel to Woongarra Street and comprises a nave with a north and south wing, separated by arcades and seven arches, a tower with spire over a porch on the south-western elevation, an apse spanning the full width of the eastern side, a semicircular baptistery on the western elevation, a rear entry with gable on the northwest corner and a porch with double gable at the northeast corner. The door and window openings feature decorative mouldings, the windows also show quoining as an aesthetic feature. The interior of the church features stained glass windows, a marble floor and altar in the sanctuary, vaulted timber ceiling, decorated gothic timber panelling, pulpit and reredos as well as a pipe organ.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Christ Church, Bundaberg is important in demonstrating the pattern of the region's history, particularly the establishment of religious institutions and church buildings. It also demonstrates the evolution of the city, as the size and grandeur of the church reflects the growing population and importance of Bundaberg, in particular the Anglican community, when the project was conceived and eventually constructed.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	Christ Church, Bundaberg is important to the region because of its aesthetic significance. The church building is particularly large and visually dominant in its corner location; its size is clearly intended to reflect the importance of the Anglican faith and community in Bundaberg. The employment of the distinctive English Gothic architectural design reflects aesthetic ideals associated with rural English towns, which is consistent with the agricultural significance of Bundaberg at the time and throughout its later history.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	Christ Church, Bundaberg, has a special association with Bundaberg's Anglican community.

**Location Map**



View from corner Woongarra & Maryborough Streets.



View to semicircular baptistery.



Interior view. Source: Bundaberg Anglican Parish: Christ Church.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

<b>References</b>			
Department of Environment and Heritage Protection provided research material.			
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.			
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.			
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.			
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.			



<b>Other Names</b>	Cordalba Hotel	
<b>Street Address</b>	1 Queen Street	Cordalba
<b>Title Details/ GPS Coordinates</b>	1RP1891	

**Historical Context**

Cordalba was selected as the location for a village settlement scheme (overseen by Henry Jordan MLA, Queensland Minister for Land and Works 1887-8) and settlement first began in 1888. The scheme, like most land acts in Queensland in the nineteenth century, was developed to encourage closer settlement of unoccupied land. The conditions of the scheme meant that a selector took up 40 acres and had to erect a residence and make various improvements such as clearing and fencing, and in return they would receive an allotment in the village. Cordalba was one of the first village settlements in Queensland. The Knockroe Sugar Mill was erected nearby in 1890 and this ensured the local farmers focused on growing sugar cane.

The village, however, took somewhat longer to develop. A provisional school was opened in 1894, but even by this time not a single village allotment had been cleared and built on. The first building was the Cordalba Hotel, built in 1894 on the site of the current Commercial Hotel. The licence for the Cordalba Hotel was taken up by Mr Charles Holmes. The construction of the hotel spurred further development in the village, with a blacksmith, butcher, baker and store appearing soon after. A second hotel, the Royal, opened in 1895. The Cordalba Hotel met with immediate success. In 1895, Holmes added a private sitting room and the bar was enlarged. Business clearly remained brisk, as Holmes added a second story to the hotel in 1896-7.

The increase in patronage – and the increased capacity of the hotel – was no doubt triggered by construction of the Cordalba railway branch from Childers, which opened in 1896. The citizens of Cordalba were also instrumental in the establishment of the Isis Central Co-Operative Mill, which began operations in 1896. The presence of the mills and the railway spurred closer settlement of the district and Cordalba became the principal village in the North Isis. It was later connected by rail to Booyal and Dallarnil in 1913. By the 1920s, there were approximately 1,000 people living in the district and the village boasted four churches, three hotels, a club, stores, newsagencies, cafes, motor garage and workshops, post and telegraph office and a railway station, in addition to the State school and amenities such as a recreation ground and racecourse. The district also included a sizable Russian community, so-called ‘White Russians’ who supported the Tsar in the Russian civil war (1917-23) and fled to Australia.

According to newspaper reports, the ‘Cordalba Hotel’ was destroyed by fire in 1902. By this time there were three hotels in Cordalba; the Cordalba, the Royal and the Club. A 1908 newspaper article refers to the village site as a ‘void and without shape’ and then ‘a hotel (of late years destroyed by fire) was built, and two other hotels (still standing) were a built a year or so after the first’, suggesting it was indeed the hotel on the site of the current Commercial Hotel that was burnt down in 1902. Historic photographs clearly show the current Commercial Hotel in that location (with that name) and in a relatively early period, indicating that it was built relatively soon after the 1908 newspaper article. Indeed, a 1927 newspaper article refers to ‘three hotels’ (as noted above) in the town, suggesting it was constructed sometime between 1908 and 1927. The hotel continues to operate as the Commercial Hotel today.

**Physical Description**

The Commercial Hotel occupies a prominent slightly sloping wedge-shaped block on the corner of Queen Street and Clayton Road in the southeast of Cordalba and includes a fenced beer garden along Queen Street, as well as a number of mature trees.

The two storey building, a combination of exposed timber frame and weatherboard construction on stumps of varying height to provide for a level floor, has a hipped corrugated iron clad roof. The eastern elevation includes an outdoor sitting area covered with a bullnose corrugated iron roof on street level and a verandah secured by timber balustrade and with separate iron clad roof supported by timber posts with decorative brackets on the upper level. A number of French doors lead into the building on both levels. A timber entrance door flanked by two windows faces the street corner and is covered by a porch, which is supported by high timber posts on the upper level. The porch, accessed via a French door, features a gabled roof with timber slat decoration and is secured by a timber balustrade. The lower level on the south-eastern elevation is bricked in with concrete blocks, the sections between the stumps filled in with screen blocks. Joining onto this section is an outdoor sitting area incorporating a large deck. The upper level on this side shows a verandah with similar features as the Queen Street elevation.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Commercial Hotel is important in demonstrating the pattern of the region’s history, particularly the establishment of hotels in towns and villages. It is also important in demonstrating the evolution of the region’s history, as this was the site of the first hotel in Cordalba and the site has been continually used for a hotel since the establishment of the village in the 1890s.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Commercial Hotel is important in demonstrating the principal characteristics of timber hotels constructed in rural settlements in the region, in particular the use of verandahs and other decorative timber elements.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Commercial Hotel is important to the region because of its aesthetic significance especially its timber construction, decorative features and prominent corner position in a rural, village setting. The unusual design to accommodate the corner block also contributes to its aesthetic significance.

**Location Map**



View to corner entrance.



View to rear and eastern elevation.



View to southern elevation.

**References**

'Cordalba: The Pearl of the Isis', Queenslander, 25 April 1908.

'Scrub to Sugar: Transformation of Cordalba', Queenslander, 8 September 1927.

B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.

John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 16 August 1895.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 30 September 1895.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 6 November 1896.

Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume Two, The National Trust of Queensland, 1995.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Cemetery Road	Cordalba
<b>Title Details/ GPS Coordinates</b>	368W39798	

**Historical Context**

Cordalba was selected as the location for a village settlement scheme (overseen by Henry Jordan MLA, Queensland Minister for Land and Works 1887-8) and settlement first began in 1888. The scheme, like most land acts in Queensland in the nineteenth century, was developed to encourage closer settlement of unoccupied land. The conditions of the scheme meant that a selector took up 40 acres and had to erect a residence and make various improvements such as clearing and fencing, and in return they would receive an allotment in the village. Cordalba was one of the first village settlements in Queensland. The Knockroe Sugar Mill was erected nearby in 1890 and this ensured the local farmers focused on growing sugar cane.

The village, however, took somewhat longer to develop. A provisional school was opened in 1894, but even by this time not a single village allotment had been cleared and built on. The first building was the Cordalba Hotel, built in 1894 on the site of the current Commercial Hotel. The construction of the hotel spurred further development in the village, with a blacksmith, butcher, baker and store appearing soon after. A second hotel, the Royal, opened in 1895. A second storey was added in 1896-7. The addition to the hotel was no doubt triggered by construction of the Cordalba railway branch from Childers, which opened in 1896. The citizens of Cordalba were also instrumental in the establishment of the Isis Central Co-Operative Mill, which began operations in 1896.

The presence of the mills and the railway spurred closer settlement of the district and Cordalba became the principal village in the North Isis. It was later connected by rail to Booyal and Dallarnil in 1913. By the 1920s, there were approximately 1,000 people living in the district and the village boasted four churches, three hotels, a club, stores, newsagencies, cafes, motor garage and workshops, post and telegraph office and a railway station, in addition to the State school and amenities such as a recreation ground and racecourse. The district also included a sizable Russian community, so-called 'White Russians' who supported the Tsar in the Russian civil war (1917-23) and fled to Australia.

The Cordalba Progress Association applied to the Queensland government for a site for a cemetery in 1896 and the cemetery was gazetted in the same year. Up until this time, burials occurred at the Apple Tree Creek cemetery, which was a substantial distance from the village. A cemetery trust was established and the trustees immediately had the selected ground cleared and fenced. The cemetery includes the graves of early settlers in the district, reflecting diverse national and cultural origins.

**Physical Description**

The Cordalba cemetery is located on the north-western outskirts of Cordalba on a cleared grassed slightly undulating site bounded by Irwins Road in the south, the extension of Cemetery Road in the west and bushland in the north and east. The cemetery is a roughly triangular site of approximately four hectares. Marked graves are only located in the portion along the extension of Cemetery Road. Some native trees remain throughout the area.

The cemetery is divided into a general section at the front and a Catholic section at the rear, visually separated not only by space but also by a stand of native trees. Graves are arranged in rows in both sections and the majority of burials feature concrete or rendered brick surrounds and plates. Other surrounds include wrought iron and timber fencing. Headstones include mounted tablets, stelae and crosses. There are also a number of more elaborate monuments. The cemetery includes burials from several ethnic backgrounds including English, German and Russian. There is a small shelter rotunda toward the rear of the general section.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**References**

- 'Cordalba: The Pearl of the Isis', Queensland, 25 April 1908.
- 'Scrub to Sugar: Transformation of Cordalba', Queensland, 8 September 1927.
- B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.
- John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.
- Maryborough Chronicle, Wide Bay and Burnett Advertiser, 15 July 1896.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Cordalba Cemetery is important in demonstrating the evolution of the region's history, particularly the settlement of Cordalba and its development as a major agricultural village in the district, including its close association with the Isis Central sugar mill. The cemetery also reflects the pattern of the region's history, particularly the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Cordalba Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Cordalba Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Cordalba Cemetery has a special association with the Cordalba community, demonstrated in particular by its continuous use as a burial place for the region for more than one hundred years.

**Location Map**



View of front section of the cemetery.



Russian-orthodox gravesite.



Catholic section at the rear of the cemetery.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 16 August 1895.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 21 November 1896.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 30 September 1895.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 6 November 1896.

Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume Two, The National Trust of Queensland, 1995.

<b>Other Names</b>	N/A	
<b>Street Address</b>	28 Queen Street	Cordalba
<b>Title Details/ GPS Coordinates</b>	702C3581	

**Historical Context**

Cordalba was selected as the location for a village settlement scheme (overseen by Henry Jordan MLA, Queensland Minister for Land and Works 1887-8) and settlement first began in 1888. The scheme, like most land acts in Queensland in the nineteenth century, was developed to encourage closer settlement of unoccupied land. The conditions of the scheme meant that a selector took up 40 acres and had to erect a residence and make various improvements such as clearing and fencing, and in return they would receive an allotment in the village. Cordalba was one of the first village settlements in Queensland. The Knockroe Sugar Mill was erected nearby in 1890 and this ensured the local farmers focused on growing sugar cane.

The village, however, took somewhat longer to develop. A provisional school was opened in 1894, but even by this time not a single village allotment had been cleared and built on. The first building was the Cordalba Hotel, built in 1894 on the site of the current Commercial Hotel. The construction of the hotel spurred further development in the village, with a blacksmith, butcher, baker and store appearing soon after. A second hotel, the Royal, opened in 1895. A second storey was added in 1896-7. The addition to the hotel was no doubt triggered by construction of the Cordalba railway branch from Childers, which opened in 1896. The citizens of Cordalba were also instrumental in the establishment of the Isis Central Co-Operative Mill, which began operations in 1896.

The presence of the mills and the railway spurred closer settlement of the district and Cordalba became the principal village in the North Isis. It was later connected by rail to Booyal and Dallarnil in 1913. By the 1920s, there were approximately 1,000 people living in the district and the village boasted four churches, three hotels, a club, stores, newsagencies, cafes, motor garage and workshops, post and telegraph office and a railway station, in addition to the State school and amenities such as a recreation ground and racecourse. The district also included a sizable Russian community, so-called 'White Russians' who supported the Tsar in the Russian civil war (1917-23) and fled to Australia.

The Cordalba War Memorial was unveiled in December 1919. A public meeting was held in January that year regarding the erection of a memorial, and a soldiers' memorial committee was elected. The committee then selected the preferred site for the memorial, on land owned by the Railway Department. The Department refused the request and offered another parcel of land, but the committee refused this. The allotment on which the memorial now stands then came up for sale and the committee purchased it.

The committee then sent out a tender for the design and erection of the memorial to various monumental businesses in Bundaberg, Maryborough, Brisbane and Toowong. The committee settled on Mr A. L. Petrie from Toowong, who in fact provided the most expensive quote. Petrie was responsible for a large number of war memorials in Queensland after the war. The committee initially decided to include both an honour roll and memorial together (the former to all those who served, the latter to those who fell). However, following public discussion, it was determined that it should be a memorial only. The memorial was then enclosed by a substantial fence designed by J Fairlie and Sons, Maryborough. The committee then handed the completed memorial over to trustees acting on behalf of the subscribers to the memorial, who intended on using the remaining funds raised for the work to beautify the grounds with trees and shrubs. The memorial was erected very quickly after the conclusion of the war; indeed, some of the men from the district were still overseas and a welcome home committee was subsequently formed.

**Physical Description**

The Cordalba War Memorial is set in the centre of a rectangular half acre block in the centre of Cordalba, bordering Queen Street to the south and Holme Street in the north. The grassed sloping site is framed by mature fig trees on the eastern and western side contemporary with the war memorial and a single tree is located close to the entrance from Queen Street next to some concrete steps. Previously noted remains of a gate and turnstile towards Queen Street are no longer extant. A flagpole is located at the rear of the memorial.

The memorial faces towards Queen Street and features a statue of an Australian soldier standing on a tiered plinth with decorative corners and set on a concrete footing. The statue was recently replaced as the original monument had been vandalised in previous years. The inscription 'ERECTED BY THE LOYAL RESIDENTS OF CORDALBA AND DISTRICT. IN HONOUR OF THOSE WHO GAVE THEIR LIVES FOR KING AND COUNTRY DURING THE GREAT WAR. 1914 – 1919.' followed by twenty-six names is displayed in lead lettering set in a marble tablet at the front of the plinths. Underneath is a wreath followed by the inscription 'CORDALBA. ROLL OF HONOUR.' The memorial is surrounded by a fence consisting of piping suspended between decorative corner posts.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Cordalba War Memorial is important in demonstrating the pattern of the region's history, particularly the establishment of war memorials representing men who served from the district in World War I.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Cordalba War Memorial is important in demonstrating the principal characteristics of war memorials constructed after World War I, particularly the use of a digger statue.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Cordalba War Memorial is important because of its aesthetic significance, particularly its location within a park setting including ornamental tree planting, and its prominence on a slope facing the main street of Cordalba, Queen Street.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Cordalba War Memorial has a strong association with the Cordalba community, particularly as a focus for Anzac Day and Remembrance Day ceremonies.

**Location Map**



Front of memorial and setting.



View to front and eastern side.



Honour Roll.

<b>Integrity</b>	Poor	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	24/10/2014		

References			
‘Cordalba: The Pearl of the Isis’, Queenslander, 25 April 1908.			
‘Scrub to Sugar: Transformation of Cordalba’, Queenslander, 8 September 1927.			
B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.			
John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.			
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 16 August 1895.			
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 30 September 1895.			
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 5 December 1919.			
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 6 November 1896.			
Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume Two, The National Trust of Queensland, 1995.			

<b>Other Names</b>	Well, AWA Strike Camp Site	
<b>Street Address</b>	Cnr Clayton and Hodges Roads	Cordalba
<b>Title Details/ GPS Coordinates</b>	372CK2857, 3RP1880, Road Reserve	(E: 420535 N: 7216844), (E: 420547 N: 7216933), (E: 420576 N: 7216946), (E: 420609 N: 7216827)

**Historical Context**

Cordalba was selected as the location for a village settlement scheme (overseen by Henry Jordan MLA, Queensland Minister for Land and Works 1887-8) and settlement first began in 1888. The scheme, like most land acts in Queensland in the nineteenth century, was developed to encourage closer settlement of unoccupied land. The conditions of the scheme meant that a selector took up 40 acres and had to erect a residence and make various improvements such as clearing and fencing, and in return they would receive an allotment in the village. Cordalba was one of the first village settlements in Queensland. The Knockroe Sugar Mill was erected nearby in 1890 and this ensured the local farmers focused on growing sugar cane.

The village, however, took somewhat longer to develop. A provisional school was opened in 1894, but even by this time not a single village allotment had been cleared and built on. The first building was the Cordalba Hotel, built in 1894 on the site of the current Commercial Hotel. The construction of the hotel spurred further development in the village, with a blacksmith, butcher, baker and store appearing soon after. A second hotel, the Royal, opened in 1895. A second storey was added in 1896-7. The addition to the hotel was no doubt triggered by construction of the Cordalba railway branch from Childers, which opened in 1896. The citizens of Cordalba were also instrumental in the establishment of the Isis Central Co-Operative Mill, which began operations in 1896.

The presence of the mills and the railway spurred closer settlement of the district and Cordalba became the principal village in the North Isis. It was later connected by rail to Booyal and Dallarnil in 1913. By the 1920s, there were approximately 1,000 people living in the district and the village boasted four churches, three hotels, a club, stores, newsagencies, cafes, motor garage and workshops, post and telegraph office and a railway station, in addition to the State school and amenities such as a recreation ground and racecourse. The district also included a sizable Russian community, so-called 'White Russians' who supported the Tsar in the Russian civil war (1917-23) and fled to Australia.

The Cordalba Water Reserve was gazetted as a water reserve, and it is believed that the first town well is located in the reserve. The reserve was also the location of a strike camp during the 1911 sugar strike. Sugar workers had begun to organise themselves into unions and became increasingly involved with the Queensland Labor Party. Sugar workers in the Isis district (and Bundaberg and other sugar districts in Queensland) were part of the Amalgamated Workers' Association (AWA) in 1911 when they struck for better working conditions and pay, in particular an eight hour work day. The AWA contacted the directors of the various mills to discuss the demands, but the organisation was rejected. The 1911 sugar strike, as it came to be called, spread throughout Queensland. Strike camps were created in the Isis district in two key locations; one near Childers, and the other in Cordalba, located in the water reserve. There were tense scenes in and around the mills in the district, including a near riot in Childers and the potential threat of gelignite used to destroy mill equipment (stolen from the Cordalba railway store). The strike was settled in August 1911, with most of the key union demands met.

**Physical Description**

The Cordalba Water Reserve is located in the southwest of Cordalba bounded by Clayton Street in the south, a grassed area in the east, Hodges Street and Cemetery Road in the west and residential lots to the north. The slightly undulating cleared grassed site of approximately 3.5 hectares features some mature trees and shrubs to the north and west as well as in the north-eastern corner.

The well, located close to the southwest boundary and surrounded by a stand of self seeded Camphor Laurel trees, consists of a concrete lined square opening covered with timber slats and secured by barrier mesh.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**References**

- 'Cordalba: The Pearl of the Isis', Queenslander, 25 April 1908.
- 'Scrub to Sugar: Transformation of Cordalba', Queenslander, 8 September 1927.
- B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.
- Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Cordalba Water Reserve is important in demonstrating the evolution of the region's history, particularly the establishment of the village of Cordalba and the reliance in the early phases of settlement on rudimentary water infrastructure.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Cordalba Water Reserve demonstrates an uncommon aspect of the region's heritage, being the location of one of the key strike camps during the 1911 sugar strike.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Cordalba Water Reserve has potential to yield information that will contribute to an understanding of the region's history, particularly well construction techniques in the nineteenth century, as well as archaeological material associated with the location of the strike camp there in 1911.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Cordalba Water Reserve has a special association with the work of the Amalgamated Workers Union and its local members who went on strike for better pay and work conditions at the local sugar mills.

**Location Map**



View to the water reserve from Clayton Road.



View to well.



Close-up of the well.

John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.  
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 16 August 1895.  
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 30 September 1895.  
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 6 November 1896.  
Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume Two, The National Trust of Queensland, 1995.



<b>Other Names</b>	N/A	
<b>Street Address</b>	CSR Depot Road & Old Creek Road	Childers
<b>Title Details/ GPS Coordinates</b>	2RP52303, 2RP14578, 3RP52302	

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line).

The Doolbi juice mill was the first mill to crush sugar in the former Isis scrub and therefore marked the beginning of the sugar industry in the Isis district. The Doolbi mill was established by Robert Cran, who owned the Yengarie sugar mill near Maryborough (erected in 1868) and the Millaquin sugar mill, located on the outskirts of Bundaberg (built 1882). The Doolbi mill began crushing in 1890 and it supplied juice to the Yengarie mill until 1900, then Millaquin. The Doolbi mill was the only juice mill established in the Isis district and it also acted as the catalyst for the sugar industry there. After Doolbi came Horton, established by William Horton after who the town in the district was named - and who produced the first raw sugar in the Isis; Knockroe Sugar Mill in 1893, erected by Alexander Christie Walker; the Colonial Sugar Refinery (CSR) mill at Huxley in 1894, also known as the Childer's Mill and, last, the Isis Central Sugar Mill, which completed its first crushing in 1897. A mill was also briefly established in the South Isis district, although it was almost immediately purchased by CSR, which desired access to the cane farms in the district. Similarly to the areas in and around Bundaberg, the Isis mills relied heavily on South Sea Islander labour to clear scrub land and plant and cut sugar cane until their deportation in the early 1900s (see the 'Missionary John Thompson place card').

CSR was formed in Sydney in 1855 and began commercial life importing sugar into the Australian colonies. The company established sugar mills from the 1870s and eventually became the most dominant sugar refinery company in Australia. The mill the company erected in the Isis was the largest and most technically advanced in the district at that time. The mill was managed until 1912 by Rudolph Helms. His wife, Sabine, became a noted botanist in the district (after which 'Helms Scrub' is named - see the 'Helms Scrub' place card).

The mills in the Isis required adequate sugar cane to remain profitable. A period of drought or heavy frost could severely impact crushing and therefore profits, destabilising mills already operating close to the bottom line due to the competition in the district. For many years, the mills looked further afield to supplement the local crops, receiving cane from places such as Booyal, Dallarnil and even Pialba in Hervey Bay. Economies of scale became vitally important for mills to survive, necessitating fewer mills with more crushing power. Horton closed by the end of the 1890s, as farmers preferred selling their cane to CSR; Knockroe in 1901, with its owners focusing on the Bundaberg district; and Doolbi in 1924.

The CSR and Central mills sparred continuously from the early 1900s, each seeking to gain from the collapse of surrounding mills and thus secure an increased cane supply. CSR purchased the Knockroe mill and its cane land, but the Central Mill secured Doolbi in 1924. CSR management was not prepared for this outcome; they did not think that its owners, the Queensland National Bank, would sell (especially as it had interests in other mills in the region, in particular Millaquin in Bundaberg). In the mid-1920s, the Central Mill's representative, Alexander Adie, approached CSR with the proposal that it should purchase the Central Mill, as he believed that 'only one mill could work profitably in the Isis' (Kerr 1996: 94). Instead, CSR determined that it was time for the company to leave the Isis district. The mill had not been as profitable as their northern mills, in particular Mackay, and it saw no particular advantage in purchasing the Central Mill. The CSR mill closed in 1932 and the Central Mill purchased the tram network and dam. All of the Isis growers now supplied the Central Mill, fulfilling the destiny its management had foreseen, albeit in a manner it had not anticipated - with the exit of CSR. CSR removed the majority of its equipment to its other mills in northern Queensland.

**Physical Description**

The CSR Sugar Mill site extends north from CSR Depot Road and comprises mostly cleared agricultural land. The former mill dam is located in the west of the site and extends north. Cane tram tracks border onto the site in the east. The surface remains of the mill are located within mature vegetation in the centre of the (southern) lot with access via a number of unformed vehicle tracks. Remnant structures include brick and concrete footings, stairs to the underground entrance of the ventilation tunnel, concrete mounts and sumps for housing of the former crushing/milling plant and cane tram tracks and wagon parts.

There is a high potential of further archaeological material to be present at the site, particular in the vicinity of the visible surface remains.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The CSR Childers Sugar Mill site is important in demonstrating the evolution of the region's history. It marked the entry of Australia's largest and most famous sugar manufacturer into the Bundaberg region's sugar industry and the mill functioned as the primary competition for the Isis Central Sugar Mill that was formed as a co-operative operation by farmers in the district. The tussle between the two mills defined the sugar industry in the Childers district. It was also one of the most advanced mills in the region at the time of its construction, illustrating the changing needs of the industry as competition in the sugar industry increased dramatically in this period.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The CSR Childers Sugar Mill site has the potential to yield information that will contribute to an understanding of the region's history. The remains of the mill ensure the site is clearly associated with a former sugar mill, one that was important in the history of the industry in the region. Moreover, as the mill was closed in 1932 and the site has not been continually developed over time (as has been the case potentially with other operating sugar mill sites) the remains of the mill infrastructure provides important evidence of the mill's construction and operation in a relatively early period of the sugar industry in the region, from the 1890s through to the early 1930s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The CSR Childers Sugar Mill site has a strong association with the Colonial Sugar Refinery Company, historically Australia's largest sugar manufacturer and, for a time, one of the key players in the sugar industry in the region.

**Location Map**



<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	Not inspected.

<b>References</b>	
B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.	
John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.	

<b>Other Names</b>	Comonju Cemetery	
<b>Street Address</b>	Currajong Farms Road	Skyring Reserve
<b>Title Details/ GPS Coordinates</b>	121BON1268	

**Historical Context**

Sugar cane was farmed at Currajong from the late 1880s. The cane farmers believed that a sugar mill was viable; in 1892, they created the Currajong Creek Farmers' Progress Association to further their aim, contacting the colonial government and the Colonial Sugar Refining Company (CSR). The Association also considered constructing a tramway to connect to the Mount Perry-Bundaberg line to transport sugar cane to the Waterview sugar mill located on the north bank of the Burnett River, across from the town of Bundaberg. The Waterview mill did not have the capacity to receive the cane, but Bingera Sugar Mill indicated it would take the cane in the 1893 crushing season.

However, following the passage of the Sugar Works Guarantee Act 1893, the Currajong farmers believed that the erection of their own mill was now viable. The Gin Gin Central Milling Company was formed and the Gin Gin, or Wallaville, sugar mill and tramway was operational by 1896. The mill, located on the banks of Currajong Creek, stimulated the development of the town of Wallaville, which developed around it; the first store was built in 1895 and the Wallaville Hotel was built in 1911. The Queensland government took control of the mill in 1905 as interest payments to the state were in default following the disastrous 'Federation' drought of the late 1890s and early 1900s. The government owned the mill until 1927, when a Co-operative Association assumed ownership of the mill. The mill was closed in the 1970s.

The first recorded burials in the cemetery appear to have been in 1891, which correlates with the move from local farmers to construct a mill, suggesting that closer settlement occurred in the 1880s. The names of the two deceased are Mikkel Nielsen and 'Sambo' (allegedly a South Sea Islander); the latter further reinforcing the significance of the sugar cane farming to the creation of a settlement in the district. The cemetery holds approximately twenty burials and given its proximity to Wallaville, was presumably the cemetery for that town as well as the surrounding Currajong district. The cemetery (and immediate area) is also known as Cumonju, although the origins of this name are unknown.

**Physical Description**

The Currajong Cemetery is located approximately two kilometres west of the Bruce Highway, a short distance off Currajong Farms Road. The L-shaped, grassed, levelled site measures 0.7 hectares and the northern part is surrounded by a post and four-wire fence with access through a metal gate. The remainder of the cemetery is surrounded by cane fields. The shape of the reserve suggests that the cemetery has been reduced over time in land area and there is a high probability of unmarked graves.

Two headstones, placed side-by-side on the ground, are located in the centre of the northern section of the cemetery. They belong to Frank W Martin, died 23 March 1921, and William J Martin, died 30 January 1931. The inscriptions are very weathered. A third badly weathered timber headstone is located a short distance away.

<b>Integrity</b>	Good	<b>Condition</b>	Poor
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

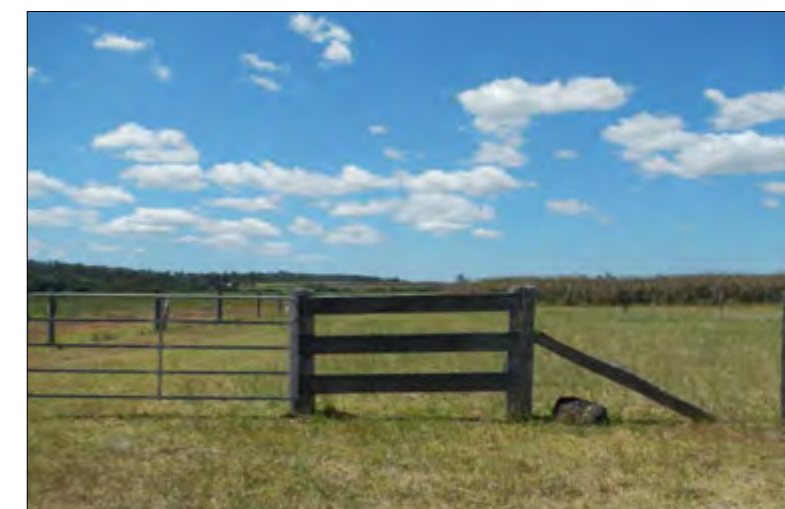
**References**

Bundaberg Genealogical Association, Lone graves and lost burials, Bundaberg Genealogical Association, 1997-2000. Volume 1-4.  
Kolan Shire Council, Centenary Shire of Kolan 1879-1979, Maryborough, Maryborough Printing Company, 1979.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Currajong Cemetery is important in demonstrating the evolution of the region's history, particularly the establishment of a settlement at Currajong and also the nearby Wallaville, and the importance of the Gin Gin or Wallaville sugar mill to the development of the districts. The cemetery also demonstrates the pattern of the region's history, particularly the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Currajong Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Currajong Cemetery is important to the region for its aesthetic significance, particularly as it is surrounded by sugar cane fields, which evokes reflection on the evolution of the district; especially the importance of the Gin Gin sugar mill in an early phase of the district's history, but also the continuing importance of sugar cane as part of the district's local economy.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Currajong Cemetery has a special association with the Currajong and Wallaville communities, particularly descendants of the people buried in the cemetery.

**Location Map**



Entrance gate.



Two remaining headstones.



View across the north-eastern section, the remaining timber headstone in the front.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Goodwood Road	Doolbi
<b>Title Details/ GPS Coordinates</b>	Road Reserve	(E: 429499 N: 7209167), (E: 429507 N: 7209140), (E: 429541 N: 7209156)

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town).

The Doolbi juice mill was the first mill to crush sugar in the former Isis scrub and therefore marked the beginning of the sugar industry in the Isis district. The Doolbi mill was established by Robert Cran, who owned the Yengarie sugar mill near Maryborough (erected in 1868) and the Millaquin sugar mill, located on the outskirts of Bundaberg (built 1882). The Doolbi mill began crushing in 1890 and it supplied juice to the Yengarie mill until 1900, then Millaquin. The Doolbi mill was the only juice mill established in the Isis district and it also acted as the catalyst for the sugar industry in the Isis district. As with most of the early mills in the Bundaberg region, the Doolbi mill relied on South Sea Islander labour, particularly for felling scrub and planting cane. The Doolbi mill was closed in 1924 when it was purchased by Isis Central sugar mill.

At the time the railway was constructed to Childers in 1887, the only village located on the line was Horton. Horton was named after an early selector in the area, William Horton. Horton selected a homestead block in 1881. Like many of the selectors in this period, he was a timber getter. However, by the late 1880s and early 1890s, he began clearing his selection to plant cane. In 1892, Horton ordered a second-hand sugar mill to erect on his land (the mill was originally established by Boyle Martin in Pialba in 1883). It was the first mill to produce sugar, rather than juice, in the Isis district. The mill was not particularly efficient and it closed in the late 1890s, unable to compete with the larger sugar mills in the district: CSR, Knockroe and the Isis Central.

Given the size and significance of the mills, and proximity to the railway, the Doolbi and Horton areas developed into substantial communities. The Doolbi-Horton war memorial was unveiled on the 12th of February 1922. The World War I memorial was located in 'the most public spot in Doolbi', close to the mill, railway station and hotel. The memorial was unveiled by Colonel Colin Dunlop Wilson Rankin, a prominent landowner who owned land in Childers and supplied sugar cane to the Doolbi mill, as well as acting as the Managing Director of the Queensland Land and Coal Company, which managed the coal mine located near Howard, north of Maryborough. The memorial includes the names of everyone from the district who served in World War I. The Mauser automatic rifle that sits on top of the base of the memorial was donated by the War Trophies Committee.

**Physical Description**

The Doolbi Horton War Memorial is situated on a levelled triangular site in a road reserve bounded by Goodwood and Doolbi Dam Road. The grassed site includes two mature trees and is surrounded by a timber fence, with access from Goodwood Road.

The memorial consists of a Mauser automatic rifle mounted on a cairn on a cement base surrounded by a paved area. An arched black granite tablet, set in a recessed area at the front, reads 'HONOUR ROLL, RESIDENTS OF HORTON AND DOOLBI WHO SERVED IN THE GREAT WAR 1914 -1918' followed by twenty-six names.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	24/10/2014		

**References**

- B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.
- Brisbane Courier, 16 February 1922.
- John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Doolbi Horton War Memorial is important in demonstrating the pattern of the region's history, particularly the establishment of war memorials representing men who served from the district in World War I.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Doolbi Horton War Memorial demonstrates an uncommon aspect of the region's heritage, as it appears to be the only war memorial constructed after World War I to use a war trophy in the district.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Doolbi Horton War Memorial has a strong association with the Doolbi community, particularly as a focus for Anzac Day and Remembrance Day ceremonies.

**Location Map**



View of the war memorial and setting from Goodwood Road.



Close-up of the war memorial.



Honour Roll.

<b>Other Names</b>	N/A	
<b>Street Address</b>	204 Goodwood Road	Doolbi
<b>Title Details/ GPS Coordinates</b>	69CK3055 (part of)	

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line).

The Doolbi juice mill was the first mill to crush sugar in the former Isis scrub and therefore marked the beginning of the sugar industry in the Isis district. The Doolbi mill was established by Robert Cran, who owned the Yengarie sugar mill near Maryborough (erected in 1868) and the Millaquin sugar mill, located on the outskirts of Bundaberg (built 1882). The Doolbi mill began crushing in 1890 and it supplied juice to the Yengarie mill until 1900, then Millaquin. The Doolbi mill was the only juice mill established in the Isis district and it also acted as the catalyst for the sugar industry there. As with most of the early mills in the Bundaberg region, the Doolbi mill relied on South Sea Islander labour, particularly for felling scrub and planting cane. Robert Cran died in 1894 and his sons discovered that their father's debt exceeded the value of the mills. The Queensland National Bank, to which Cran owed his debt, became the owner of Doolbi. Doolbi Mill, which had been converted to a sugar mill in 1900 using machinery from the then closed Yengarie sugar mill, was sold to the Isis Central sugar mill in 1924, which dismantled the Doolbi mill and reusing some of its equipment in the Central mill.

The land on which the mill was situated was divided between the local golf club and a local landowner, T. Calder. The golf club was established when the mill operated and the club house was located in the mill grounds. The Central mill allowed the golf club to continue using part of the site for its links, including the school horse paddock.

The first school in the area was the Horton Provisional School. The school opened in 1888 and closed after eleven years of operation, the head teacher John Anderson and pupils moving into new school buildings at Doolbi. The Doolbi State School occupied land donated by the former sugar mill as a school reserve and comprised a considerable timber school building on low stumps, a large playshed and the headmaster's residence. The school grounds also included a playground and were enclosed by a post and rail fence. A cricket pitch was located in the playground and a tennis court was later added, both facilities were open to the community.

The school served the township of Doolbi and also the wider community of the Isis. Children travelled to school on foot, horse (the grounds included a horse paddock) and some by train. South Sea Islander children also attended Doolbi School. The bell that had previously called the labourers to work on the farm later became the school bell. Indeed, the site also contains two unmarked South Sea Islander burials located near the road.

Shade trees were planted in the grounds including a fig tree at the entrance in 1908 used by the students as 'play house'. A Kauri pine was planted in 1919 in memory of the pupils of the school who died in World War I. The School Project Club established a forestry plot in 1944/45 on the former tennis court, a popular initiative undertaken by schools in Queensland in this period. Further plantings included clumps of bamboo along the fence line by John Anderson, who remained head teacher until his retirement in 1928. During World War II, air raid shelters were dug in the school yard.

Doolbi School closed at the end of 1953 and the school building was removed to the Maryborough area, while the Headmaster's residence was relocated to Goodwood State School. The Isis Golf Club bought the former school site and erected a new club house in 1963.

Since its closure, the former students, staff and their descendants have held several school reunions, including tree plantings, underpinning the importance the former school holds for the community.

**Physical Description**

The site of the former Doolbi School is contained within the grounds of the Isis Golf Club and borders onto Goodwood Road in the west, cane tram tracks to the north, cane fields to the northeast and the golf course in the east and south. While the school itself has been removed the site contains a number of plantings that directly relate to the school. These plantings include a Crows Ash and Moreton Bay figs. A mature Kauri Pine in the northeast was planted in 1919 to commemorate the former pupils of the school who had lost their lives in World War I. A stand of Hoop Pines, planted by the students in 1950 as an experimental forestry plot and replacing the former tennis court, is located a short distance to the east. The former cricket pitch of the school is extant and is located behind the Hoop Pine plot in the northeast.

Today, the site also contains the Isis Golf Club club house (1963) and a number of sheds – these structures are not

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Doolbi School Site is important in demonstrating the evolution of the region's history. The town of Doolbi emerged to service the Doolbi Juice Mill and the grounds for the school were donated by the mill to the community. Thus, the school, and indeed the continuing use of the site by the Isis Golf Club, reflect the emergence and establishment of the sugar industry in Doolbi and the Childers district more generally, and its contribution to the establishment of the town of Doolbi and support of the community. The site also demonstrates the pattern of the region's history, as schools were established once the population of a district reached a certain number.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Doolbi School Site has the potential to yield information that will contribute to an understanding of the region's history. This potential primarily consists of evidence relating to the use of the site as a school including, but not limited to, evidence of former school buildings, air raid shelters from World War II and the unmarked graves of South Sea Islanders. The former forestry plot also provides evidence of this practice, which was common in schools in Queensland in the early twentieth century.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Doolbi School Site is important to the region because of its aesthetic significance, in particular the mature trees planted on the site - the memorial trees and forestry plot - that enhance the aesthetic appreciation of the former school grounds.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Doolbi School Site has a special association with former students and staff of the school and by extension the Doolbi community. The memorial plantings on the site provide a focal point for this association.

**Location Map**



View to Hoop Pine plot and mature Kauri Pine.



Mature trees located on site.



Concrete cricket pitch.

considered significant in regards to the Doolbi School site.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	3/12/2015

<b>References</b>	
B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.	
John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.	
M. Adams, From Selection through Settlement – A History of Doolbi.	
VJ Plath, Isis Golf Club, Submission to Bundaberg Regional Council regarding inclusion of former Doolbi School site, 13/05/2015.	

<b>Other Names</b>	N/A	
<b>Street Address</b>	155 Doolbi Dam Road, Corner of Doolbi and Goodwood Roads	Doolbi
<b>Title Details/ GPS Coordinates</b>	1RP108959, 2CK1558, 2CK1567, 2RP108959, 3CK2966, 3RP56812	

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line).

The Doolbi juice mill was the first mill to crush sugar in the former Isis scrub and therefore marked the beginning of the sugar industry in the Isis district. The Doolbi mill was established by Robert Cran, who owned the Yengarie sugar mill near Maryborough (erected in 1868) and the Millaquin sugar mill, located on the outskirts of Bundaberg (built 1882). The Doolbi mill began crushing in 1890 and it supplied juice to the Yengarie mill until 1900, then Millaquin. The Doolbi mill was the only juice mill established in the Isis district and it also acted as the catalyst for the sugar industry there. As with most of the early mills in the Bundaberg region, the Doolbi mill relied on South Sea Islander labour, particularly for felling scrub and planting cane.

Robert Cran died in 1894 and his sons discovered that their father's debt exceeded the value of the mills. The Queensland National Bank, to which Cran owed his debt, became the owner of Doolbi. The Queensland National Bank was a prominent institution in the sugar industry in Bundaberg, becoming more intimately involved in the commercial aspects of the industry than was common for other banking institutions. The bank, as mortgagee, assumed ownership of the Millaquin sugar mill in 1896 following the death of Robert Cran, along with the Yengarie and Doolbi juice mills. An early and significant acquisition made by the bank was the Mon Repos plantation and mill, which was renamed Qunaba after the first two letters in the bank's title. Waterview and Oakwood plantations were also purchased by the bank and in 1911 it formed a limited liability company called the Millaquin Sugar Company.

In 1900 the Doolbi mill was converted from a juice to sugar mill, with machinery from the now closed Yengarie mill, although it did not produce its first sugar until 1903. The mill struggled to compete against the larger mills in the district: the CSR, Isis Central and Knockroe mills, particularly in securing an adequate supply of sugar cane. Doolbi received cane from the surrounding district, but also further afield, including Pialba (in Hervey Bay), Dallarnil and Booyal. By the 1920s, it was clear that there was not enough sugar cane to ensure all of the mills could remain profitable. The mill was sold to the Isis Central sugar mill in 1924, which dismantled the Doolbi mill and reusing some of its equipment in the Central mill.

The land on which the mill was situated was divided between the local golf club and a local landowner, T. Calder. The golf club was established when the mill operated and the club house was located in the mill grounds. The Central mill allowed the golf club to continue using part of the site for its links, including the school horse paddock.

**Physical Description**

The Doolbi Mill Remains are located on an area bounded by Goodwood Road in the east, Doolbi Dam Road to the south and farmland to the west and north. The sloping site encompasses approximately 13 hectares and includes a residential property in the south-western corner and the Isis Golf Club, which occupies the remaining area. The south-western corner is covered by shrub, followed by a number of mature fig trees of considerable age on the western boundary. Located throughout the site are a several mature specimen trees, amongst more recent plantings.

Remnant infrastructure illustrating mill operations include a brick chimney and an elevated water tank located on the south-western side. Previous studies have also identified machinery bases, cooling tank and fences.

<b>Integrity</b>	Poor	<b>Condition</b>	Poor
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**References**

B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Doolbi Sugar Mill Remains are important in demonstrating the evolution of the region's history, particularly as it is the first plant to crush sugar cane in the Isis district, prompting the establishment of juice and sugar mills throughout the district. The mill also reflects the pattern of the region's history, particularly the dominance of the sugar industry and mills in its history; further, its construction and later closure reflected the rush to build juice and sugar mills in the latter decades of the twentieth century and the eventual reduction of the number of mills in the region as supplies of cane could not continue to supply the large number of mills and eventually only a few, large mills remained, such as the Isis Central sugar mill in the Isis district.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Doolbi Sugar Mill Remains demonstrates a rare aspect of the region's history, as it was the first mill to crush sugar in the Isis district and any material remains associated with the mill and its operations represent an important record of this fact.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Doolbi Sugar Mill Remains have the potential to yield information that will contribute to an understanding of the region's history, particularly juice and sugar mill operations and related infrastructure from the late nineteenth and early twentieth century, especially the layout and technology of a smaller juice and sugar mill established in the 1880s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Doolbi Sugar Mill Remains have a special association with the life of Robert Cran, an important figure in the sugar industry in Bundaberg (having established Millaquin in 1882), and the Queensland National Bank, which also played a prominent role in the sugar industry in Bundaberg.

**Location Map**



Brick chimney in the south-western section.



Mature figtree on the western boundary.



Elevated watertank in the south-western section.

John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.



<b>Other Names</b>	SEQ-5B 2	
<b>Street Address</b>	Isis Highway	Elliott
<b>Title Details/ GPS Coordinates</b>	(E: 421338 N: 7230710), (E: 421339 N: 7230684), (E: 421344 N: 7230721), (E: 421358 N: 7230661), (E: 421377 N: 7230661), (E: 421396 N: 7230751), (E: 421429 N: 7230681)	

**Historical Context**

Timber was an important industry in the history of Bundaberg and the surrounding region. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. However, the first commercially successful sawmilling business was the Waterview Sawmill, established by Samuel Johnstone in 1868. Sawmilling and the timber more generally remained an important industry for the region throughout the nineteenth and twentieth century.

The Elliott River Fire Tower (No. 5) was constructed in 1970 by Arthur Leis in a Queensland State Forest pine plantation on the Elliott River. Pine plantations were established by the Queensland government from around 1920 and they were eventually extended across the state, representing an important shift from ad hoc felling of native stands of trees to a plantation system managed by the State government. The fire towers were installed to provide a lookout for fires that start in the plantations from the 1930s. Leis worked for the Queensland Forestry Department, constructing fire towers in State plantations throughout Queensland, mainly from his own design. He originally began with a four-legged design (of which eight were constructed); he then determined that three legs were more efficient and cheaper to build, eventually building twelve three-legged towers (the only towers of their type in the world). Leis built 28 fire towers between 1957 and 1991. Leis also constructed the Jimna Fire Tower, which is the tallest fire tower in Queensland and entered on the Queensland Heritage Register. The Elliott River Fire Tower is no longer in use, as most, if not all, of the early timber towers are now replaced by newer technology. A forestry station is located near the tower.

**Physical Description**

The Elliott River Fire Tower is part of the Elliott River State Forest, an extensive area south of Elliott, traversed by the Isis Highway. The tower is located on a rectangular cleared, grassed area on the western side of the highway approximately 6.5 kilometres south of the Elliott Elliott. A second tower, constructed of steel, is situated a short distance east, closer to the highway.

The three-legged timber structure is 36 metres high and follows a triangular design, the poles tapering inwards from their concrete base to the top, showing braces and cross-braces. Two logs are joined together for each pole. A hexagonal observation deck with corrugated iron clad roof and timber and mesh balustrade forms the top of the tower. Access to the deck is via a series of stairs and platforms encircling the structure on the outside.

The area at the base of the tower is fenced-off and two signs inform the public not to climb the tower due to stability issues.

<b>Integrity</b>	Good	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

**References**

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland, Brisbane, January 1998.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

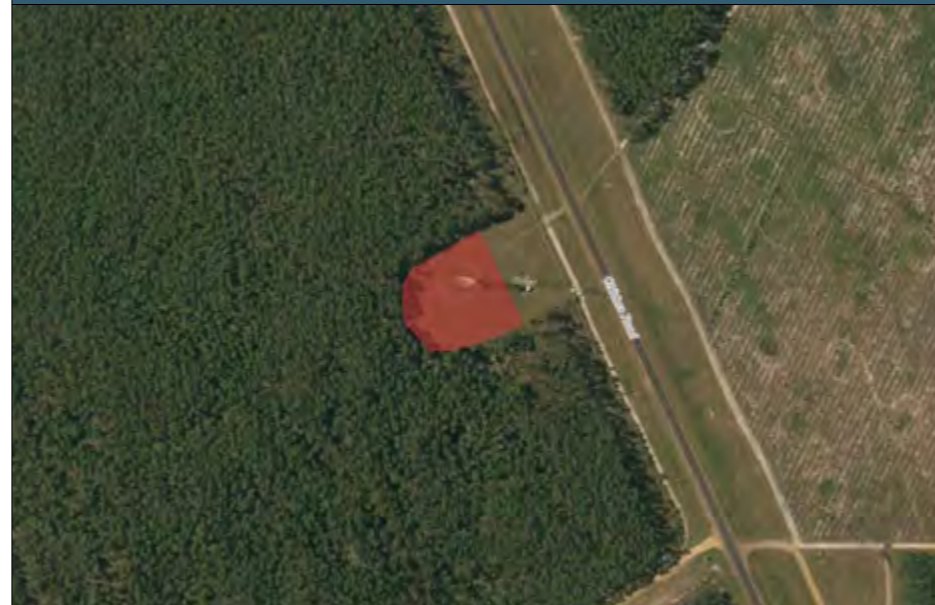
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Elliot River Fire Tower is important in demonstrating the evolution of the region's history, particularly the establishment of Queensland government state forests consisting of pine plantations, instead of the earlier ad hoc timber industry in the region (beginning with the earliest settlement in the 1860s) that relied on clearing of native stands of trees.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Elliot River Fire Tower demonstrates a rare and endangered aspect of the region's history, being the only timber fire tower constructed on behalf of the Queensland government by Arthur Leis in the region, and that it has now been closed and is likely to be dismantled in the near future.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Elliot River Fire Tower is important in demonstrating the principal characteristics of timber fire towers constructed in particular by Arthur Leis.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Elliot River Fire Tower is important because of its aesthetic significance, as a striking and dominant feature in the state forest.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Elliot River Fire Tower has a special association with the work of Arthur Leis, who constructed the majority of Queensland's fire towers from the 1950s through to the 1990s and who is regarded as having introduced key innovations in the design of timber fire towers, especially the shift from four to three legs.

**Location Map**



View of fire tower and setting.



Observation deck.



Warning sign.

Peter Holworth, Silent Sentinels: The story of Queensland's forest fire towers and the people who built them, Brisbane, Queensland Government Department of Primary Industries and Forestry, n.d., accessed 28 November 2014, <<http://www.hqplantations.com.au/history.html#silent>>

<b>Other Names</b>	Gin Gin Regional Art Gallery	
<b>Street Address</b>	Cnr 81 Mulgrave Street, Walker and May Streets	Gin Gin
<b>Title Details/ GPS Coordinates</b>	612G2311	

**Historical Context**

The first European settlement in the Gin Gin district occurred in 1848 when Gregory Blaxland (the son of the famous explorer) and William Forster established the Tirroan pastoral station, which was stocked with sheep. The station was renamed Gin Gin in the 1850s, possibly after Gin Gin in Western Australia (the station is located on the northern outskirts of the town). At the time of establishment, the station was on the edge of the pastoral frontier. The number of runs soon increased; for example: Walla (1849), Kolonga (1850), Tenningering and Monduran (1850) and Moolboolaman (1861). The runs avoided all of the lower reaches of the Burnett River and the so-called 'Isis Scrub', effectively skirting the future site of the Bundaberg and Childers districts, although stations began to encroach on the coast by the mid- to late-1850s (for example Eureka and Electra) and, in the 1860s, Tantitha, Colanne (or Kolan), Barolin, Bingera and Branyan.

The pastoral stations were progressively broken up via Land Acts from the 1860s onward in order to encourage closer settlement. However, the stimulus to the establishment of the town of Gin Gin and the area more generally was the discovery of copper to the west of the district, particularly Mount Perry and New Moonta, in the late 1860s and early 1870s. The copper ore was transported to the nascent settlement of Bundaberg, where it was loaded on to ships via wharves on the Burnett River. A telegraph station was established in what became the town of Gin Gin (originally called Albany) in 1874 on the telegraph line between Bundaberg and Gladstone, and becoming a repeating station in 1879. The Kolan Divisional Board, the first local government in the area, was established that year, with Gin Gin selected as the seat of the Board. Gin Gin was located on the Bundaberg-Mount Perry railway, completed in 1884. By this stage the pastoral stations had moved from sheep to cattle. Other prominent industries were sugar, with the Gin Gin sugar mill established at Wallaville in 1895, and timber and dairying.

The first court house in Gin Gin was constructed in 1882 and it was a Small Claims Court. In 1922, it was elevated to a Magistrates' Court. The present (former) court house was constructed in 1935 and remains in its original location (the first court house is located at the rear of the newer building). The building continued to be used as a court until 1990. The prisoners' dock and Magistrate's desk remain in situ; these were used in the first court house and carried over to the new building, a period of nearly 110 years.

**Physical Description**

The Gin Gin Courthouse is located on a half acre, slightly sloping, site in the Gin Gin CBD. It is bordered by Mulgrave Street in the north, Walker Street in the west and May Street in the south. Also located on the site are the police station to the east and a residence and garage facing May Street. The former courthouse, currently used as the Gin Gin regional art gallery, is set within landscaped gardens, including two tall palm trees flanking the entrance. A sign at the front provides information about the opening times of the gallery.

The low-set L-shaped building illustrates a combination of exposed timber and weatherboard clad walls and rests on concrete stumps of varying height to level out the terrain. The corrugated iron clad roof has a Dutch gable configuration at the front and a hipped roof at the rear section. A verandah with timber balustrade wraps around the north, east and west sides and is covered under the main roof supported by timber posts. The main entrance is from Mulgrave Street via a staircase onto the verandah, and featuring a gable. A ramp provides access to the eastern verandah and there are further stairs on the western side towards the rear. A number of French doors lead into the building that is divided into a number of rooms, the former court room at the front still containing some of the original furniture, including the prisoners' dock and Magistrate's desk. There is also a rear entrance with access via a set of stairs. The building features several windows of a variety of styles, some covered with hoods comprising corrugated iron mounted on timber brackets and some boarded-up. At the rear of the courthouse is the original police lock-up consisting of a small weatherboard clad timber structure on low concrete stumps covered by a corrugated iron clad gable roof. Also located at rear are two timber clad toilet blocks set on a concrete base and covered by corrugated iron clad gable roof.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

Bundaberg Regional Council, Gin Gin interpretation panels.  
 Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Gin Gin Courthouse (former) is important in demonstrating the pattern of the region's history, particularly the need for courthouses in major settlements in the region. It also demonstrates the evolution of the region's history, as the replacement of the original courthouse with a new courthouse in the 1930s illustrated the growing population and importance of Gin Gin and the surrounding district.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Gin Gin Courthouse (former) demonstrates a rare aspect of the region's history, as an intact timber court house built in the 1930s (and the earlier court house) is rare in the region. The prisoner's dock and magistrate's desk dating from the original courthouse and that remain in situ are also rare.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Gin Gin Courthouse (former) is important in demonstrating the principal characteristics of a timber court house in a major rural settlement from the early twentieth century. Its simple timber design can be contrasted with the more substantial masonry court houses in major settlements such as Bundaberg.

**Location Map**



View of Gin Gin Courthouse (former) and setting from Mulgrave Street.



Verandah on eastern elevation.



Police lock-up.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Kolan Shire Council, Centenary Shire of Kolan 1879-1979, Maryborough, Maryborough Printing Company, 1979.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Cemetery Road	Gin Gin
<b>Title Details/ GPS Coordinates</b>	214SP243477	

**Historical Context**

The first European settlement in the Gin Gin district occurred in 1848 when Gregory Blaxland (the son of the famous explorer) and William Forster established the Tirroan pastoral station, which was stocked with sheep. The station was renamed Gin Gin in the 1850s, possibly after Gin Gin in Western Australia (the station is located on the northern outskirts of the town). At the time of establishment, the station was on the edge of the pastoral frontier. The number of runs soon increased; for example: Walla (1849), Kolonga (1850), Tenningering and Monduran (1850) and Moolboolaman (1861). The runs avoided all of the lower reaches of the Burnett River and the so-called 'Isis Scrub', effectively skirting the future site of the Bundaberg and Childers districts, although stations began to encroach on the coast by the mid- to late-1850s (for example Eureka and Electra) and, in the 1860s, Tantitha, Colanne (or Kolan), Barolin, Bingera and Branyan.

The pastoral stations were progressively broken up via Land Acts from the 1860s onward in order to encourage closer settlement. However, the stimulus to the establishment of the town of Gin Gin and the area more generally was the discovery of copper to the west of the district, particularly Mount Perry and New Moonta, in the late 1860s and early 1870s. The copper ore was transported to the nascent settlement of Bundaberg, where it was loaded on to ships via wharves on the Burnett River. A telegraph station was established in what became the town of Gin Gin (originally called Albany) in 1874 on the telegraph line between Bundaberg and Gladstone, and becoming a repeating station in 1879. The Kolan Divisional Board, the first local government in the area, was established that year, with Gin Gin selected as the seat of the Board. Gin Gin was located on the Bundaberg-Mount Perry railway, completed in 1884. By this stage the pastoral stations had moved from sheep to cattle. Other prominent industries were sugar, with the Gin Gin sugar mill established at Wallaville in 1895, and timber and dairying.

The Gin Gin cemetery reserve was created in 1890, reflecting the growing prosperity of the town. A Cemetery Trust was established and the reserve was fenced in the same year.

**Physical Description**

Gin Gin General Cemetery is located on the outskirts of town, one kilometre southwest of the CBD. The cemetery is located on sloping terrain, offering views over the surrounding landscape. The site is bounded by Gossling Street to the north, Cemetery Road in the east and farmland in the south and west. Approximately one quarter of the 5.5 hectare site appears to include marked graves; on the eastern boundary and in the southwest. There are some mature trees on the north-eastern perimeter, especially on the corner section where there also is a sign reading 'GIN GIN CEMETERY' and the remnants of a structure including footings and steps. Other vegetation in the cemetery includes landscaping with feature trees and shrubs separating some sections of the cemetery.

Main vehicular access to the unfenced site is from the east past a small brick wall segment with information signage. Inside the cemetery the wall functions as a Columbarium Wall. A bitumen driveway divides the lawn cemetery on the southern side from the monumental section in the north. In both sections the graves are arranged in rows. The grave ornaments in the monumental cemetery reflect the changing funerary customs from the late 1800s to the present day. Surrounds include concrete and rendered brick, wrought iron fencing and piping suspended between posts. There is a variety of headstones ranging from simple mounted tablets to stelae and crosses as well as a number of monuments.

The Catholic section of the monumental cemetery is separate from the main monumental section and is located in the southwest of the cemetery. Grave ornamentation is similar to the general monumental section. A post and two-rail fence and landscaped garden bed separate the Paupers Memorial Section, consisting of a grassed area in the northwest. A small shelter structure is located close by. A Memorial Garden and second Columbarium Wall are located on the eastern boundary.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

- Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.
- JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.
- Kolan Shire Council, Centenary Shire of Kolan 1879-1979, Maryborough, Maryborough Printing Company, 1979.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Gin Gin General Cemetery is important in demonstrating the evolution of the region's history, particularly the closer settlement of the Gin Gin and surroundings districts, which emerged from the original Gin Gin pastoral station established in the late 1840s. The size of the cemetery also demonstrates this evolution, indicating the importance of Gin Gin as a major settlement in the region.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Gin Gin General Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Gin Gin General Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Gin Gin General Cemetery has a special association with the Gin Gin community, demonstrated in particular by its continuous use as a burial place for the region for more than one hundred years.

**Location Map**



View across cemetery from northeast corner.



Main vehicular entrance.



View to Catholic section in the southwest.

Maryborough Chronicle, Wide Bay and Burnett Advertiser, 25 June 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

<b>Other Names</b>	N/A	
<b>Street Address</b>	34593 Bruce Highway	Gin Gin
<b>Title Details/ GPS Coordinates</b>	1BON1460	

**Historical Context**

The first European settlement in the Gin Gin district occurred in 1848 when Gregory Blaxland (the son of the famous explorer of the same name) and William Forster established the Tirroan pastoral station, which was stocked with sheep. The station was renamed Gin Gin in the 1850s, possibly after Gin Gin in Western Australia. At the time of establishment, the station was on the edge of the pastoral frontier; it now lies on the edge of the town of Gin Gin, which was named after the station. The number of runs soon increased; for example: Walla (1849), Kolonga (1850), Tenningering and Monduran (1850) and Moolboolaman (1861). The runs avoided all of the lower reaches of the Burnett River and the so-called 'Isis Scrub', effectively skirting the future site of the Bundaberg and Childers districts, although stations began to encroach on the coast by the mid- to late-1850s (for example Eureka and Electra) and, in the 1860s, Tantitha, Colanne (or Kolan), Barolin, Bingera and Branyan. At this time, it is understood that a simple hut served as the 'homestead'.

The creation of the runs led to conflict with local Aboriginal people, as they tried to resist the invasion and settlement of their land. The three Pegg brothers, Abraham, John and Peter were shepherds for Blaxland and Forster. John and Peter were killed in an attack by Aboriginal people in 1849. The deaths resulted in an immediate retaliation from the squatters; a party caught up with the alleged offenders and gave them a 'sound thrashing', more than likely a euphemism for a more violent response. Months passed and it seemed that the threat of further violence had passed. However, Blaxland was killed in 1850, close to his homestead. Word was sent around to the surrounding stations, even as far as the North Burnett, and a large punitive party was hastily organised. The outcome of the pursuit is unclear; a report by the Land Commissioner based in Gayndah, Maurice O'Connell, claimed that the party surprised a camp of Aboriginal people on the bank of the Burnett River and set fire to their camp, although the party was unsuccessful in apprehending the perpetrators of the attack on Blaxland. This account is unlikely to reflect what really occurred; the ferocity of retaliatory attacks on the frontier is well documented, even if in many cases details were withheld by the squatters and their employees at the time. Some accounts place the attack at Paddy's Island, downstream of the city of Bundaberg, although the precise location has not been confirmed. A Native Police contingent was soon installed at Walla Station to prevent further attacks on the settlers in the district.

Some time after Blaxland's death, Forster entered the New South Wales Parliament and eventually became Premier (the station was located in New South Wales at this time, as the colony of Queensland was not created until 1859). The next owners of the station were Arthur and Alfred Brown. Nugent Wade Brown (related to Arthur and Alfred) became manager of the station in 1859. The Browns erected a more substantial homestead c1860s, which remains on the property today. Wade Brown's initials and the year 1873 were scratched into one of the window panes and the graffiti can still be seen today. Wade Brown took over the management of Barolin Station, near Innes Park, in 1875 for the Brown brothers (see the 'Barolin Homestead' place card).

The next owner was the famous Queensland politician, Sir Thomas McIlwraith. McIlwraith migrated to Australia from Scotland in 1854 and initially made his money on the Victorian goldfields. He invested heavily in pastoral stations in the colony of Queensland, including Gin Gin Station. McIlwraith shrewdly foresaw the market for beef would improve due to development of refrigeration, and he switched his stations from sheep to cattle. He became an important, and at times controversial, politician in the Queensland Parliament (and Premier on a number of occasions) from the 1870s through to the 1890s. The manager of the station from 1859, N Wade Brown, scratched his initials in the glass of one of the window panes in 1873. One of the station managers in this period, FW Gostling, had married one of McIlwraith's daughters.

The station was purchased by DRN Walker in 1943 and he made numerous improvements to the property, including the house - although it is understood the interior of the house remains largely original (see the description below). The property has remained in the Walker family since this time.

**Physical Description**

Gin Gin Station is located on a large block comprising over 322 ha and which is bounded by the Bruce Highway to the east, Gin Gin-Mount Perry Road to the south, bushland to the west and Gin Gin Creek to the north, which performs a sharp bend northwards. The slightly sloping terrain is mostly cleared with remnant native vegetation along the creek and also in the northwest, west and southeast portions of the Lot. A large dam is located in a low-lying area towards the creek bend and a smaller dam a short distance to the southeast.

There are a number of structures and features on the site including:

- Stables and carriage shed.
- The homestead.
- Archaeological evidence indicative of further structures/historic use inclusive of the remnants of an early structure, potentially a detached kitchen or residence.
- Fenced yards

**Heritage Significance**

Criteria	Definition
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<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
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**Statement** Gin Gin Homestead is important in demonstrating the pattern of the region's history, particularly as the first pastoral station in the region and therefore the beginning of the expansion of the pastoral frontier in the 1840s and the conflict this engendered with local Aboriginal people who resisted the incursion in their lands. Its continual use as a station since its establishment reflects the primary use of the Gin Gin district as grazing country, versus much of the remainder of the Bundaberg region, where the sugar industry predominated.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
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**Statement** Gin Gin Homestead has the potential to yield information that will contribute to an understanding of the region's history. Although much of the main homestead is visible (and therefore demonstrates the principal characteristics of a homestead in this period, see below), elements of its construction and material may remain hidden and future work to it may reveal especially early evidence of fabric and construction methods for the region. The remainder of the site also has the potential to yield information, including (but not limited to) material evidence of the first homestead site dating from the late 1840s, remnants of structures related to the operation of the station over time, early exotic plantings, unmarked graves (including that of Blaxland, although it is believed the grave is located in the rest area across from the station) and general material reflecting the occupation of the site such as rubbish dumps.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
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**Statement** Gin Gin Homestead demonstrates the principal characteristics of a homestead constructed and improved in various early phases of the region's history. The slab construction and unpainted interior reflect its construction in the 1860s, while various improvements to the building, including the application of milled timber weatherboard cladding to the exterior of the building reflect the easier availability of milled timber in the region, which presumably dates to the closer settlement of the Bundaberg and Gin Gin districts and the establishment of saw mills (the first industry in Bundaberg, for example). The general design of the house also reflects its construction in the 1860s, including the use of verandahs, local cedar and the orientation of the building to Gin Gin Creek.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
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**Statement** Gin Gin Homestead is important to the region because of its aesthetic significance. The building, although a relatively simple structure, still sits within the remains of a pastoral landscape and its proximity to the Bruce Highway and the rest area across from the property ensures it continues to make an aesthetic contribution to the Gin Gin district.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
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View to south-western elevation.



Detail of slab construction.



View to site of early structure, date palm and stables.

- Two modern residences including ancillary buildings (not considered in this assessment).

The early structural remains, stables/carriage shed and homestead are located in the northwest of the lot in the vicinity of the two dams. A mature date palm marks the site of the early structure, which includes the base of the hearth consisting of a square stone and handmade brick foundation with some bricks showing a cross marking, in conjunction with several short stumps.

The stables and carriage shed consist of a weatherboard clad, timber structure with a combination of square and round profile uprights indicating different stages of development, open at the front (northeast elevation) and with corrugated iron clad roof. There are a number of door openings at the rear. The building is in poor condition with partially collapsed roof and missing sections at the rear wall. Located at the rear of the shed are remnants of a further structure consisting of timber posts of varying height, some with mortice and tenon joints.

The homestead is located a short distance to the northwest, in a fenced site featuring two mature exotic trees (species unidentified) next to a corrugated iron watertank on a high timber tankstand in the northeast. The building consists of a rectangular, lowset timber structure with gable roof with pit sawn rafters and clad with sheeting marked 'Gospel Oak, First Quality, Galvanized Tinned Iron'. (Gospel Oak Anchor Brand corrugated iron sheeting was manufactured in England from 1850s and often shipped to Australia as ships ballast.) The gable features a tall arched vent/access hatch. A verandah wraps around the entire building, enclosed on three sides and open on the north-eastern elevation.

The homestead underwent a number of phases of development (it is understood that substantial changes occurred after the arrival of the Walker family in 1943) and the fabric of the building today illustrates this development.

The open verandah features timber flooring, stop chamfered posts and a simple balustrade. The width of the stairs leading onto the verandah have been shortened and extended in height when the homestead was restumped.

The core building is constructed of hand split and hewn timber slabs set into uprights and diagonally braced in some places.

Internally, there are three rooms (lounge, dining and main bedroom) lined with horizontal, unpainted, white cedar boards, which are reportedly sourced locally and milled at Bundaberg (pers. com. B Walker) on the walls and ceiling (with vent grilles). The end wall sections are braced with diagonal timber boards. Other features include timber flooring and red cedar architraves and skirting boards. The rooms are connected and also have access to the other parts of the building, including to the open verandah, via French doors. Two former open fireplaces on the southwestern elevation, reportedly constructed of homemade bricks, have been removed subsequent to the arrival of the Walker family (pers. com. B Walker) and are boarded up with horizontal timber boards. It is understood that the footings are extant under the building.

The enclosed verandah sections contain a number of rooms, including toilet, former nursery, office and bedrooms. Two sections on the south-western and south-eastern corner appear to have been originally enclosed and still show the original timber slabs while other parts, including the toilet, have been enclosed later and are lined with timber boards. Sections of the south-western verandah were remodelled as a kitchen including sheeted wall panelling, built-in cupboards and stove recess in c1950s.

Early electrical fixtures and switches are extant in a number of places.

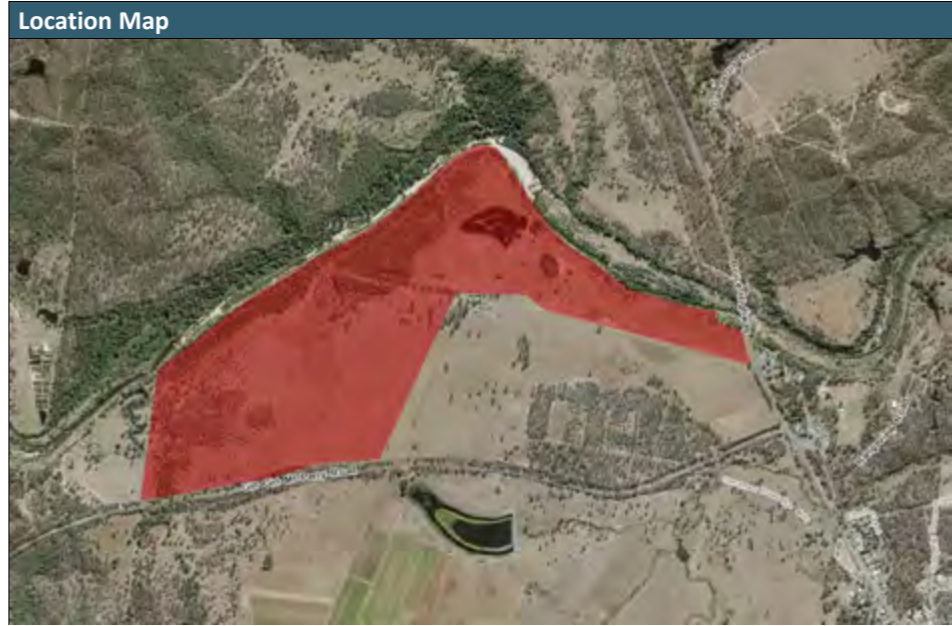
A second structure with low-pitched corrugated iron clad roof is connected to the south-western elevation by an awning. This structure is clad with timber and fibrous cement sheeting and contains a number of rooms to both sides of a central breezeway, including amenities, former butchery and store rooms. An earlier, underground cistern constructed of bricks adjoins this second building.

Artefactual material including transfer ware and glass fragments as well as timber posts (in situ and piled up) were identified at the periphery of an area of cultivation adjacent to the creek in the northeast portion of the site. These remains indicate that further archaeological evidence of previous structures and related use of the site over time may exist in this area.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	1/12/2015

<b>References</b>	
Don Dignan, 'McIlwraith, Sir Thomas (1835–1900)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <a href="http://adb.anu.edu.au/biography/mcilwraith-sir-thomas-4099/text6549">http://adb.anu.edu.au/biography/mcilwraith-sir-thomas-4099/text6549</a> , published first in hardcopy 1974, accessed online 9 February 2016.	

<b>Statement</b>	Gin Gin Homestead has a special association with the life of several of its owners and managers. First, Blaxland and Forster were important squatters in an early phase of pastoral expansion on the frontier of European settlement in New South Wales; the association with Blaxland (and the Pegg Brothers) provokes reflection on the nature of conflict with local Aboriginal people and the impact of the pastoral frontier in particular, and closer settlement more generally, on the lives and culture of the Aboriginal people who lived in the region. Forster became Premier of New South Wales. Wade Nugent Brown became an important figure in the pastoral history of the region, being associated with Barolin Station in addition to Gin Gin. McIlwraith was one of Queensland's most famous politicians in the colonial period. The Walker family, who continue to own the property, have managed the station since its purchase by DRN Walker in 1943, ensuring the family is an integral part of Gin Gin's history since that time.
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Kolan Shire Council, Centenary Shire of Kolan 1879-1979, Maryborough, Maryborough Printing Company, 1979.  
Pers. Comm. Bruce Walker 24/10/2014.

<b>Other Names</b>	Gin Gin Telegraph Station (former)	
<b>Street Address</b>	82 Mulgrave Street	Gin Gin
<b>Title Details/ GPS Coordinates</b>	72G2319	

**Historical Context**

The first European settlement in the Gin Gin district occurred in 1848 when Gregory Blaxland (the son of the famous explorer) and William Forster established the Tirroan pastoral station, which was stocked with sheep. The station was renamed Gin Gin in the 1850s, possibly after Gin Gin in Western Australia (the station is located on the northern outskirts of the town). At the time of establishment, the station was on the edge of the pastoral frontier. The number of runs soon increased; for example: Walla (1849), Kolonga (1850), Tenningering and Monduran (1850) and Moolboolaman (1861). The runs avoided all of the lower reaches of the Burnett River and the so-called 'Isis Scrub', effectively skirting the future site of the Bundaberg and Childers districts, although stations began to encroach on the coast by the mid- to late-1850s (for example Eureka and Electra) and, in the 1860s, Tantitha, Colanne (or Kolan), Barolin, Bingera and Branyan.

The pastoral stations were progressively broken up via Land Acts from the 1860s onward in order to encourage closer settlement. However, the stimulus to the establishment of the town of Gin Gin and the area more generally was the discovery of copper to the west of the district, particularly Mount Perry and New Moonta, in the late 1860s and early 1870s. The copper ore was transported to the nascent settlement of Bundaberg, where it was loaded on to ships via wharves on the Burnett River. The Kolan Divisional Board, the first local government in the area, was established that year, with Gin Gin selected as the seat of the Board. Gin Gin was located on the Bundaberg-Mount Perry railway, completed in 1884. By this stage the pastoral stations had moved from sheep to cattle. Other prominent industries were sugar, with the Gin Gin sugar mill established at Wallaville in 1895, and timber and dairying.

A telegraph station was established in what became the town of Gin Gin (originally called Albany) in 1874 on the telegraph line between Bundaberg and Gladstone, and becoming a repeating station in 1879. The building became a school, and later a residence located at Phillippi Town (on the outskirts of Gin Gin), as the post office was now located at the railway station. The current post office building was erected in its current location in 1909 (with later additions).

**Physical Description**

The Gin Gin Post Office is located on a sloping quarter acre site on the corner of Mulgrave and Campbell Streets, a short distance east of the Gin Gin CBD.

The low-set single storey weatherboard clad timber building rests on stumps varying in height to level out the sloping terrain and features a corrugated iron clad roof with a combination of gable and hipped configurations. Generally, the structure displays the elements of the standard government design for post offices in small rural towns of the period of construction. The building has had a number of alterations and additions over time; for example, the porch is now enclosed. However, the original configuration of a single porch and gable post office building remains evident.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

- Gin Gin Historical Society, historical information.
- Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.
- JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.
- Kolan Shire Council, Centenary Shire of Kolan 1879-1979, Maryborough, Maryborough Printing Company, 1979.
- Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Gin Gin Post Office is important in demonstrating the pattern of the region's history, particularly the establishment of postal and telegraphy services. It also demonstrates the evolution of the region's history, as the third post office in the town of Gin Gin, illustrating its continued growth over time.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Gin Gin Post Office demonstrates a rare aspect of the region's cultural heritage, as a relatively intact, early twentieth century timber post office (with additions) in the Bundaberg region is rare.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Gin Gin Post Office is important in demonstrating the principal characteristics of an early twentieth century timber post office constructed in a major rural town.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Gin Gin Post Office is important to the region for its aesthetic significance, as a pleasing example of an early twentieth century timber post office with decorative features.

**Location Map**



View to post office from Mulgrave Street.



Western elevation.



View to front and eastern elevation.

<b>Other Names</b>		
<b>Street Address</b>	Mulgrave Street / Bruce Highway	Gin Gin
<b>Title Details/ GPS Coordinates</b>	(E: 394805 N: 7235448), (E: 394810 N: 7235454), (E: 394812 N: 7235443), (E: 394816 N: 7235450)	

**Historical Context**

The Gin Gin War Memorial was erected by the residents of the Kolan Shire and was unveiled by Lieutenant-Colonel Christie on 6 November 1920 to commemorate 48 local men who had given their lives in the Great War, in addition to nursing sister Sister M.E. Wilson, whose name is listed at the top of the first plaque. The memorial was manufactured by the Brisbane firm of A.L. Petrie & Son. A.L. Petrie & Son of Toowong in Brisbane was responsible for more of Queensland's digger monuments than any other masonry firm. A later set of plaques records the 14 names of those who died on active service in the Second World War.

**Physical Description**

The Gin Gin War Memorial is located in a prominent location at the southern entrance into Gin Gin in the median of Mulgrave Street (the Bruce Highway). The memorial consists of a life-sized digger with head bowed and arms reversed, wearing an ammunition bandolier over his shoulder, set atop a typical petrie base. The memorial is painted white and grey, and is set within a landscaped rose garden area with a chain border around the memorial, small pipe border around the roses and a low concrete border around the whole area. Marble plaques are located on the faces of the pedestal and lower step, with the Kolan Shire Role of Honour inset in the base of the memorial. The main face carries the inscription "In memory of those who so nobly gave their lives for our freedom in the Great War of 1914-1919. They rose responsive to their country's call, They gave their lives, their best, their all." Adjacent plaques feature the names of the 48 local men who fell in the First World War. The plaque on the lower step reads "In memory of the fallen in the war of 1939-1945, Lest We Forget", with surrounding plaques listing the names of 14 men who lost their lives in the Second World War.

Of particular note is the first inscription, which names nursing sister, Sister M.E. Wilson and, subsequently, the names of the Kolan Shire "Band of Brothers", E. (Ernest) Allen (private, d.1917), J.E. (James Edward) Allen (private, d.1918) and J. (Josiah) Allen (private, d.1918) all of whom lost their lives in the Great War.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	26/6/2013		

**References**

Department of Environment and Heritage Protection, 'Gin Gin War Memorial', accessed 6 August 2013, <[http://www.qldwarmemorials.com.au/pages/MemoDet.aspx?Memorial=Gin Gin War Memorial](http://www.qldwarmemorials.com.au/pages/MemoDet.aspx?Memorial=Gin%20Gin%20War%20Memorial)>

Monument Australia (2010-2013), 'Gin Gin War Memorial', accessed 6 August 2013, <<http://monumentaaustralia.org.au//search/display/91462-gin-gin-war-memorial>>

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	War Memorials are important in demonstrating the pattern of Queensland's history as they are representative of a recurrent theme that involved most communities throughout the state. They provide evidence of an era of widespread Australian patriotism and nationalism, particularly during and following the First World War.

<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The monuments manifest a unique documentary record and are demonstrative of popular taste in the inter-war period. Erected in 1920, the memorial at Gin Gin demonstrates the principal characteristics of a commemorative structure erected as an enduring record of a major historical event. This is achieved through the use of appropriate materials and design elements. As a digger statue, it is representative of the most popular form of war memorial in Queensland.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	This particular statue is of aesthetic value, both for its prominence as a landmark in the town and for its landscaped garden surrounds.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	It has a strong association with the community as evidence of the impact of a major historic event. This memorial is also significant as evidence of the patriotism of the people of Gin Gin. The memorial has an important association with the work of stonemasons A.L. Petrie & Son.



View to northeast.



View to east.



View to south.

<b>Other Names</b>	N/A	
<b>Street Address</b>	5594 Isis Highway	Childers
<b>Title Details/ GPS Coordinates</b>	(E: 425708 N: 7207206), (E: 425740 N: 7207430), (E: 425754 N: 7207234), (E: 425818 N: 7207397), (E: 425835 N: 7207291), (E: 425862 N: 7207414), (E: 425926 N: 7207394), (E: 425953 N: 7207346)	

**Historical Context**

The Isis Scrub was first described by Assistant-Surveyor James Charles Burnett in 1847. Burnett skirted the edge of the scrub and reached what he thought was the Boyne River for the second time, following it to the current site of Bundaberg. Burnett realised it was not in fact the Boyne and the Governor FitzRoy named the river the Burnett in the surveyor's honour. William Howard (after whom the town of Howard is named) was the first European to explore the scrub in 1863.

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the scrub was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line). By the early 1900s the majority of the scrub had been cleared for sugar cane farms and plantations, and the mills that processed the cane.

The scrub was an important site of botanical study for the botanist Sabine Helms. Sabine moved to the district with her husband, Rudolph, who was appointed the first manager of the Colonial Sugar Refinery mill at Huxley in 1895. Sabine spent seventeen years studying the botany of the scrub, illustrating over 90 species of flora and collecting a herbarium of over 400 plant specimens, later donated to the Copenhagen Botanical Museum. Two species of plant are also named after her: *Grevillea helmsiae* and *Geigera helmsiae*; Helms' painting of *Geigera* was published in Frederick Bailey's *The Queensland Flora* (published in seven volumes from 1899-1902 and 1905; Bailey was the Queensland Colonial Botanist from 1881 until his death). The Isis Shire Council named the scrub in Helms' honour.

**Physical Description**

Helms Scrub is located on a 3 hectares undulating site bounded by the Isis Highway in the south, on a lot that contains the Childers waste facility in the north. The area contains a small remnant of the Isis Rainforest once extending to 360 square kilometres. Vegetation includes two species classified as endangered and vulnerable respectively, the Isis Tamarind (*Alectryon ramiflorus*) and the Wedge-leaf Tuckeroo (*Cupaniopsis shirleyana*), as well as Hoop Pine (*Araucaria cunninghamii*), Crows Ash (*Flindersia australis*), Queensland Ebony (*Diospyros ferrera*), Yellow Boxwood (*Planchonella pohlmaniana*) and vines.

A hiking track leads through the scrub starting at the car parking area adjacent to the highway. An interpretation sign provides information on the site including historic context.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**References**

- Australian Dictionary of Biography, National Centre of Biography, Australian National University, 'Frederick Bailey', accessed November 2014, <<https://www.anbg.gov.au/biography/bailey-frederick.html>>
- Australian Dictionary of Biography, National Centre of Biography, Australian National University, 'Sabine Helms', accessed November 2014, <<http://www.anbg.gov.au/biography/helms-sabine.html>>
- Bundaberg Regional Council, Helms Scrub interpretation panel.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Helms Scrub is important in demonstrating the pattern of the region's history, particularly the wholesale clearing of the Isis Scrub to facilitate settlement, the establishment of agricultural farms (most importantly sugar cane farms) and sugar mills.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	Helms Scrub demonstrates an endangered aspect of the region's cultural heritage, as a remnant of the scrub that early settlers in the nineteenth century faced when selecting and developing land in the district.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	Helms Scrub has a special association with the work of Sabine Helms, who was instrumental in documenting and observing the flora of the Isis Scrub prior to its near-complete removal, and whose work contributed to our understanding of existing and new species of plants in the region.

**Location Map**



Interpretation sign.



Hiking track through the scrub.



View to Helms Scrub.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Henkers Road / Rosedale Road	Oakwood
<b>Title Details/ GPS Coordinates</b>	(E: 428161 N: 7252324), (E: 428168 N: 7252309), (E: 428175 N: 7252330), (E: 428182 N: 7252315)	

**Historical Context**  
 Mary McLucas (nee Watson) and her son, William Watson, were early settlers in the Bundaberg district. William selected over 100 acres, bounded by Splitters Creek, in 1871, making him (and his mother) some of the earliest settlers in the region, given that the town of Bundaberg had only been surveyed two years earlier. The property was called Carnamoyle, after Carnamoyle in Ireland. Watson went on to establish a successful agricultural implement manufacturing, blacksmith and wheelwright business in 1880. Mary died in 1879 and was buried on the property. Charles Henker (d1894) and Wilhelmine Henker (d1901) are also buried on the property; it is unclear whether they were related to the Watsons, or if they were subsequent owners of the property.

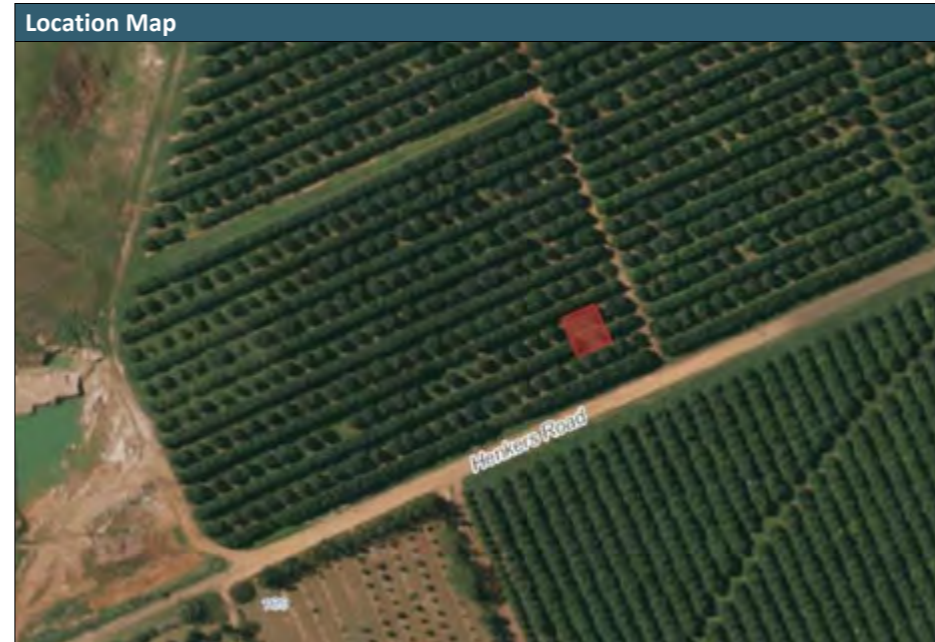
**Physical Description**  
 The Henker Family Graves are located within a Macadamia Plantation towards the western end of Henkers Road in the suburb of Oakwood, approximately seven kilometres northwest of the Bundaberg CBD.  
 The grave site is cordoned off by a rope strung between the corner posts of a former wrought iron fence surround. There are three headstones in form of decorated stelae arranged in a row.

<b>Integrity</b>	Good	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**  
 Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places, 1996.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Henker Family Graves are important in demonstrating the evolution of the region, in particular the emergence of Bundaberg and the selection of agricultural land in its immediate vicinity from the late 1860s and the development of associated industries (through the association of Mary McLucas with her son, William Watson). The graves also demonstrate the pattern of the region's history, in that private cemeteries were common in the nineteenth century, despite the establishment of public cemeteries.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Henker Family Graves has potential to yield information that will contribute to an understanding of the region's history. The grave of Mary McLucas in particular is an early grave in the region (only ten years after the town of Bundaberg was surveyed). The graves also have the potential to contribute to an understanding of burial practices in the region by illustrating the religious and cultural patterns of settlement and life in the region in the nineteenth century.



View to the grave sites from Henkers Road.



Setting of graves within plantation.



Close-up of grave sites showing remnants of wrought iron fence.

<b>Other Names</b>	Hinkler House Memorial Museum / Mon Repos House	
<b>Street Address</b>	6 Mt Perry Road	Bundaberg North
<b>Title Details/ GPS Coordinates</b>	(E: 432905 N: 7251273), (E: 432918 N: 7251256), (E: 432925 N: 7251289), (E: 432938 N: 7251272)	

**Historical Context**

Bert Hinkler (1892-1933) was a prominent aviator. Hinkler was born in Bundaberg, although he lived in England from 1913, and he is primarily remembered as the first person to fly solo from Britain to Australia, in 1928. He first landed in Darwin, but then flew on to his home town of Bundaberg, arriving on 27 February 1928. The flight earned Hinkler numerous awards, including the Air Force Cross. Hinkler attempted another flight to Australia in 1933, but he crashed the plane in the Appennines mountain range in Italy and died from exposure (having survived the crash).

The erection of Hinkler House in its present setting was a Bicentennial project to relocate Hinkler's former residence from Southampton, England to the Botanic Gardens in North Bundaberg. The project involved the Bundaberg City Council and Queensland Government, as well as numerous community organisations, businesses and individuals, all of which are listed on honour boards on the second floor of the building. Officially opened by Queensland Premier Sir Johannes Bjelke-Petersen and the former Mayor of Southampton, Councillor Dorothy Brown, the house is now an adjunct facility to the Hinkler Hall of Aviation.

**Physical Description**

Two (2) storey English Edwardian style residence of cavity brick construction, with pebble dash walls to the upper storey. Baltic pine floorboards, rafters and joists. European red wood balustrades, architraves and mouldings. Plaster and lath ceilings. Welsh slate hipped roof with additional hipped gable. Internal to the building are genuine and replicated items of furniture and fixtures from the original house in Southampton. On the second floor are six (6) commemorative plaques dedicated to all volunteers, donors and organisations who were involved in the project. The yard consists of raised brick garden beds.

<b>Integrity</b>	Poor	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	3/7/2012		

**References**

Australian Dictionary of Biography, National Centre of Biography, Australian National University, E. P. Wixted, 'Hinkler, Herbert John (Bert) (1892-19, published first in hardcopy 1983, accessed online 26 January 2015, <<http://adb.anu.edu.au/biography/hinkler-herbert-john-bert-6680/text11519>>

Hinkler House Memorial Museum and Research Association Incorporated Hinkler House - A Great Journey, accessed 12 August 2013, <[http://www.hinklerresearch.org.au/house\\_relocation.htm](http://www.hinklerresearch.org.au/house_relocation.htm)>

Heritage Significance	
Criteria	Definition
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The building has a strong and special association with the community of Bundaberg. In 1983/84 several individuals and organisations participated in a Bicentennial community project to relocate Hinkler House from Southampton, England to Bundaberg, saving the building from pending demolition. The participation, support and community based funding of the project highlights the significance of the place as it relates to the recognition and celebration of Bert Hinkler's aviation achievements.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The reconstructed building has a special association with the life of Bundaberg pioneering aviator Bert Hinkler, as his English home until his death in 1933. The Bundaberg Botanic Garden location of the house is significant as it is adjacent to Hinkler's North Bundaberg State School and the lagoon where he spent many hours observing the flight of birds, especially the ibis, which contributed greatly to his aviation achievements.



View to west.



Hinkler House and garden



View to north.

<b>Other Names</b>	Customs House, Bundaberg Regional Art Gallery, Commonwealth Bank Building (former), Bundaberg	
<b>Street Address</b>	1 Barolin Street	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	1RP47025	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburru scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880. The Burnett River became a major port for the region's industries.

Designed by prominent Queensland Works Department Architect John Smith Murdoch and constructed in 1902 by Toowong contractor Charles Miller for a total cost of £4,398, the H.M. Customs House is the second customs house to have been erected in Bundaberg, its scale and design reflecting the growth and prosperity of Bundaberg. The location of the new Customs building was heavily debated before the current site was suggested by the Bundaberg Chamber of Commerce. A poll of the ratepayers was taken on 22 September 1900, unanimously supporting the current site.

The Commonwealth Bank acquired the building in 1921. The building has remained largely intact internally, but it has been subject to numerous external alterations over time that have removed some architectural features from the original building. Today the building is utilised as the Bundaberg Regional Art Gallery (BRAG).

**Physical Description**

The former Bundaberg Customs House is a two storey building located at the corner of Quay Street and Barolin Streets. The building sits square with its principal elevation facing north, although the primary entry to the building is located on the eastern elevation of the building addressing Barolin Street. Access is via several raised steps above the ground and set back from the smooth walling that is decorated with a motif from the 'BRAG' (Bundaberg Regional Art Gallery) logo in purple and black and interrupted by a series of one on one sash windows. The northern portion of the building has the ground floor expressed as the base, with a rusticated finish to walls and pier elements, between which windows are placed, the ledges and frames of which are highlighted in purple, providing strong contrast with the predominant neutral colouring of this section of the building. The ground floor is separated from the upper level by a cornice that runs along the wall and projections, but is absent from the centre of the symmetrical northern facade, where the verticality of the building is emphasised by thin piers that project from a sugar cane themed mural and are topped by a cement crest representing a lion and unicorn prepared by Sydney sculptors Messrs Grant and Cocks. On the upper level, these piers are visually connected by banks of louvres that provide ventilation to an upstairs balcony. Similar louvres are also present on the upper levels of the eastern and western facades. On the parapet wall, several cement kookaburras have been placed. The southern elevation has smooth walling and a green painted finish, with a ramp provided for disabled access, whilst the western elevation- which adjoins a car parking area- features a circular window, with three leadlight glass windows above which are viewed internally from the cedar staircase. This staircase connects the lower level of the gallery- which contains the main gallery (Gallery 1) and the 'Vault' (a conversion of the 1920's concrete bank vault into a contemporary exhibition space) - to the upper floor, housing Gallery 2 in addition to an artist-in-residence apartment and art resource library. The interior of the upper storey features timber board ceilings, ceiling roses, fireplaces and timber doors with rectangular fanlights.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The former Bundaberg H.M Customs House, completed in 1902, demonstrates the growth of the Bundaberg as a port facility in the nineteenth century. The prominence and high quality of the design of the building, although now substantially modified, provides evidence of the importance of the customs service in Queensland. The former Bundaberg H.M. Customs House is also important in demonstrating the wealth and importance of Bundaberg as a sugar city in the nineteenth century, being a grand building of a design and scale that illustrates the evolution of Bundaberg as a regional centre.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The place is important to the region because of its aesthetic significance. The former Bundaberg H.M. Customs House is also important in demonstrating the wealth and importance of Bundaberg as a sugar city in the nineteenth century, being a grand building of a design and scale that illustrates the evolution of Bundaberg as a regional centre. This significance remains despite various external alterations to the building.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	Although substantially altered, the Bundaberg H.M. Customs House (former) has a special association with the life and work of J. S. Murdoch, District Architect with the Queensland Works Department, during a period when many great public buildings in Queensland were designed by that office under AB Brady and Thomas Pye.

**Location Map**



View to front and east elevation from Quay Street.



Cement Government Crest Quay Street frontage.



Southern elevation.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	15/7/2013		

References	
Bundaberg Genealogical Association Inc, Bundaberg - A History from the Newspapers 1862-1903' - Volume 5, p11-19, Bundaberg, Bundaberg Genealogical Association Inc, 2009.	
Bundaberg Regional Council, 'Now and Then The H.M. Customs House, Quay Street', accessed 15 August 2013, < <a href="http://library.bundaberg.qld.gov.au/sites/default/files/files/Timeline_Customs_House.pdf">http://library.bundaberg.qld.gov.au/sites/default/files/files/Timeline_Customs_House.pdf</a> >	
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.	
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.	
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.	
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.	



<b>Other Names</b>	N/A	
<b>Street Address</b>	Cnr Woongarra and Barolin Streets	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	1B158, 2B15866, 3B1586	

**Historical Context**

The first Catholic Church, opened in 1875, was a wooden structure and named the Church of St Mary of the Holy Rosary. Bundaberg had only recently become part of the Gayndah-Mt Perry parish and Father Constantine Rossolini was appointed as the parish priest. The building was, nonetheless, the first church constructed in Bundaberg – before this time (and for some denominations, afterwards) a single service was held for all denominations in the first School of Arts building. Signalling the growing importance of Bundaberg, Rossolini moved to the town in 1876 and his residence was erected on the grounds of the church. By the 1880s, the original church was too small for the parish’s needs, further indicating the growth of the town. Father Rossolini was determined that a new church building should reflect the significance of the town and its Catholic community.

The Holy Rosary Church is constructed on the site of the first Catholic Church in Bundaberg. It was completed in 1888 and built to the design of the former colonial architect, FDG Stanley. Stanley was one of the most prolific and well-known architects practicing in Queensland in the nineteenth century. The building was extended in 1926 with the addition of transepts and a sanctuary. The extensions were designed by the prominent Bundaberg architect, FH Faircloth. The brick walls of the 1888 building remained exposed, but it is believed they were plastered at the time of the 1926 extensions. Major renovations were completed in 1989, prompted by a water leak that was affecting the foundations of the church.

Father Rossolini died in 1894 and he is buried in the grounds of the church. It was rumoured that he was buried under the church and care was taken during the 1989 renovations in case the rumour was true (it does not appear that it was). Another early Church priest, Reverend Father O’Brien, was instrumental in the establishment of the first church in the early 1870s and he died suddenly in Father Rossolini’s house, and he was also buried in the church grounds, although his remains were later removed to Maryborough.

**Physical Description**

The Holy Rosary Catholic Church occupies the corner of Woongarra and Barolin Streets in the Bundaberg CBD, a site of three lots measuring a quarter acre each. The St Joseph’s Catholic School sportsground joins onto the church in the south and a carpark is located on the eastern side. A brick fence separates the grassed front yard from Woongarra Street, consisting of square pillars with moulded caps and low panels, and continues a short length either side of the main entrance on Barolin Street. On the northern side are some low shrubs, and some mature palm trees are located on the southern side.

The church is designed in neo classical style with Greek and Roman influences. The layout follows a cruciform plan with a semi-circular apse. The tall rendered brick building has a gable roof surrounded by a parapet with decorative mouldings. The walls are decorated with pilasters supporting a decorated entablature. The main entrance features a large portico, consisting of two single and two double Doric columns on pedestals supporting a triangular pediment resting on the entablature. On the parapet behind the pediment sits a cross, and two Virgin Maria statues are positioned on the corners. The arched entrance door features a triangular pediment. There are porticos with similar features, although on a smaller scale, on the northeast and southeast corners. Additional doors leading into the northern and southern elevations show similar features as the main entrance door. There are a large number of tall arched windows with decorative mouldings. Internal features include a marble altar, steps and fittings, stained glass windows and a pipe organ.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

**References**

- Bundaberg Newspaper Company, 'Building Faith in Renovation', accessed 14 November, <<http://www.news-mail.com.au/news/building-faith-in-renovation/1859206/>>
- Catholic Parish of Bundaberg, accessed 14 November 2014, <<http://www.bundabergcatholic.net.au/125.html>>
- JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.
- Organ Historical Trust of Australia, 'Holy Rosary Catholic Church', accessed 14 November 2014, <<http://www.ohta.org.au/organs/organs/BundabergRC.html>>

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Holy Rosary Catholic Church is important in demonstrating the pattern of the region’s history, particularly the establishment of religious institutions and church buildings. It also demonstrates the evolution of the city, as the size and grandeur of the church reflects the growing population and importance of Bundaberg and its Catholic community when the project was conceived and constructed.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region’s history.</i>
<b>Statement</b>	The Holy Rosary Catholic Church has potential to yield information that will contribute to an understanding of the region’s history, in particular the grave of Father Constantine Rossolini, but also material evidence of the first Catholic Church building in Bundaberg and other associated structures, dating from the 1870s.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Holy Rosary Catholic Church is important to the region because of its aesthetic significance. The church building is large and striking, and is visually dominant in its prominent corner location. Its classical architectural design in particular evokes Roman architecture (and thus the Catholic significance of Rome), conferring a sense of permanence. The features illustrate the confidence in the growth and development of Bundaberg in the nineteenth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Holy Rosary Catholic Church has a special association with Bundaberg’s Catholic community as its principal place of worship.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region’s history.</i>
<b>Statement</b>	The Holy Rosary Catholic Church has a special association with the life of Father Constantine Rossolini, the first parish priest to be permanently based in Bundaberg, and the prominent Queensland architect, FDG Stanley.

**Location Map**



View to front and northern elevation from corner Woongarra and Barolin Streets.



Southern elevation.



View to front and northern elevation from Woongarra Street.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Boughtons Road	Bucca
<b>Title Details/ GPS Coordinates</b>	97CK2636	

**Historical Context**

The Invicta sugar mill crushed sugar cane from 1895 until 1918. The mill was established by Frederic Buss, a prominent Bundaberg businessman who owned interests in a number of other sugar and juice mills in the region as well as retail interests (most prominently Buss & Turner), often in partnership with other family members. He was a member of the Bundaberg Municipal Council in the 1890s and donated £500 to street planting in Bundaberg’s central business district. Buss Park in Bundaberg is named for the Buss family. The Invicta Mill was owned solely by Frederic.

Buss established the mill with second-hand mill equipment purchased from defunct mills in New South Wales, as well as new equipment. His engineer, G. G. Francis, supervised the erection of the mill; as part of the process, he moved the Kolan sawmill, located at Booyan, to the mill site to manufacture timber for its construction. Buss offered local farmers 10 year leases in order to grow sugar cane. Cane was delivered to the mill via punts and tramways, and by road (including over the Bucca Crossing, improved in 1896). By its second year the mill crushed more than 300 tonnes of cane and appeared to rival the bigger mills of Millaquin, Fairymead and Bingera.

The Invicta Mill continuously suffered from an undersupply of sugar cane, particularly as many of the potential suppliers were just as close to large mills such as Fairymead and Bingera. The mill tried a number of strategies to increase supply; they offered a high price for cane; supplied punts; and in 1911 built a 14km tramway to connect the mill with Avondale, to the north (authorised under the Invicta Branch Railway Act). Existing (earlier) tramways to the mill were also extended, to Bucca and then Norbrook, located on the southern side of the Kolan River. Nonetheless, the mill struggled to meet capacity and the mill was sold to a co-operative of farmers on the Haughton River (near Townsville) and dismantled in 1918.

The cemetery was in close proximity to the Invicta sugar mill. The cemetery contains two graves, of Herbert James Wigzell and Thomas Newell. Wigzell was a labourer, and he drowned in the Kolan River in 1907. Newell was a fireman employed at the mill and he also drowned in the river in 1913.

**Physical Description**

The Invicta Cemetery is located towards the eastern end of Boughtons Road in lightly forested terrain.

A small portion of the 0.5 hectare levelled site on the northeast corner has been cleared and contains two grave sites, approximately two metres apart, with decorative concrete surrounds and upright concrete headstones with engraved inscription and ornamentation. The graves have been restored by the Invicta community and a paved border has been added. The site is enclosed by a timber pole barrier and an interpretive panel provides information about the history of Invicta. It is unknown, whether there are any more unmarked graves in the cemetery reserve.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

- Australian Dictionary of Biography, National Centre of Biography, Australian National University, J.G. Nolan 'Buss, Frederic William (1845-1926)', accessed 11 July 2013, <<http://adb.anu.edu.au/biography/buss-frederic-william-5440/text9235>>
- John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.
- Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places, 1996.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Invicta Cemetery is important in demonstrating the evolution of the region’s history, particularly the establishment of a sugar mill at Invicta and the significance of its presence, leading to the creation of a cemetery primarily servicing the community created by the establishment of the mill.  The cemetery also demonstrates the pattern of the region’s history, particularly the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region’s history.</i>
<b>Statement</b>	The Invicta Cemetery has the potential to yield information that will contribute to an understanding of the region’s history, particularly burial practices and the origins and stories of Invicta sugar mill workers buried there.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Invicta Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting, and for its evocation of the passing fortune of the Invicta sugar mill and its impact on the district.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Invicta Cemetery has a special association with the Invicta community, demonstrated by the restoration works undertaken by the community, and the preparation of interpretative material.

**Location Map**



View to cemetery and setting.



Close-up of grave site.



View to grave sites.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Mill Street, 58 Kehls Road	Avondale
<b>Title Details/ GPS Coordinates</b>	01RL8500 (E: 412234 N: 7254271), (E: 412265 N: 7254499), (E: 412297 N: 7254526), (E: 412473 N: 7254180), (E: 412479 N: 7254227), (E: 412602 N: 7254159), (E: 412835 N: 7254112), (E: 412913 N: 7254494), (E: 412947 N: 7254122), (E: 413513 N: 7255268), (E: 413519 N: 7255262), (E: 413519 N: 7255274), (E: 413525 N: 7255268)	

**Historical Context**

The Invicta sugar mill crushed sugar cane from 1895 until 1918. The mill was established by Frederic Buss, a prominent Bundaberg businessman who owned interests in a number of other sugar and juice mills in the region as well as retail interests (most prominently Buss & Turner), often in partnership with other family members. He was a member of the Bundaberg Municipal Council in the 1890s and donated £500 to street planting in Bundaberg’s central business district. Buss Park in Bundaberg is named for the Buss family. The Invicta Mill was owned solely by Frederic.

Buss established the mill with second-hand mill equipment purchased from defunct mills in New South Wales, as well as new equipment. His engineer, G. G. Francis, supervised the erection of the mill; as part of the process, he moved the Kolan sawmill, located at Booyan, to the mill site to manufacture timber for its construction. Buss offered local farmers 10 year leases in order to grow sugar cane. Cane was delivered to the mill via punts and tramways, and by road (including over the Bucca Crossing, improved in 1896). By its second year the mill crushed more than 300 tonnes of cane and appeared to rival the bigger mills of Millaquin, Fairymeade and Bingera.

The Invicta Mill continuously suffered from an undersupply of sugar cane, particularly as many of the potential suppliers were just as close to large mills such as Fairymeade and Bingera. The mill tried a number of strategies to increase supply; they offered a high price for cane; supplied punts; and in 1911 built a 14km tramway to connect the mill with Avondale, to the north (authorised under the Invicta Branch Railway Act). Existing (earlier) tramways to the mill were also extended, to Bucca and then Norbrook, located on the southern side of the Kolan River. Nonetheless, the mill struggled to meet capacity and the mill was sold to a co-operative of farmers on the Haughton River (near Townsville) and dismantled in 1918.

The railway continued to be used for a number of years, but was eventually dismantled in 1929. The sugar growing area that once supplied the mill now supplies to the Bingera sugar mill.

**Physical Description**

The Invicta Mill Site is located on pastoral land bounded by Mill Street to the west and the Kolan River to the south. The cleared, levelled grassed site shows native trees and shrubs along the creek bed and there is also a stand of trees on the south-eastern corner. At the time of inspection, cattle were grazing on the fenced site.

Visible remains of the mill operation are a brick enclosure close to Mill Road and tram tracks leading to the mill site crossing the Invicta Road in the northeast. Previous studies also list concrete foundations and underground tunnels on site as well as remains of the old barge on both banks of the river

<b>Integrity</b>	Poor	<b>Condition</b>	Poor
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

Australian Dictionary of Biography, National Centre of Biography, Australian National University, J.G. Nolan ‘Buss, Frederic William (1845-1926)’, accessed 11 July 2013, <<http://adb.anu.edu.au/biography/buss-frederic-william-5440/text9235>>  
 John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Invicta Mill Site and Tram Tracks are important in demonstrating the evolution of the region’s history, particularly the establishment of sugar mills in the former Gooburrum Shire. The site also demonstrates the pattern of the region’s history, in particular the competition between mills for the limited sugar cane grown in the district, eventually leading to the demise of smaller local mills such as Invicta.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region’s history.</i>
<b>Statement</b>	The Invicta Mill Site and Tram Tracks have the potential to yield information that will contribute to an understanding of the region’s history, particularly sugar mill operations and related infrastructure from the late nineteenth and early twentieth century, including in particular the relationship of the mill to the Kolan River and how the river was used during the mill operations in addition to tramways.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region’s history.</i>
<b>Statement</b>	The Invicta Mill Site and Tram Tracks have a special association with the life of Frederic Buss, an important figure in the sugar and retail industries in

**Location Map**



View to brick enclosure adjacent to Mill Road looking south.



View to brick enclosure looking east.



Tram tracks leading to the mill site crossing Invicta Road.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Burnett River adjacent to McGills Road	Kalkie
<b>Title Details/ GPS Coordinates</b>	(E: 436516 N: 7252739), (E: 436517 N: 7252827), (E: 436533 N: 7253981), (E: 436564 N: 7253077), (E: 436572 N: 7252785), (E: 436576 N: 7253767), (E: 436587 N: 7253399), (E: 436604 N: 7254046), (E: 436643 N: 7253046), (E: 436646 N: 7253826), (E: 436666 N: 7253236), (E: 436670 N: 7253428)	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburru scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry.

The first vessels to navigate the Burnett River to the present day location of Bundaberg did so in the late 1860s, following the selection of land by the Steuart brothers. The first wharf was constructed on the north bank of the river, built again by the Steuarts, as the outlet for copper mined from Mount Perry and timber milled at the various sawmills. Bundaberg was declared a port in 1871 and navigation of the river was assisted by the construction of a lighthouse at Burnett Heads in 1873.

Silting of the river was a significant problem that hindered the development of the port. The river was dredged to enable vessels to reach the town, but successive floods – particularly the 1893 flood – virtually returned the river to its condition prior to dredging. The river banks also suffered, in particular at Kirby's Flats, on the south bank of the river across from Paddy's Island. Work on the bank was contemplated in 1894, but the cost was deemed prohibitive. In 1895, a Harbour Board of Advice was created at the port and a Harbour Board established in 1896. The Harbour Board moved quickly to construct training walls, with four walls constructed around 1900. The so-called Kirby's Wall is one of these training walls. It has been suggested that the wall was constructed by South Sea Islander labour, but this has not been confirmed.

The river continued to suffer from the effects of floods, most dramatically the flood of 1942. In order to circumvent these problems, the port of New Bundaberg was opened in 1958, consisting of a bulk sugar terminal.

**Physical Description**

Kirby's Wall is located in the Burnett River fronting the eastern bank, northwest of Paddy Island, in the suburb of Kalkie northeast of Bundaberg.

The slightly curved wall extends to a length of approximately 1.5 kilometres and consists of mounted volcanic rocks rising above the water level and blocking off a cove adjacent to the river flats.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Kirby's Wall is important in demonstrating the evolution of the region's history, particularly the establishment of Bundaberg as a port and the ongoing work required to maintain the efficiency of the port when the port facilities were primarily located on the Town Reach of the Burnett River, as well as the industries (primarily sugar mills and foundries) that relied on access to the river in the nineteenth and early twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	Kirby's Wall demonstrates a rare aspect of the region's cultural heritage, as a singular and particularly large training wall constructed in the river and constructed from the volcanic rock abundant in the former Woongarra district.

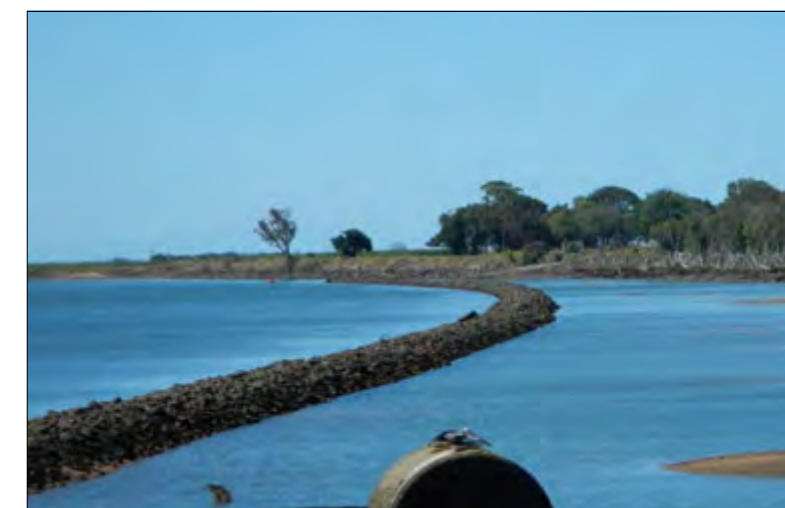
**Location Map**



View to the wall from the south.



View to southern section of the wall.



Close-up of northern section of the wall.

**References**

Department of Harbours and Marine Queensland, Harbours & Marine: Port and harbour development in Queensland from 1824 to 1985.

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Bundaberg: The persistent port, Bundaberg, Bundaberg Port Authority, 1996.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

<b>Other Names</b>	N/A	
<b>Street Address</b>	155 Knockroe Road	North Isis
<b>Title Details/ GPS Coordinates</b>	1RP803372 (part of), 8RP814820 (part of), 3RP803372	

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line).

The Doolbi juice mill was the first mill to crush sugar in the former Isis scrub and therefore marked the beginning of the sugar industry in the Isis district. The Doolbi mill was established by Robert Cran, who owned the Yengarie sugar mill near Maryborough (erected in 1868) and the Millaquin sugar mill, located on the outskirts of Bundaberg (built 1882). The Doolbi mill began crushing in 1890 and it supplied juice to the Yengarie mill until 1900, then Millaquin. The Doolbi mill was the only juice mill established in the Isis district and it also acted as the catalyst for the sugar industry there. After Doolbi came Horton, established by William Horton after who the town in the district was named - and who produced the first raw sugar in the Isis; Knockroe Sugar Mill in 1893, erected by Alexander Christie Walker; the Colonial Sugar Refinery (CSR) mill at Huxley in 1894, also known as the Childer's Mill and, last, the Isis Central Sugar Mill, which completed its first crushing in 1897. A mill was also briefly established in the South Isis district, although it was almost immediately purchased by CSR, which desired access to the cane farms in the district. Similarly to the areas in and around Bundaberg, the Isis mills relied heavily on South Sea Islander labour to clear scrub land and plant and cut sugar cane until their deportation in the early 1900s (see the 'Missionary John Thompson place card').

Knockroe was a property owned by Alexander Christie Walker. He was the son of Alexander Walker, who established the Bingera cattle station in the 1860s (later to become the site of the Bingera Sugar Mill). Walker initially planned on planting sugar cane based on the belief that a mill was to be erected on the neighbouring 'Hapsburg' property. The mill did not appear and Walker convinced a group of prominent Bundaberg entrepreneurs to invest in the erection of a mill on his property. The investors were comprised of Frederic Buss and his business partners, Tom Penny and WH Williams. Buss became a major figure in the sugar and retail industries in the Bundaberg region; he owned interests in a number of other sugar and juice mills, as well as retail interests (most prominently Buss & Turner). He was a member of the Bundaberg Municipal Council in the 1890s and donated £500 to street planting in Bundaberg's central business district. Buss Park in Bundaberg is named for the Buss family. The mill, opened in 1893, was also known as the 'Cordalba', 'North Isis' and 'Isis' mill.

The prospects for the mill were initially promising and it was, for its brief history, the 'most successful of the independent private mills' in the Isis (Kerr 1996: 24). Indeed, the extension of a railway branch from Childers to Cordalba, opened in 1896, was largely prompted by the establishment of the mill. Its presence almost stymied the establishment of the Isis Central Sugar Mill, as the proposed site for the Central Mill was relatively close to the Knockroe mill. However, the Central Mill went ahead and the competition in the district increased dramatically, along with the CSR mill at Huxley. Economies of scale became vitally important for mills to survive, necessitating fewer mills with more crushing power. Horton closed by the end of the 1890s, as farmers preferred selling their cane to CSR. Knockroe closed in 1901, selling to CSR. CSR quickly dismantled the mill, as the company only desired the cane land that came with the purchase (and the concomitant reduction in competition). Knockroe remained a cane farm, however, supplying the remaining mills. The mill's investors concentrated their attention on the Bundaberg sugar market, leaving the Isis to CSR and the Isis Central Mill. CSR closed its mill in 1932, leaving the Central Mill as the only sugar mill in the Isis.

**Physical Description**

The Knockroe Sugar Mill site is located immediately north of Knockroe Road and is bounded by sugar cane fields to the north and east and a cane tramway stabling area to the west. The site is predominantly grassed with a small number of mature trees, including a number of peach trees. Visible physical remains of the mill include the formed concrete and rendered brick housing footings and sumps of former crushing and milling plant, an arched brick entrance to a tunnel, possibly for ventilation, several brick vats and collapsed brick walls, concrete footings and metal pipes. There are also numerous artefacts scattered across the site, in particular on the eastern periphery where it appears that the landholder has been stockpiling remains located during ploughing of adjacent paddocks. Artefacts included metal chains, bolts and brackets, glass and stoneware bottle fragments and an ink bottle. The base of a recently constructed shed, set close to Knockroe Road, also incorporates earlier footings associated with the mill. The shed itself is of no heritage significance.

It is considered that there is high potential of further archaeological material to be present at the site, particularly concealed subsurface or under thick ground cover.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Knockroe Sugar Mill site is important in demonstrating the evolution of the region's history. It was, briefly, the most successful of the independent sugar mills in the Childers district until its closure and sale to CSR. Its demise reflected the intense competition in the Childers sugar industry in the 1890s and early 1900s, which eventually ended with the closure of all the mills except for the Isis Central Sugar Mill.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Knockroe Sugar Mill site has the potential to yield information that will contribute to an understanding of the region's history. The remains of the mill ensure the site is clearly associated with a former sugar mill, one that was important in the history of the industry in the region. Moreover, as the mill was closed in 1901, the remains of the mill infrastructure provides important evidence of the mill's construction and operation in a relatively early period of the sugar industry in the region in the 1890s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Knockroe Sugar Mill site has a strong association with Alexander Christie Walker, an important figure in the sugar industry in the Childers district during the 1890s (as the owner of the Knockroe property and part owner of the mill) and as a prominent cane grower after the mill closed in 1901.

**Location Map**



Footings of crushing plant.



Brick structure remains.



Rendered brick vats.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	3/12/2015

<b>References</b>	
B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.	
John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.	

<b>Other Names</b>	Uniting Church, Horton Methodist Church	
<b>Street Address</b>	36 Macrossan Street	Childers
<b>Title Details/ GPS Coordinates</b>	8RP14457	

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town).

The current Uniting Church was first constructed as a Methodist Church in Horton in 1886 and it was the first dedicated church in the Isis district. At the time the railway was constructed to Childers in 1887, the only village located on the line was Horton. Horton was named after an early selector in the area, William Horton. In this period Horton consisted of a few businesses, including a store, blacksmith, butcher and hotel. It was located close to Doolbi and Abingdon, all of which were established before Childers. Horton – the landowner – purchased a second-hand mill in 1892 and opened the Isis district's first sugar mill (the Doolbi juice mill, opened earlier, only produced juice, not raw sugar). The mill closed in the late 1890s, but the district continued to sustain a sizable community, reflected in the unveiling of the Doolbi-Horton war memorial in 1922, dedicated to the men who had served in World War I.

The church at Horton was serviced by a minister based at the Methodist church in Howard (as part of the Howard circuit, which serviced the surrounding districts), near Maryborough. Due to the growth of the Isis district and the increasing number of Methodist churches, the Isis circuit was formed in 1901 and the base was located at Horton. The Horton Methodist Church was later moved to Childers and became a Uniting Church, which was established in 1977 from the Methodist Church of Australasia, the Presbyterian Church of Australia and the Congregational Union of Australia.

**Physical Description**

The Methodist Church (former) occupies a rectangular levelled quarter acre block on the southern side of Macrossan Street a short distance southwest of the Childers CBD. At the front and on the eastern boundary are a number of trees and shrubs. A brick fence separates the site from the street and a driveway runs along the eastern side to the rear. There are three buildings on the site; the church fronting the street, a rectangular hall facing the same direction, located a short distance from the church, and an adjoining building placed lengthwise.

The church consists of a weatherboard clad tall timber structure on low concrete stumps, with a protruding corrugated iron clad gable roof and roof lanterns. The main entrance is accessed through an enclosed single storey weatherboard clad porch with tall narrow windows and tiled semicircular roof. Access is from both sides via steps on the left and a ramp on the right through pointed arch timber doors. A circular leadlight window is located on the gable above the porch. The side elevations feature four pointed arch windows. A weatherboard clad annex with skillion roof is attached at the rear of the church with access via some steps through a single door from the western side. At the rear are two sash windows with curved metal window hoods.

The hall consists of a weatherboard clad structure on low concrete stumps with corrugated iron clad gable roof and an annex with skillion roof attached at the rear. Access is from the front via some steps onto a landing and through a narrow timber double door. There is a tall narrow triple segment window either side of the entrance. On both side elevations are three triple awning windows at the main structure and one double awning window at the annex.

The rear building shows similar design features as the hall, but has a larger footprint. Access is via some steps at the front. There are some louvre and sash windows.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	29/10/2014		

**References**

- B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.
- Bundaberg Regional Council Planning Scheme Overlay, Doolbi-Horton War Memorial Place Card.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Methodist Church (former) is important in demonstrating the evolution of the region's history, particularly the closer settlement of the Isis district and the establishment of settlements in it, such as Horton. It also demonstrates the evolution of the region's history as it was the first church established in the Isis. The church demonstrates the pattern of the region's history, with churches generally constructed in settlements once they had reached a certain stage of development.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Methodist Church (former) is important in demonstrating the principal characteristics of early timber churches constructed in rural localities in the region in the nineteenth century.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Methodist Church (former) has a special association with the Methodist and, later, Uniting Church community in the Isis district.

**Location Map**



View to front from Macrossan Street.



Eastern elevation of church, the hall in the background.



View of front and setting.



John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.  
Uniting Church in Australia, accessed 13 November 2014, <<http://www.uca.org.au/>>

<b>Other Names</b>	Missionary John Thompson Hill, Kanaka Memorial	
<b>Street Address</b>	Chews Road	Childers
<b>Title Details/ GPS Coordinates</b>	Road Reserve	(E: 425207 N: 7208336), (E: 425228 N: 7208312), (E: 425240 N: 7208380), (E: 425261 N: 7208361)

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town).

Similarly to the areas in and around Bundaberg, the Isis district was dotted with the juice and sugar mills surrounded by substantial cane farms. The Isis relied heavily on South Sea Islander labour to clear scrub land and plant and cut sugar cane, which reflected the broader sugar industry in Queensland. The number of South Sea Islanders in the Isis district was first recorded (as a distinct district) in 1896, standing at over 1000. However, the use of South Sea Islander labour was a controversial matter in the second half of the nineteenth century. The labourers were viewed as essentially slaves, often compelled into labour by force and experiencing substandard living conditions and higher death rates compared with colonial Australians, although this situation had dramatically improved by the 1890s. Advocates of the sugar industry argued that bonded labour was essential to sustain its economic viability, but critics claimed the practice reduced the opportunity for white wage labour: the practice was also framed by the pejorative racial stereotyping of non-whites consistent with the period. Consequently, successive colonial governments began to flag the potential end of the trade. In 1901, the newly-formed Australian parliament passed the Pacific Island Labourers Act 1901, which required the deportation of South Sea Islanders in Queensland. This process was completed by 1906, although some stayed, and the South Sea Islander community remains extant today.

John Thompson began Christian missionary work in the Isis district in 1892, after having begun missionary activities in Bundaberg in 1887. Thompson first began his work at the Doolbi juice mill, and the South Sea Islanders employed there erected a church there. A church was also built at the Knockroe sugar mill, and Thompson spread his services to the Goodwood sugar mill on the Gregory River. The headquarters of his missionary operations were located on Ruddy's Hill, near Apple Tree Creek (named after John Ruddy, on whose land the mission was located), and funded by the Church of Christ. The site included Thompson's house and a chapel opened in 1897, but it was very small and a more substantial mission chapel was opened in Childers in 1898. The Isis mission ended in 1906 with the deportation of the majority of the South Sea Islanders from Queensland.

A memorial plaque was erected on the site of the mission in 1993 by the Churches of Christ in Queensland and the descendants of John Ruddy.

**Physical Description**

The Missionary John Thompson Memorial is situated in a road reserve on a hill approximately two kilometres west of Childers, bounded by Chews Road to the north and a residential property in the south. The cleared grassed site is separated from the road by several mature trees and provides extensive views across the landscape to the south and east.

The memorial consists of a large boulder set on a concrete base and with a plaque attached at the front, reading: 'THIS PLAQUE IS ERECTED IN HONOUR OF MISSIONARY JOHN THOMPSON AS A TRIBUTE TO HIS LOVING COMPASSION AND DEDICATED MINISTRY TO THE KANAKA PEOPLE AND TO THE GREATER GLORY OF GOD', followed by a description on the history of the South Sea Islanders and Missionary John Thompson's work. The inscription finishes: 'THIS PLAQUE WAS UNVEILED BY NOEL LEITCH PRESIDENT OF CONFERENCE OF CHURCHES OF CHRIST IN QUEENSLAND ON THE FIRST DAY OF JANUARY, 1993. TRIBUTE IS ALSO PAID TO JAMES RUDDY AND HIS SONS, BARRY AND LYNN, FOR THEIR GENEROSITY AND CO-OPERATION IN THE ERECTION OF THIS MONUMENT.'

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	24/10/2014		

**References**

- B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.
- John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Missionary John Thompson Memorial is important in demonstrating the pattern of the region's history, particularly the establishment of missionary services amongst the indentured South Sea Islander population working on the sugar cane plantations and farms in the Isis district and wider Bundaberg region in the nineteenth century.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Missionary John Thompson Memorial has a special association with the work of John Thompson, a prominent figure in the evangelical movement in the Isis district.

**Location Map**



View of memorial and setting looking south.



View to memorial looking south.



Close-up of plaque.

Raymond Evans, A History of Queensland, Melbourne, Cambridge University Press, 2007.

<b>Other Names</b>	New Caledonia Cable	
<b>Street Address</b>	159 Mon Repos Road	Mon Repos
<b>Title Details/ GPS Coordinates</b>	(E: 443775 N: 7257157), (E: 443780 N: 7257155), (E: 443787 N: 7257196), (E: 443791 N: 7257192)	

**Historical Context**

Bundaberg, being the closest point on the Australian Coast to New Caledonia, was selected by the French, Queensland and New South Wales Governments in the 1890s as the site for a cable connection. The undersea cable, which was opened in October 1893, was the first stage of a telegraph link that eventually connected Australia with Britain and Europe via New Caledonia, Fiji, Samoa, Hawaii and North America. The cable came ashore at Mon Repos and was connected to the Bundaberg Post Office. The Post and Telegraph Department annexed 50 acres (20.2 hectares) from the Pasturage Reserve for the station. Undersea cable communication was replaced in the 1920s by a radio service through Sydney and the building (former cable house) was subsequently demolished. In July 1945, the cable was used by divers in midget submarines to practise cable severance before operations to cut underwater telephone cables to Tokyo. The midget submarines operated from the Bonadventure, which was anchored off the mouth of the Burnett River. Two lieutenants, Lt Bruce Enzer and Lt Bruce Carey, died during this practice.

**Physical Description**

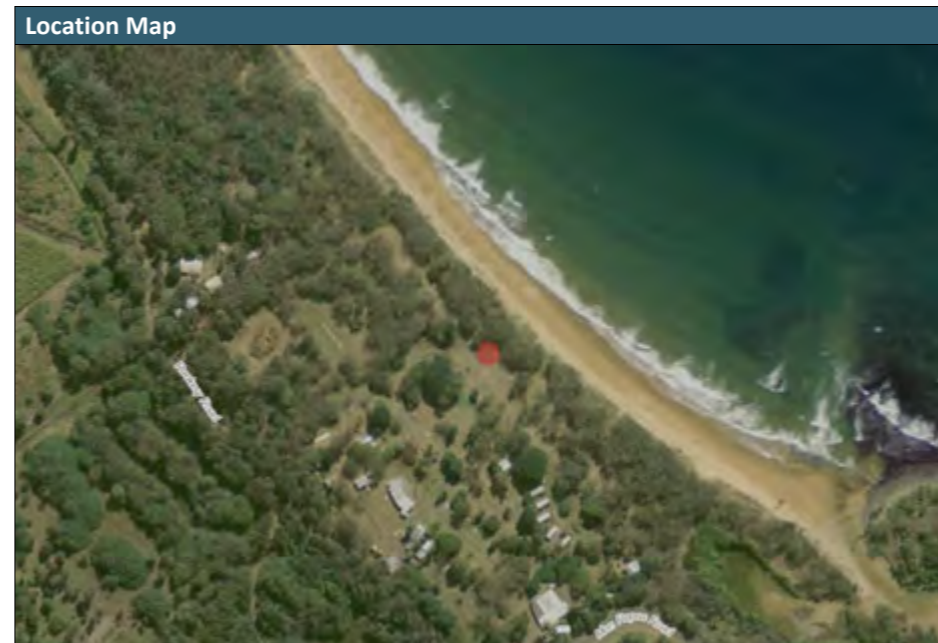
The Mon Repos Cable Station Remains contains remnants of the former cable house and radio tower c. 1893. There is a depression in the ground where the former cable house was situated and foundations of the two buildings are still visible near the foreshore. Large pits containing cables and other technical equipment on the site were filled in c. 1970. Partial remains of the main cable and anchors are still located beneath the surface of the ground, albeit stripped of their copper mountings.

<b>Integrity</b>	Good	<b>Condition</b>	Poor
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	30/7/2013		

**References**

Bundaberg Historical Society 'The history of Bundaberg and Districts'- Area Histories, vol 6.  
 Lynette Costigan, History of the Pasturage Reserve - Pasturage Reserve Management Plan - Supporting Information, 1995.  
 Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places Ref BUR 42, 1996.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Mon Repos Cable Station Remains are important in demonstrating the evolution of Queensland history, insofar that it marks the Australian terminal of the New Caledonia Cable, Australia's first telegraph link with New Caledonia and the first section of the Pacific cable to connect Queensland with Vancouver. Its remains bear testament of the contribution of the Bundaberg Region as the landing station of one of the oldest cable stations on the Australian eastern coastline.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Mon Repos Cable Station Remains are important in that they have the potential to yield information that will contribute to an understanding of the Bundaberg Region's contribution to submarine cable telegraph operations both in Queensland and Australia.



Mon Repos Cable Station remains, view to north.



Mon Repos Cable Station remains setting, old footings visible in ground.



Mon Repos Beach, approximate location of cable position entry point to foreshore, view to south.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Fred Courtice Avenue	Bargara
<b>Title Details/ GPS Coordinates</b>	220SP154063	

**Historical Context**

Bargara was originally named 'Sandhills' and until the early 1900s it was primarily a fishing village, although holiday homes were also located there. The area was originally part of Barolin Station, established in 1863, and later part of a pasturage reserve (created in 1879). Land selections in the area were taken up from the 1880s and Sandhills was renamed 'Bargarra' later in 1913; a contraction of 'Barolin' and 'Woongarra', the former and current shire names. A reserve was created by the Woongarra Shire Council in 1912 for a park and it was developed in 1914. The park is named 'Nielson Park' in honour of Charles Nielson, the State Labor member for the seat of Musgrave (a seat in the Bundaberg district) from 1904 to 1907 and a member of the Queensland Legislative Assembly until 1922.

An arch constructed from concrete was erected at the entrance to the park, displaying the name and date of establishment (some of which remains in situ). The arch was presented by Nielson in the 1920s (an original plaque installed in a cairn at the time of the unveiling remains extant). Private bathing huts or 'bath houses' were located along the shore from as early as the 1920s and removed in the 1970s. A kiosk was located in the park from the 1920s, with a new kiosk built on the foreshore in 1937 (demolished in 1986). A skating rink was also installed in the park in 1947 and it was eventually closed in 1999, although the concrete rink still remains.

From 1922, 'railway' picnics were held at Nielson Park, utilising the tramway running east from the city to the Millaquin, Qunaba, Windermere and Pemberton sugar mills and sugar cane farms in east Bundaberg and Woongarra Shire. Before this date, the picnics were held at Pialba, in Hervey Bay. The picnics were initially restricted to staff of the railways and their families, but sporting events held on the day were soon opened up to the public and thousands of people attended the first public railway picnic in the park. The picnic became so popular that people from surrounding districts, even as far away as Maryborough, attended, with up to eight trains and 100 carriages to meet the demand. Various competitions were held in addition to sporting events, including the popular 'Sirens of the Surf', a female surf lifesaving and beauty contest. The last railway picnic was held in 1972.

The park is also the home of the Bundaberg Surf Life Saving Club. The club was officially recognised in 1921, but it is likely that volunteers patrolled the beaches from as early as 1914. The Bundaberg Swimming Club decided to send experienced swimmers to patrol the beach at Nielson Park with every excursion train following a drowning on New Year's Day, 1916. The Life Saving Club was formed in 1919 as a branch of the Ambulance Brigade.

**Physical Description**

Nielson Park is located in the north of Bargara and encompasses a site of 43.4 hectares. The park includes two areas; the eastern part is bounded by the Fred Courtice Avenue in the west, the Esplanade in the south, Jayteens Park and the Bargara sports complex in the north and the ocean in the east, while the western section is bordered by the Fred Courtice Avenue in the east, McCavanagh Street in the south, Holland Street in the west and a holiday park in the north.

The eastern section comprises cleared grassed areas as well as areas with remnant and planted vegetation including Casuarina, Pandanus, cottonwood and palms trees. Walkways, offering views across the picturesque landscape and ocean, lead through the park and include a boardwalk across a creek. Located throughout the park are benches and picnic areas as well as shelters, toilets and sporting facilities including a skateboard ramp. At the entrance to this section are the remains of the former entrance gate, which are now prostrate, consisting of a concrete arch and a plaque on a nearby cairn reads 'THIS GATE WAS PRESENTED BY THE HON. CHAS. F. NEILSON AFTER WHOM THE PARK WAS NAMED. 1923.'; it is noticeable that the spelling of the name is slightly different. An interpretation panel provides historic information of the park. Located at the waterfront to the north is the Bundaberg Surf Life Saving Club house, a two-storey brick building with gable roof and verandah overlooking the beach and ocean. The former skating rink is a short distance to the northwest and consists of a rectangular concreted area with steel rails and a shelter structure on the western side.

Garretts Way traverses the western part of the park, which comprises a mostly cleared grassed area west of the road and a partially cleared area in the east.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Nielson Park is important in demonstrating the evolution of the region's history, as part of the original Barolin Station, then the pasturage reserve and later the development of Bargara as a seaside resort in the early twentieth century.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	Nielson Park has potential to yield information that will contribute to an understanding of the region's history, particularly structures associated with previous attractions (for example, the roller skating rink), but also footings and material items relating to the prior use of the park as a resort and picnic destination, including the remains and location of the original concrete archway that formed the entrance to the park.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	Nielson Park has a special association with Charles Nielson, the former State member for the seat of Musgrave, as well the former Woongarra Shire Council, which set aside the reserve for the park and developed it for recreational purposes.

**Location Map**



Remains of former entrance gate.



Pandanus at the foreshore, looking northwest.



View to former skating rink.

**References**

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Nielson Park interpretation.

<b>Other Names</b>	Triangulation Station #17746.	
<b>Street Address</b>	Off Rankin Road	Childers
<b>Title Details/ GPS Coordinates</b>	1RP158895 (Part of)	

**Historical Context**

The Isis Scrub was first described by Assistant-Surveyor James Charles Burnett in 1847. Burnett skirted the edge of the scrub and reached what he thought was the Boyne River for the second time, following it to the current site of Bundaberg. Burnett realised it was not in fact the Boyne and the Governor FitzRoy named the river the Burnett in the surveyor's honour. William Howard (after whom the town of Howard is named) was the first European to explore the scrub in 1863.

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the scrub was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line). By the early 1900s the majority of the scrub had been cleared for sugar cane farms and plantations, and the mills that processed the cane.

The Noakes family were early settlers in the Isis and James Ernest Noakes pioneered sugar cane farming in the district from 1880, on a selection that incorporates Noakes Lookout. James' son, Edward Percival (Percy), continued management of the farm and expanded the family's land holdings. Percy was involved in local government, serving as Chairman of the Isis Shire Council from 1939 to 1949. He also was a director of the Isis Central Sugar Mill.

Noakes Lookout gained popularity as a local 'beauty spot' and featured on the itinerary for visiting dignitaries. The Isis branch of the RACQ supported improved access to the lookout as early as 1937 and in 1938 voted to contribute half of the cost of improving the road leading to Noakes' Lookout. In 1949, the road appears to have been in need of repairs again, as the Childers and District Chamber of Commerce suggested to council to improve access to the lookout 'for the benefit of sightseers, as an excellent panoramic view is to be obtained from that site'. Isis Shire Council resolved in late 1947 to erect signposts directing tourists to Noakes' Lookout.

Helen (Betty) Noakes, daughter of Percy, wrote an illustrated children's book in 1942 inspired by her time growing-up on the family farm. She describes the view from the lookout in her book: 'Sugar Cane Fields stretching like a bright patchwork quilt far below; there would be fields of all the shades of green imaginable, criss-crossed by ploughed ones of pink, and grey, and red, and rusty brown, all seeming to be playing hide and seek with little laughing roads and lantana thickets and patches of nobbley tree-tops'.

During World War II, the Childers community held 'Chop Parties' at the lookout to support the war effort and community singing events were also conducted, aided by piano music (the instrument having been carted up the hill on the back of a truck). Soldiers stationed at the Recreation Grounds in Childers also used the ascent to the lookout for marching practice. Other features included a small shelter and a water tank, which are no longer extant. The site is also known as Triangulation Station PSM43570 (#17745) and a marker was installed on 1 March 1958.

The history of Noakes Lookout is ingrained in the personal memories of descendants of the Noakes family and members of the Childers community. The passionate and detailed community support shown in the submission for inclusion in the local heritage register underpins the importance Noakes Lookout has for the community.

**Physical Description**

Noakes Lookout is located on top of a hill in rugged bushland north of Childers. Access to the site is via Rankin Road, followed by an unnamed track past a former quarry. The area is dominated by dramatic boulder formations.

The hill top is cleared and flattened. The surrounding area is generally overgrown with grass, shrubs and trees, preventing an otherwise spectacular 360 degree view across the low-lying landscape.

A circular metal plaque inscribed with 'AUSTRALIAN SURVEY CORPS • TRIANGULATION STATION' around a central triangle and set in a concrete base is located towards the edge of the clearing. Close by is a tree stump marked with the letters 'A' and 'S' underneath a triangle.

Heritage Significance	
Criteria	Definition
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	Noakes Lookout is important to the region because of its aesthetic significance. It provides a wonderful view of the surrounding countryside, which is covered in sugar cane - a view captured poetically in Helen Noakes' children's book published in 1942.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	Noakes Lookout has a special association with the Childers community. It has been a prominent landmark used for recreational purposes since at least the 1930s and the importance placed on the lookout (reflected in recent submissions for the Bundaberg Region heritage study) demonstrates the association remains very strong in the community.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	Noakes Lookout has a special association with the Noakes family, which was a prominent family of cane farmers in the Childers district, and also heavily involved in the local community and politics.

**Location Map**



View from lookout.



Close-up of trigulation station marker.



View of cleared lookout site.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	29/10/2014

References	
B Santacaterina, Isis District Historical Society, Submission to Bundaberg Regional Council regarding inclusion of former Noakes' Lookout, 25/11/2014.	
B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.	
Department of Natural Resources and Mines, Survey Control Mark Sketch Plan and Report, created 12 November 2014.	
DP Bunn, Submission to Bundaberg Regional Council regarding inclusion of former Noakes' Lookout, 25/11/2014.	
Helen Noakes, Moon Magic, Australian Publishing Company, Sydney, 1942.	
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 1 October 1940.	
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 13 August 1937 and 7 July 1938.	
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 24 September 1947.	
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 25 July 1942.	
Maryborough Chronicle, Wide Bay and Burnett Advertiser, 29 March 1949.	
R Scott, Letter in support of DP Bunn, no date.	



<b>Other Names</b>	N/A	
<b>Street Address</b>	28 Station Street	Bundaberg North
<b>Title Details/ GPS Coordinates</b>	(E: 432753 N: 7250474), (E: 432754 N: 7250499), (E: 432877 N: 7250507), (E: 432929 N: 7250483), (E: 432981 N: 7250497), (E: 433043 N: 7250503), (E: 433045 N: 7250515)	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as ‘Kanakas’ at the time) and later workers from Sri Lanka (then Ceylon). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884. Calls for the railway were made as early as 1872; the mine had recently opened, but there was only a rudimentary road connecting the mine to Bundaberg. The road, and later the railway, ended in North Bundaberg, as there was no traffic bridge to the southern bank. Consequently, the first wharves were constructed on the north bank and when the railway station was constructed it was called the Bundaberg railway station, because it was at the time the only railway station in the town. Fierce competition emerged between Bundaberg and Maryborough – well-established as a port by this time – to secure the railway. Bundaberg was ultimately successful, but ironically the output of the copper mine declined almost as soon as the railway was completed. The location of the station was in proximity to the site of the Steuart’s first camp in the district in 1866.

The line proved useful despite the decline in copper production at Mount Perry. For example, the Bingera Sugar Mill (1885) utilised the line for the transport of sugar, along with timber and agricultural produce from the districts along its length. A series of lines also connected the railway to the Waterview sawmill (b1868) and sugar mill (b1879) via Perry Street in 1893. This connection also increased the traffic on the line.

The Bundaberg-Mount Perry railway line continued to operate through to the second half of the twentieth century. However, by the mid-twentieth century there was insufficient traffic to justify the continued operation of the line. The first section of the line closed in 1960, between Mount Perry and Tirroan and the entire line ceased operations in 1964, with the North Bundaberg station closing in 1986. The station was later converted into a railway museum, with elements of other defunct railway stations within and outside the region brought to the site.

**Physical Description**

The North Bundaberg Railway Station occupies a long narrow site bordered by the railway line to the south and mature trees on the northern and western perimeters, including native vegetation and also a large mango tree. Access is via Station Street from the east.

Currently, the complex houses the Railway Museum and includes a number of typical timber and tin structures with gable roof consistent with the standard Queensland Rail design from the period of construction, namely the station building including the ticket office, refreshment room and amenities. The station building consists of a low set weatherboard clad timber structure on stumps with corrugated iron clad gable roof. The main entrance is from the northern side via stairs leading onto a small landing, covered by a gable. The building features a number of sash windows, some with window hood. The platform, joining onto the station building on the southern side and accessed via a number of doors with fanlights, is covered by an awning incorporated under the main roof and supported by timber posts with timber brackets. A small amenities extension with similar features as the main building is attached at the eastern side.

Additional structures include the former Many Peaks QGR/QR cream shed, a small timber structure with loading area on

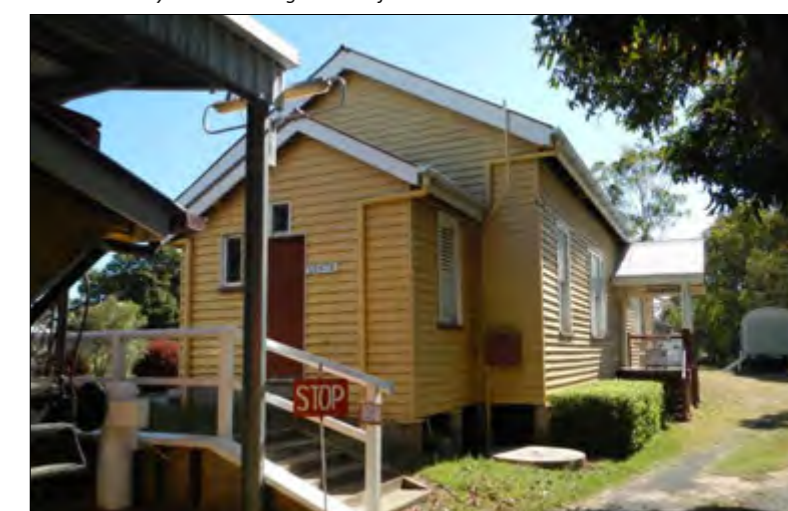
**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The North Bundaberg Railway Station is important in demonstrating the evolution of the region’s history, particularly the establishment of railways as an important catalyst for the economic development of the region. The North Bundaberg station was the terminus for the Bundaberg-Mount Perry Railway in the 1880s, the first railway in the region. The Station also represents the fact that North Bundaberg was the terminus of the first railway and the importance of the north bank of the Burnett River in the early history and development of Bundaberg.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The North Bundaberg Railway Station is important in demonstrating the principal characteristics of Queensland Rail railway stations built to a standard design in the early twentieth century.

**Location Map**



View to railway station and signal cabin from the south.



View to main entrance on the northern elevation and annex on the eastern elevation.



Close-up of platform awning.

stumps with a gable roof, and the Lowmead signal cabin, a small weatherboard clad timber building on a concrete block base, also with gable roof, featuring a panel of windows wrapping around three sides. A large open shed structure located at the front of the complex protects one of the museums exhibits. At the rear are a large covered workshop area and smaller sheds. The museum also comprises a large number of various movable railway heritage items, including wagons, tools, documents and photos as well as uniforms.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

References	
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.	
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.	
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.	
Kerr, J, 1990, Triumph of the Narrow Gauge – A History of Queensland Railways, Boolarong Publications, Brisbane.	
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.	

<b>Other Names</b>	Burnett Heads Lighthouse	
<b>Street Address</b>	19 Zunker Street	Burnett Heads
<b>Title Details/ GPS Coordinates</b>	(E: 434051 N: 7248679), (E: 434054 N: 7248672), (E: 434055 N: 7248681), (E: 434059 N: 7248674)	

**Historical Context**

With the settlement of Bundaberg in 1867, river traffic plying cargo for the growing district prompted the need for navigational and piloting services. Joseph Hughes was appointed Harbour Master, Police Magistrate and Chief of Customs at Bundaberg on 22 June 1871 by the Department of Ports and Marinas.

The Pilot Station Reserve at South Head, Burnett Heads was established with Thomas Clark appointed Pilot. Thomas, along with his boat crew, was responsible for establishing and maintaining navigational aids. Lighting at the mouth of the river was to be exhibited each night. Tents sufficed until cottages, along with other infrastructure, were erected to house them comfortably at South Head. The Lady Bowen was the first vessel Pilot Clark brought up to the Wharves, which were located in the town reach of the Burnett River.

Made of timber in a hexagonal shape, the Old Burnett Heads Lighthouse is 22 feet 6 inches high (approx. 6.8 metres). The lighthouse was relocated from Cowan Cowan Point on Moreton Island in 1873 and is one of the few timber clad hexagonal lighthouses constructed to this design in Queensland (all in the 1860s). Remaining lighthouses of a similar construction include North Head (Bowen), Woody Island (Hervey Bay) and Cleveland.

The Queensland Government operated the lighthouse until 1916 when the Commonwealth took over responsibility. Originally the lamp burnt China (vegetable) oil (all Australian lighthouses used vegetable oil until the later nineteenth century). However, shortly after the lighthouse was relocated from Cowan Cowan to Burnett Heads in 1873, the lamp was converted to kerosene operation. In 1932, the fuel for the light was converted from kerosene to acetylene gas, which burnt brighter and cleaner.

The telegraph line from Bundaberg was completed in January 1875, thus enabling the Pilot to inform Bundaberg of incoming ships and weather reports.

The lighthouse was manned until a new lighthouse- a taller structure powered by electricity- was built, as prior to technological advances keepers had to ensure that the light stayed lit and bright 24 hours a day.

The Old Burnett Heads Lighthouse was relocated in 1972 to Lighthouse Park through a joint project between the Burnett Heads Progress Association and the Bundaberg Historical Museum Society. It was officially opened by the Queensland National Trust and a plaque in memory of Jack Strathdee, a life member of the Historical and Museum Society, the Progress Association and Woongarra Shire Councillor, was erected after his death in 1986. The Strathdee family had tended to navigational beacons in the Burnett River for approximately 60 years.

**Physical Description**

The Old Burnett Heads Lighthouse is set within Lighthouse Park in Burnett Heads and consists of a timber-framed, hexagonal, tapering weatherboard tower, with glazed top panels capped by a metal dome roof. The lighthouse is set upon a concrete base; it is not the original base, which remains in situ in the original location of the lighthouse. A narrow deck walkway, with pipe rail and mesh balustrading surround the upper level.

External boarding is painted white with a notable chamfered lower edge. Timber stops, full height between each face, are round-edged. A timber boarded door opens at ground level, capped with a curved red iron roof. Small single paned glazed windows with timber sills, six (6) in number, appear at first and second levels, in the adjacent faces on either side of the entry and the opposite northern face.

The interior is painted white. The cross-braced timber framing divides into three above-ground levels of timber decking, connected by a ladder.

At the top level six (6) clear glazed panels with horizontal white timber boarded base are supported by timber brackets connected to the base of the support trusses for the upper deck. Under the sill in the northern face, a painted timber hatch opens on to the boarded walkway.

The deck hardware enclosure houses the light hardware with remnants of acetylene gas connectors throughout the structure to the ground floor and remaining telegraph line and communication connections atop the red painted dome roof.

From the upper deck of the Old Burnett Heads Lighthouse, the new Burnett Heads Lighthouse can be viewed to the east. The original concrete slab on which the structure originally sat has been retained adjacent to the new lighthouse.

Several plaques and historical information have been erected, including a plaque above the lighthouse entrance which

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Old Burnett Heads Lighthouse demonstrates an important part of the Bundaberg Region's history, being the first and only lighthouse to have operated in the region up until its decommissioning, replacement and eventual relocation in 1972. The lighthouse plays an integral part in demonstrating the establishment of maritime navigational aids along the Queensland coast and reflects the growth and development of Bundaberg, Burnett Heads and maritime services on the Burnett River.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	As Burnett Heads is the only light station location in the Bundaberg Region, it demonstrates extremely rare aspects of the Bundaberg Region's cultural heritage. It is one of the few extant polygonal, timber-structured, timber-clad 19th century lighthouses of its type in Queensland.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Old Burnett Heads Lighthouse has a special association with the local community of Burnett Heads, given its history and the nature of the place as a landmark for the township.

**Location Map**



View of lighthouse and setting.



View to south-west.

was unveiled in October, 1986 in honour of Jack Strathdee.

(Note: the acetylene burner and prisms were removed from the old lighthouse as they were not original parts; older style lights from old apparatus at the Combruyo Point Light which were more in keeping with the period the lighthouse was originally built were installed. The original acetylene burner used in the lighthouse is kept encased in the lobby at the Bundaberg Regional Council Bargara Service Centre.)

<b>Integrity</b>	Poor	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	20/12/2012		

References	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System, Queensland Heritage Register Place ID 600772, 'Cleveland Lighthouse (former)'.	
Department of Environment and Heritage Protection Cultural Heritage Inventory Management System, Queensland Heritage Register Place ID 601712, 'Sandy Cape Lighthouse'.	
Marge Kidd, Burnett Heads Heritage Trail: Oaks Beach to the Lighthouses, Queensland Government Regional Arts Development Fun, Burnett Shire Council and Classic Design and Print, Bundaberg, 2006.	
Peta Browne, Local History Feature: Historic Burnett Heads Lighthouse, Bundaberg Regional Council, Bundaberg, 2009.	

<b>Other Names</b>	Barolin Pastoral Station, Barolin Pastoral Reserve	
<b>Street Address</b>	605 Bargara Road, Mon Repos Road and Potter Road	Mon Repos
<b>Title Details/ GPS Coordinates</b>	12SP225498	

**Historical Context**

The “Barolin” station selection - Barolin being an aboriginal name for kangaroo - was a tract of land stretching between the Elliott and Burnett Rivers taken up as a pastoral selection in the 1850s. Following the 1868 Crown Land Alienation Act, one block of 1200 acres (486 Hectares) which became known as the 1200 Acre Pasturage Reserve, was reserved for pasturage and placed under the control and management of the Board for the Division of Barolin in 1880. It was later placed under the control of the Woongarra Divisional Board. A pound keeper was employed and farmers, butchers and residents put stock on the reserve on agistment. The reserve was also used for recreational purposes such as picnicking and bird watching. From the 1890s to the present, several allotments have been excised from the reserve including:

- 50 acres for the Post and Telegraph Department for the purpose of the Mon Repos Cable Station in 1893;
- 1560 acres for Neilson park reserve in 1912;
- Bargara State School in 1957;
- a reserve for quarry purposes with stone crusher (which later became a local government reserve for sanitary landfill purposes in the 1960s); and
- the Bundaberg Girl Guides association special lease and camping area in 1963.

The Woongarra Railway, from the Bundaberg-Millaquin branch line to Pemberton, was opened in 1912 and ran through the pasturage reserve. The line ran from Mon Repos through to Nielson Park, Bargara, Windermere and Pemberton. The train carried goods, sugar cane and passengers, including those on weekend excursions to Neilson Park and Bargara. The section between Qunaba and Pemberton eventually became economically unviable and it was closed in May 1948.

**Physical Description**

The Barolin Reserve is a reserve for pasturage purposes bound by Potters Road, Mon Repos Road, Bargara Road and the Nielsen Park reserve, which consists of a 312 hectare area of scrubland, including areas of melaleuca, swamp and other native vegetation. A former railway line traverses the reserve, evidenced by bridge abutments and corridor embankments. A number of drainage channels also pass through the site, one being named Cablehouse Creek. Several concrete water troughs are also located on the site and evidence of cattle dips appears to be evident. A feeding shed is situated adjacent to the landfill site. Timber and concrete pound enclosure structures remain on the Bargara Road frontage of the reserve, as do stables and sheds. Gravel walking tracks have been formalised through the reserve which link the Bargara Road entrance to Davidson Street and the Turtle Trail. There is no evidence remaining of a fettler’s camp adjacent to Cablehouse Creek.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	18/10/2013		

**References**

Lynette Costigan, History of the Pasturage Reserve - Pasturage Reserve Management Plan - Supporting Information, 1995.  
 Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places Ref BUR 07, 1996.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Barolin Reserve, reserved for pasturage in 1879, is significant in demonstrating the evolution or pattern of the Bundaberg Region’s history as it illustrates the pattern and nature of pastoral settlement in the district. The Barolin Reserve provides evidence of a vast pastoral station that extended from the Elliott River to the Burnett River east of the Woongarra Scrub (see other evidence Barolin Homestead).

**Location Map**



Barolin Reserve recreational walking trail adjacent to Cablehouse Creek, view to northeast.



Entrance to reserve from Bargara Road.



Evidence of former railway abutments in Cablehouse Creek.

<b>Other Names</b>	N/A	
<b>Street Address</b>	1021B Elliott Heads Road	Innes Park
<b>Title Details/ GPS Coordinates</b>	12SP228739 (part of)	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett region in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, then cattle. When prices were low, or there was an oversupply of stock, the cattle were rendered to produce tallow. A boiling down works was established on Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Stuarts established a camp in North Bundaberg in 1866 and erected a sawmill the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Although the timber industry stimulated the development of Bundaberg, it was the sugar industry that ensured its prosperity and identity. The first sugar mill established in Bundaberg was Millbank by Richard Palmer, which produced its first commercial sugar in 1872. The Stuarts constructed a small mill in 1875, but their cane was affected by 'rust' disease and the mill soon closed; the Stuarts, insolvent, left Bundaberg and moved to North Queensland, thus ending their involvement in the history of Bundaberg (although the mill continued under the name of Woondooma). Four other mills were opened by 1880: Sharon, also established by Palmer; Waterview by Samuel Johnston, who also operated the first commercially successful sawmill in Bundaberg, and Branyan and Cuba.

The Millaquin Sugar Mill was established by Robert Cran in 1880. Cran, along with Robert Tooth, erected a sugar mill at Yengarie, near Maryborough, producing its first sugar in 1868. The farmers of the Woongarra Scrub convinced Cran to establish a juice refinery in Bundaberg. Cran proceeded with the erection of the refinery and it was seen by the local populace as a significant investment, particularly as the colony was in the grip of a sugar boom at that time. The refinery processed juice piped from the Woongarra district, or punted along the river (the only exception to the pipe/punt system was the transport of juice from the Fairymead juice mill; the mill owners constructed a tramway, the first in the district). The impact of the refinery was substantial: by the second year of operation, the refinery produced a fifth of Queensland's sugar, up from 3% for the entire Bundaberg region in 1882. Cran went on to purchase the Doolbi Juice Mill in the Isis district.

The sugar boom led to the creation of dozens of juice and sugar mills throughout the region, in Bundaberg and Childers, in the 1880s and 1890s, in particular in the Woongarra district. One of these was Pemberton, located in the Woongarra district. The Pemberton mill was established by WN Keyes and began crushing in 1885 – the cane was sourced from Keyes' plantation and from the adjoining 'Glenmorris' plantation. Keyes sold the mill to William Davidson and Frederic Buss. Buss became a major figure in the sugar and retail industries in the Bundaberg region; he owned interests in a number of other sugar and juice mills, as well as retail interests (most prominently Buss & Turner). He was a member of the Bundaberg Municipal Council in the 1890s and donated £500 to street planting in Bundaberg's central business district. Buss Park in Bundaberg is named for the Buss family.

The Pemberton Sugar Mill was producing raw sugar by the early 1900s, one of only handful of mills in the Woongarra district to do so (the others were Ashfield, Mon Repos, Spring Hill and Windermere). By producing raw sugar, these mills were affecting Millaquin's juice supply. By this stage Millaquin was owned by the Queensland National Bank; in an effort to curb competition, it purchased Mon Repos, renaming it Qunaba after the first two letters of each word in the bank's title. Pemberton, and other mills in the Woongarra district, benefited from the construction of the Woongarra Railway in 1911, a project initiated by the Woongarra Shire Council. The railway began at Millaquin, then passed by Qunaba, Windermere and terminated at Pemberton, with a stop at 'Sandhills', the early name for Bargara. The railway established that Pemberton was the most southerly of the sugar mills in the Woongarra in this period. The Council believed that the railway would support the sugar industry in the local government area – its primary industry.

Despite the railway, the mill was sold in 1914. Increased labour costs (especially after South Sea Islanders were deported in the early 1900s) and competition from larger mills forced the closure of the other mills in the Woongarra, as well throughout the Bundaberg district. This process contributed to the consolidation of the larger mills in the region; Millaquin had already purchased Qunaba; Bingera by this stage was one of the last mills operating in the Kolan district; and the number of mills in the Childers district was already declining, with the Isis Central mill the sole mill by 1932. Millaquin was a ready buyer for the mill and the surrounding plantation. Indeed, the company was only interested in the plantation, as the railway made it an attractive purchase; the mill was dismantled. By this time Millaquin owned Qunaba and the other mills in the Woongarra had steadily closed. With the purchase of Pemberton, Millaquin now completely controlled the sugar industry in the Woongarra.

**Physical Description**

The Pemberton Sugar Mill site is located on the eastern side of Elliot Heads Road. Surface remains are evident near the

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Pemberton Sugar Mill site is important in demonstrating the pattern and evolution of the region's history. The establishment of the mill in the 1880s was part of the 'sugar boom' in the Bundaberg region in that decade, especially in the Woongarra district where the majority of the mills were erected. The termination of the Woongarra railway branch at Pemberton marked the mill as the most southerly of the Woongarra mills and an integral part of the Shire Council's plans to support the sugar industry in its local government area. When Millaquin purchased the mill and plantation in 1914, the company controlled all of the Woongarra district, ensuring Pemberton was, symbolically, the end of the small, independent mills in the Woongarra. This reflected the increasing consolidation of the larger mills as economies of scale meant fewer mills could operate profitably in the region.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Pemberton Sugar Mill site has the potential to yield information that will contribute to an understanding of the region's history. This potential includes archaeological material and landscape modifications associated with the operation of the mill since the 1880s. Examples of potential include, but are not limited to, water infrastructure such as drainage, irrigation schemes and dams, evidence of former mill buildings and related structures such as barracks, administration and laboratories and general use of the site related to sugar production over a 130 year period.

**Location Map**



View east from Elliott Heads Road.



Close-up of remains.



John Oxley Library, File#2395885. Caption: 'Crushing mill, Pemberton Grange sugar plantation, Bundaberg district, 1898'.

boundary fence of a newly established subdivided lot, under and around a large mature tree surrounded by a rock garden. Remnants include concrete slabs, footings and machinery bases as well as corrugated iron sheeting. The site has a high archaeological potential to contain important evidence of the prior use of the site as a juice mill.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	4/12/2015

<b>References</b>	
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.	
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.	
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.	
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.	

<b>Other Names</b>	N/A	
<b>Street Address</b>	Pine Creek Road and 1 Haylocks Road	Pine Creek
<b>Title Details/ GPS Coordinates</b>	3RP905909	

**Historical Context**

Pine Creek’s history extends back to the earliest European settlement of Bundaberg. The tall stands of pine that lined the creek – hence its name – attracted timber getters seeking timber for the sawmills established on the north bank of the Burnett River in the late 1860s. The timber was cut and then snigged to the creek, where it was rafted to the sawmills and then exported, primarily to Maryborough. A sawmill was eventually established in the district, in 1922; it operated until it was destroyed by fire in the late 1940s.

It is unclear precisely when the first settlers arrived in the district, but it appears to have been in the 1890s. At this time the district was relatively isolated; the road to Bundaberg was little more than a bush track and it was some distance from the nearest sugar mills. The selectors turned to small cropping, for example maize, potatoes and pumpkins, and ran cattle. In the early twentieth century, the Bingera sugar mill opened a plantation in the district; a tram bridge was constructed over the Burnett River, connecting it with the mill. The selectors began to plant sugar cane now that they had access to the mill. Interestingly, coal was discovered in the area in the 1890s and it was mined and supplied to the Bingera sugar mill.

The Pine Creek Hall was opened in 1922 and it cost £180 to build. At this time, Pine Creek was a part of the Woongarra Shire; it was originally part of the Barolin Divisional Board (later Shire), but the Barolin Shire was absorbed by Woongarra Shire by 1917.

**Physical Description**

Pine Creek Hall is set on the north-eastern boundary of a rectangular lot of approximately 1.2 hectares south of the Pine Creek, on the intersection of Haylocks, Pine Creek and Matts Roads. Only the north-eastern section of the sloping site is cleared; the remainder is covered with bushland. A small rectangular lot on the north-western boundary, excised from the site, contains the Givelda Rural Fire Brigade.

The weatherboard clad timber structure rests on concrete stumps of varying heights to level out the terrain and features a corrugated iron clad gable roof. Spanning the entire front and facing Pine Creek Road is an enclosed verandah integrated under the main roof. The main entrance is to the left via concrete steps leading onto a porch and then through double timber doors. The porch is flanked by an enclosed annex on either side with access from the porch. A corrugated iron clad skillion roof covers this section. In total there are six casement windows at the front. There is a small window at the front and a box office window at the side of the right annex and an elongated window on the left annex. The western elevation features four casement windows with window hoods, while the eastern elevation shows three casement windows with hoods and a former door opening, now boarded up. Double timber doors accessed via some timber steps are located in the centre of the rear elevation and are flanked by three sash windows with curved metal hood either side. A large watertank is located on the south-eastern corner. A toilet building constructed of concrete blocks is situated near the western side.

According to the Queensland War Memorial Register there are three Honour Boards located in the hall commemorating the individuals of Pine Creek who served and in some cases lost their lives in WWI, WWII and the Malayan and Korean conflict.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	21/10/2014		

**References**

Centre for the Government of Queensland, University of Queensland, 'Queensland Places: Woongarra Shire', accessed 15 November 2014, <<http://www.queenslandplaces.com.au/woongarra-shire>>  
 Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	Pine Creek Hall is important in demonstrating evolution of the region’s history. The hall reflects the closer settlement of the Pine Creek district and its growing population at the time the hall was constructed, stimulated in particular by the proximity of the Bingera sugar mill and the construction by the mill of a tramway across the Burnett River into the Pine Creek area to its plantation there. The hall also demonstrates the pattern of the region's history, particularly the establishment of community halls in rural communities as focal point for social and cultural activities.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	Pine Creek Hall is important in demonstrating the principal characteristics of community halls in the region constructed in the early 1900s, particularly the extensive use of timber and features such as a ticket office and a large internal space used for dances and other events.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	Pine Creek Hall has a special association with the Pine Creek community as a focal point for social and cultural activities in the Pine Creek district.

**Location Map**



View of hall and setting from Pine Creek Road.



Main entrance area.



Rear elevation.



<b>Other Names</b>	N/A	
<b>Street Address</b>	Off Hope Street	Bundaberg
<b>Title Details/ GPS Coordinates</b>	122SP215848	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

A reserve for the botanic gardens was created in the late 1870s or 1880 (certainly no later, as it was reported in 1880 that the site of the new hospital adjoined the Botanic Gardens Reserve). A Botanic Gardens Trust was established and in 1885 the reserve was fenced and gates installed. The trustees then determined to clear ten acres of the site, leaving 'presentable indigenous trees' and removing the rest. Paths were also created, the purpose to create a 'park-like' effect. A caretaker was appointed in 1885. A tender was let for the erection of a head gardener's lodge in 1887 and also the construction of a dam for irrigation purposes. The head gardener appears to have been a Mr Murchie, who was recommended by the head gardener of the Brisbane Botanical Gardens, indicating that the trustees took the idea of the gardens quite seriously.

The Trust received a stipend from the colonial government, but this was withdrawn in 1894. The Trust was transferred to the Bundaberg Council, and plans were made to improve the gardens. The highest priority was tidying up the reserve; paths were overgrown with weeds and grass, the grass was left to grow and the garden beds required attention (indeed it was noted that it looked more like an agistment paddock than a botanic gardens at this time). The work was promptly undertaken and in 1895 the gardens were reopened and it was remarked in the press that the gardens presented 'a glimpse of old times come again'. Earlier, rudimentary bridges over creeks had also been replaced with sturdy sawn hardwood. The entire scene was 'a very forcible reminder of the better days of Bundaberg when ... people disported themselves on Sundays and holidays by the banks of the Burnett'.

There is evidence that work was undertaken in the mid-1970s that compromised the native habitat that had been retained in the 1880s, particularly the planting of palms and other trees.

**Physical Description**

Queens Park is located on the southern bank of the Burnett River, a short distance to the west of the Bundaberg Business District. The park borders onto the Bundaberg Base Hospital grounds in the southeast, Garden Street and Hope Street in the southwest and farmland in the west. O'Connell Creek traverses the south-eastern section. The reserve encompasses 19 hectares of mainly remnant rainforest vegetation, as well as mangroves on the creek banks. Identification signs give details on some of the represented species. Access is via number of sealed roads and pathways and there are picnic areas, BBQ facilities, seats and a children's playground provided in the park.

An information panel at the entrance from Hope Street gives details about the flora and fauna as well as the history of the park.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Queens Park is important in demonstrating the evolution of the region's history, particularly the establishment of Bundaberg as a major settlement in the region, which is reflected in the decision to establish botanic gardens, an indication of the ambitions of the town's community.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	Queens Park demonstrates endangered aspects of the region's cultural heritage, particularly a selection of trees that predate European settlement, reflecting on a small scale the flora and landscape of Bundaberg before the 1860s.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	Queens Park has potential to yield information that will contribute to an understanding of the region's history, particularly flora present at the time the place was settled by Europeans in the 1860s. The network of paths may also yield information about the early layout of the botanic gardens when it was established.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	Queens Park is important to the region because of its aesthetic significance, as a pleasing garden located on the bank of the Burnett River and in close proximity to the central business district, and designed to encourage the health and wellbeing of the town's (and later, city's) residents.

**Location Map**



Information panel.



View across O'Connell Creek from the southeast.



View across the south-eastern section looking north.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

<b>References</b>			
Bundaberg Genealogical Association Inc, Bundaberg – A History from the Newspapers – 1862-1903 –Volume 1, Bundaberg, Bundaberg Genealogical Association Inc, 2009.			
Bundaberg Regional Council, Queens Park Interpretation panel.			

<b>Other Names</b>	Qunaba House, Payne Butler Lang Solicitors Offices	
<b>Street Address</b>	Corner Quay Street and 2 Targo Street	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	108B1582	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The Queensland National Bank was the third bank to erect premises in Bundaberg, the first two consisting of the Bank of New South Wales and the Commercial Bank. The former Queensland National Bank is the second Queensland National Bank building in Bundaberg, and it was erected in 1887. The bank was constructed on the corner of Quay and Targo Streets and designed by the prominent Queensland architect, FDG Stanley. There were several banks on Quay Street, along with the wharves, Customs House, Lands Office and the 'Polynesian Immigration Offices'; thus the Queensland National Bank formed an intrinsic part of the financial and government facilities in the town.

The Queensland National Bank was a prominent institution in the sugar industry in Bundaberg, becoming more intimately involved in the commercial aspects of the industry than was common for other banking institutions. The bank, as mortgagee, assumed ownership of the Millaquin sugar mill in 1896 following the death of Robert Cran, along with the Doolbi and Yengari juice mills. An early and significant acquisition made by the bank was the Mon Repos plantation and mill, which was renamed Qunaba, after the first two letters in the bank's title. Waterview and Oakwood plantations were also purchased by the bank and in 1911 it formed a limited liability company called the Millaquin Sugar Company.

**Physical Description**

The Queensland National Bank (former) occupies a prominent corner in the Bundaberg CBD, bordered by Quay Street in the north and Targo Street in the west. The two storey rendered brick building is set directly to the boundary of the streets and features a pyramid roof with a rectangular 'widows walk' in the centre. A parapet with ornamental decorations runs along the two street frontages. There are two brick chimneys with decorative moulding, each capped with a triple barrel vent. Solar panels are fitted to the eastern side of the roof. A verandah wraps around the southern, eastern and northern elevation on ground level fronted by columns with decorative mouldings, supporting an entablature at the street frontages, and metal posts on the southern elevation. A balustrade consisting of cast iron panels is set in between the columns. On the upper level the verandah encircles the whole building and is covered by a separate corrugated iron clad roof supported by decorated metal posts and secured by a balustrade consisting of cast iron panels.

The main entrance to the building is from Targo Street via some steps through a centrally positioned arch. The arch includes decorative mouldings and is surmounted by a curved pediment displaying the inscription 'QUNABA HOUSE'. In the parapet above this section is a curved decorative tablet with the inscription 'ERECTED A 1887 D'. The inscription 'PAYNE BUTLER LANG SOLICITORS' is shown on the entablature. The Quay Street elevation shows similar design elements as the Targo Street side, apart from a less elaborate entrance section positioned to the left. The doors and sash windows on ground level have arched moulded architraves. Attached to the north-eastern corner and extending to most of this elevation is a single storey flat roofed brick extension with art deco stylised pilasters framing recessed panels with windows on the Targo Street and the east elevation.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Queensland National Bank (former) is important in demonstrating the evolution of the region's history, particularly the construction of substantial bank buildings located in proximity to the Bundaberg wharves, reflecting the growing importance and trade of Bundaberg in the late nineteenth century. It is also important in demonstrating the influence of the Queensland National Bank in the sugar industry in the Bundaberg region, as it developed significant commercial interests in the sugar industry, which was unusual for a bank.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Queensland National Bank (former) is important in demonstrating the principal characteristics of a major nineteenth century bank building, which, through its classical architecture, was designed to present an image of wealth and solidity. Its position on a prominent corner is also consistent with the preferred location of bank buildings in the nineteenth and early twentieth centuries.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Queensland National Bank (former) is important because of its aesthetic significance, as a good example of classical architectural features applied to a bank building, including substantial columns, parapet and various decorative features, with the clear intention to represent wealth and solidity to its customers and the banking competitors.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Queensland National Bank (former) has a special association with the work of the prominent Queensland architect, FDG Stanley.

**Location Map**



View to western elevation from Targo Street.



View to western and southern elevation from Targo Street.



View to northern and eastern elevation from Quay Street.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

<b>References</b>	
Donald Watson and Judith Mackay, Queensland Architects of the 19th century: a biographical dictionary Queensland Museum, Brisbane, 1994.	
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.	
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.	
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.	
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.	

<b>Other Names</b>	New Burnett Heads Lighthouse	
<b>Street Address</b>	Off Lighthouse Street	Burnett Heads
<b>Title Details/ GPS Coordinates</b>	257CK938, 57SP119860	

**Historical Context**

With the settlement of Bundaberg in 1867, river traffic plying cargo for the growing district prompted the need for navigational and piloting services. Joseph Hughes was appointed Harbour Master, Police Magistrate and Chief of Customs at Bundaberg on 22 June 1871 by the Department of Ports and Marinas.

The Pilot Station Reserve at South Head, Burnett Heads was established with Thomas Clark appointed Pilot. Thomas, along with his boat crew, was responsible for establishing and maintaining navigational aids. Lighting at the mouth of the river was to be exhibited each night. Tents sufficed until cottages, along with other infrastructure, were erected to house them comfortably at South Head. The Lady Bowen was the first vessel Pilot Clark brought up to the Wharves, which were located in the town reach of the Burnett River.

Made of timber in a hexagonal shape, the Old Burnett Heads Lighthouse is 22 feet 6 inches high (approx. 6.8 metres). It was one of only a handful of hexagonal timber lighthouses constructed along the Queensland coast in the 1860s-70s; the design of later lighthouses was different. The Queensland Government operated the lighthouse until 1916 when the Commonwealth took over responsibility. Originally the lamp burnt China (vegetable) oil (all Australian lighthouses used vegetable oil until the later nineteenth century). However, shortly after the lighthouse was relocated from Cowan to Burnett Heads in 1873, the lamp was converted to kerosene operation. In 1932, the fuel for the light was converted from kerosene to acetylene gas, which burnt brighter and cleaner.

The telegraph line from Bundaberg was completed in January 1875, thus enabling the Pilot to inform Bundaberg of incoming ships and weather reports.

The lighthouse was manned until a new lighthouse was constructed in 1971. The new lighthouse, built using reinforced concrete, was significantly taller and powered by electricity; the light was also substantially brighter. Interestingly, the new structure, although modern in design, is painted red at its peak, reflecting the colour of the original lighthouse roof. The Old Burnett Heads Lighthouse was relocated in 1972 to Lighthouse Park, but the concrete base remains in situ.

**Physical Description**

The South Head Lighthouse and Pilot Reserve are located on a mostly cleared slightly sloping grassed block of around four hectares on the northern tip of Burnett Heads, bounded by Lighthouse Street in the south, South Head Parklands to the east, a path along the Burnett River to the west and the ocean to the north.

The lighthouse is set in an area surrounded by a mesh and barbed-wire fence close to the waterfront and consists of an 18 metres high square concrete structure with truncated corners and flat roof. The walls are tiled with white rectangular tiles except for a truncated corner on the south-western side that shows large rectangular panels. The upper section is rendered and painted red. A dome-shaped element is mounted on top of the roof. Access to the lighthouse is via a door on the south-eastern side. A single storey building with similar design features is located adjacent to the lighthouse. The base of the old Burnett Heads Lighthouse is situated close by and consists of a concrete base with a set of concrete steps.

Apart from the lighthouse there are a number of maritime buildings still extant towards the southern part of the Pilot Reserve including various timber sheds as well as steel and concrete block structures

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

**References**

- Department of Environment and Heritage Protection Cultural Heritage Inventory Management System, Queensland Heritage Register Place ID 600772, 'Cleveland Lighthouse (former)'.  
 Department of Environment and Heritage Protection Cultural Heritage Inventory Management System, Queensland Heritage Register Place ID 601712, 'Sandy Cape Lighthouse'.
- M. Kidd, Burnett Heads Heritage Trail: Oaks Beach to the Lighthouses, Queensland Government Regional Arts Development Fun, Burnett Shire Council and Classic Design and Print, Bundaberg, 2006.
- Peta Browne, Local History Feature: Historic Burnett Heads Lighthouse, Bundaberg Regional Council, Bundaberg, 2009.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The South Head Lighthouse and Pilot Reserve is important in demonstrating the evolution of region's history, particularly the development of Bundaberg as a major port providing an outlet for the region's industries, including copper from the Mount Perry copper mines, timber and, in particular, sugar. This evolution is also reflected in the contrast between the remains of the original lighthouse and the new lighthouse constructed in the 1970s that is located beside it.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The South Head Lighthouse and Pilot Reserve demonstrate a rare aspect of the region's history, as it is the only location within the local government area where a lighthouse was established. Although the original lighthouse has been moved, its foundation remains intact. Moreover, there were very few of these lighthouses built in the 1860s and early 1870s to this design and of these only a few remain in situ. Therefore, any evidence of the original lighthouse is also rare.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The South Head Lighthouse and Pilot Reserve has potential to yield information that will contribute to an understanding of the region's history, in particular evidence of the location of the original lighthouse and aspects of its construction and design reflected in the base. Its location at the mouth of the Burnett River (and that of the pilot reserve) also reinforce that the Burnett River is (and was) the port of Bundaberg.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The South Head Lighthouse and Pilot Reserve is important in demonstrating the principal characteristics of lighthouses, which are important to Bundaberg and the region in its capacity as a port.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The South Head Lighthouse and Pilot Reserve is important to the region because of its aesthetic significance. Lighthouses are located in maritime locations that are typically windswept and thus evoke a strong sense of nautical themes and the romance of sea travel in the nineteenth century. The newer lighthouse also appears to have been designed to reflect the original lighthouse, particularly the red painted section near its peak, representing a pleasing attempt at visual continuation and evocation of the original lighthouse.



View of lighthouse and setting.



View to pilot reserve looking south.



<b>Other Names</b>	N/A	
<b>Street Address</b>	Aerodrome Road	Isis River
<b>Title Details/ GPS Coordinates</b>	262W39995	

**Historical Context**

The Isis district became an important area for sugar cane farming and refining from the 1880s. The first blocks of land in the district were selected in the early 1870s. The first industry in the 'Isis scrub' was sawmilling, although pastoral stations were established around the scrub from the late 1840s. The first town in the district was Abingdon, beginning with a hotel and then a school, the latter opened in 1880. Homestead blocks were offered to selectors in the late 1870s and the blocks were progressively taken up, with demand increasing the early 1880s. More homestead areas were declared in the district to meet demand. A railway was constructed in 1887, with its terminus at Childers (which at the time of the construction of the railway was merely the line's terminus; there was as yet no town. The village of Horton was the only substantial settlement located on the line).

Settlement of the South Isis district began as early as 1872 when land in the district was first opened to selection. The cemetery was established around this time, with the earliest burials dating from 1877. Closer settlement in the South Isis district was stimulated by the construction of the railway from Maryborough to Childers in 1887. Children were admitted to the school in that year, indicating the nucleus of an existing settlement and its expansion with the railway. As with the majority of the Isis, sugar cane was the primary crop, although other crops were also grown. The South Isis Central Mill was established in the mid-1890s, but its land was almost immediately sold to CSR (with its mill at Huxley); the tramway constructed for the mill was linked to the Huxley mill so that sugar cane growers in the South Isis could transport their cane to the mill.

The cemetery ceased to be used in the 1940s as it was found to be flood prone (probably following the 1942 flood). The Apple Tree Creek was used for burials from the district.

**Physical Description**

The South Isis Cemetery is located in bushland south of the Bruce Highway in levelled, lightly forested and grassed terrain. The rectangular site of approximately eight hectares is bounded by Aerodrome Road in the north, farmland to the west and bushland to the east and south. The Isis River is only a short distance from the southern boundary.

The cemetery is surrounded with a post and four-wire fence with the vehicular access from Aerodrome Road via an arched metal gate displaying the inscription 'SOUTH ISIS CEMETERY'. A timber sign to the right shows the same inscription. To the left is an interpretation panel providing information about the early settlement of the region and lists the names of early settlers who have died in the South Isis and are buried in the cemetery or in lone graves in the area.

There are only a few graves that are identified by original markers; one gravesite has a concrete surround and headstone with mounted tablet and a large family plot is surrounded by a wrought iron fence consisting of the family name and the initials. It appears that the cemetery has undergone restoration work in recent times resulting in marked gravesites with a mounted plaque placed on a concrete beam, some surrounded by timber or wrought iron fencing. There is also a larger area containing several sites that are fenced off with a wrought iron fence.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	29/10/2014		

**References**

- B.W. O'Neill, Taming the Isis, Childers, Isis Shire Council, 1987.
- John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.
- Meredith Walker, Isis Shire Queensland: Inventory of Places of Heritage and Character Significance: Volume Two, The National Trust of Queensland, 1995.
- South Isis cemetery interpretation.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The South Isis Cemetery is important in demonstrating the evolution of the region's history, particularly the settlement of the South Isis district from an early period in the region's history, but also the continued development of settlements further north such as Childers and Apple Tree Creek, illustrated by the use of the Apple Tree Creek cemetery by residents of the South Isis from the 1940s onward due to flooding of the original cemetery. The cemetery also demonstrates the pattern of the region's history, in particular the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The South Isis Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The South Isis Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The South Isis Cemetery has a special association with the South Isis Cemetery community, demonstrated in particular by its continuous use as a burial place for the region for more than one hundred years, restoration and identification work on grave sites and the preparation of interpretative material.

**Location Map**



Entrance gate.



Large family plot surrounded by a wrought iron fence consisting of the family name and initials.



Fenced off area containing several sites.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Bundaberg Gin Gin Road	South Kolan
<b>Title Details/ GPS Coordinates</b>	212C894	

**Historical Context**

South Kolan was originally part of the Colanne pastoral station occupied by Robert Tooth in 1861. South Kolan is located on the Bundaberg-Mount Perry Road, which connected the copper mine at Mount Perry to the port of Bundaberg from the early 1870s. The area was loosely settled in the 1870s, with land taken up from 1872. The early settlers, many of whom were Scandinavian, were preoccupied with clearing scrub and planting maize. A school building committee was created in 1876 and a State school was opened in 1878. The South Kolan cemetery was gazetted in 1879 and a Cemetery Trust was elected in 1881. A blacksmith shop was also established in c1880 and the first church (servicing all denominations) in 1882. All of these developments clearly indicate a relatively large settlement.

The Gibson family, who owned a sugar mill in Brisbane, purchased an extensive tract of land in South Kolan in the early 1880s on which to establish a sugar cane plantation. The land was cleared by South Sea Islander labour and a sugar mill was erected in 1885. The Bundaberg-Mount Perry Railway was also completed in 1884, running parallel with the road of the same name. The effect of these developments on South Kolan was pronounced. Various commercial premises, including butchers and a hotel, were opened in 1885. A police station was established in 1888. Local farmers turned from maize to sugar cane and the area continued to prosper due to its proximity to the Bingera sugar mill. By 1895 there were four post offices, State school, two hotels, three churches and a combined police station and courthouse.

**Physical Description**

The South Kolan Cemetery is located on a levelled site bounded by the Bundaberg Gin Gin Road to the south, Koolboo Road to the east, forested bushland to the west and a partially cleared lightly forested property to the north. Approximately one third of the 8 hectares block in the southwest is cleared, the remainder is forested bushland. The cleared grassed area is fenced off with a post and three-wire fence with vehicular access from the Bundaberg Gin Gin Road via a metal gate and pedestrian entry through a timber turnstile next to a sign reading 'SOUTH KOLAN CEMETERY'. Marked graves are located in a small portion on the eastern side of the cleared area. Grave surrounds include concrete borders, some with elaborate decoration, wrought iron, timber and chain fencing and piping suspended between pillars. Besides mounted tablets there is a large proportion of elaborate stelae and monuments. A number of gravesites have deteriorated and are only marked by metal plot numbers.

There is also a small lawn section

<b>Integrity</b>	Good	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

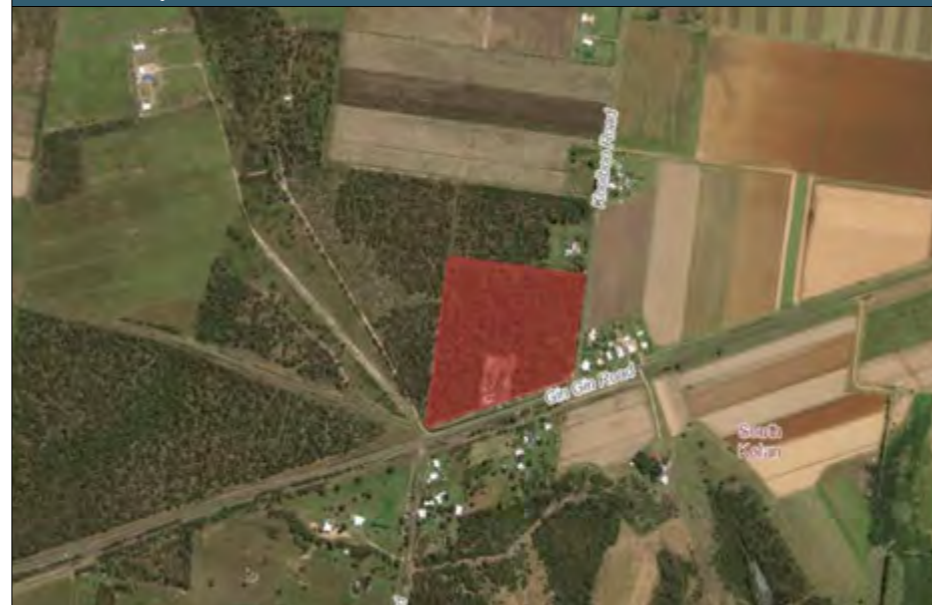
**References**

Bundaberg Genealogical Association Inc., Burnett District: A history from the newspapers 1862-1903, Volume 3: Commercial, culture, devotion, health, governance, Bundaberg, , Bundaberg Genealogical Association Inc., 2009.  
 John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.  
 Neville Rackemann, Gooburrum 1886-1986, Gooburrum, Gooburrum Shire Council, 1986.

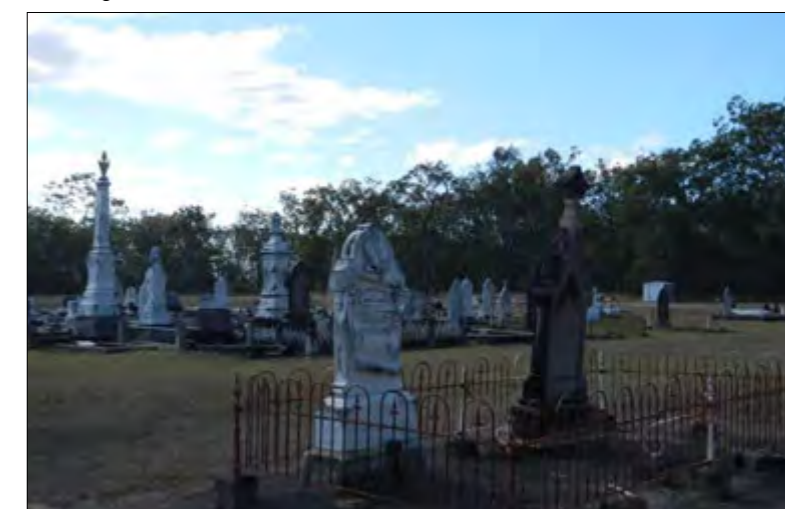
**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The South Kolan Cemetery is important in demonstrating the evolution of the region's history, particularly the closer settlement and agricultural development of the South Kolan district, which emerged from the Colanne pastoral station established in 1861. The relative earliness of the cemetery also demonstrates this evolution. The cemetery also demonstrates the pattern of the region's history, in particular the establishment of cemeteries in new settlements.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The South Kolan Cemetery has the potential to yield information that will contribute to an understanding of the region's history, particularly burial practices, which illustrate the religious and cultural patterns of settlement and life in the district.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The South Kolan Cemetery is important to the region for its aesthetic significance, particularly its location in a predominantly rural setting.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The South Kolan Cemetery has a special association with the South Kolan community, demonstrated in particular by its continuous use as a burial place for the region for more than one hundred years.

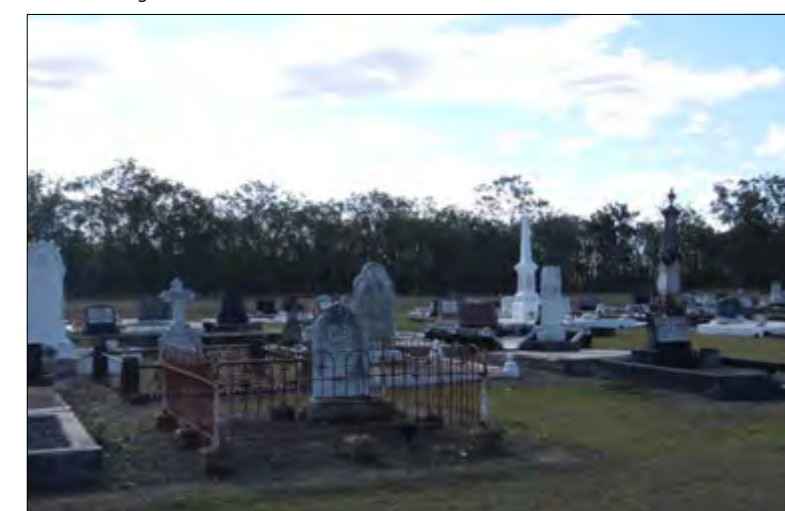
**Location Map**



Entrance gate and turnstile.



View showing monuments and surrounds.



View to the west.

<b>Other Names</b>	N/A	
<b>Street Address</b>	1 Paul Mittelheuser Street	Burnett Heads
<b>Title Details/ GPS Coordinates</b>	703BH2773	

**Historical Context**

The foundation stone of the St John the Divine Anglican Church was laid by the Archbishop of Brisbane, the Most Rev. J.W.C. Wand, on 6 August, 1939. The Mayor and Mayoress Ald. and Mrs F.H. Buss attended. Archbishop Wand described the site of the church as the most beautiful of any church throughout the diocese. The church was designed by Harold M. Cook and Walter J.E. Krevison, Architects, of Brisbane. The cost of the church was £562. The Burnett Heads Church of England Committee consisted of P. Hunter, President; D. Rickert, Secretary; and P.J. Mittelheuser, Treasurer. P.J. Mittelheuser served on the Woongarra Shire Council as Chairman and Councillor in the 1940s and 1950s. The land for the church was donated by Christian Mittelheuser.

**Physical Description**

The St. John the Divine Anglican Church is a single storey structure with heavy basalt base to just below sill level. A foundation stone graces the base, reading 'A.M.D.G This stone was laid by The Most Reverend. J.W.C Wand, D.D Lord Archbishop of Brisbane. Aug. 6. 1939. The Rev. A.H. Osborn M.A Rector'. The church has a medium steep pitched gable roof with timber barge boards with a steeple containing a church bell to the rear of the structure. The main roof intersects with the pitched roof covering the entry to the building, which is at right angles to the balance of the church. The structure has decorative external/exposed imitation half timbering with diagonal curved bracing to the asbestos sheet walls. The rear, gable end of the church has three narrow, decorative windows with coloured glass insets, with the street elevation displaying two windows above the height of the altar. These two windows adjoin gable cladding detail, as does the central window on the rear elevation. There are banks of three casement windows to the lower levels.

Internally, rows of timber pews are accessible by a central aisle which terminates at the front of the church, with steps leading up to the carved and panelled altar. Walls and the ceiling are neutrally coloured with contrasting truss-like and structural members and what appear to be sheeting cover strips. Decorative pendant lights and a ceiling fan are aligned in a row and positioned centrally above the aisle.

Various engraved memorials are evident throughout the church, placed on elements including the pews, hymn board, altar and communion rails.

A basalt fence matching the basalt base of the building surrounds the picturesque setting, whilst a number of garden beds present to the street. These include a circular, basalt framed bed, completed with an arched pipe and topped with a cross, which acts as a memorial to Paul J Mittelheuser 1885-1957. There is a storage shed to the rear of the church, which is not considered to be of cultural heritage significance.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/8/2013		

**References**

Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places Ref BUR 05, 1996.

**Heritage Significance**

Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The St John the Divine Anglican Church demonstrates a rare aspect of the region's history, as the only known example of an Old English Revival style church in the Bundaberg Region.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The St John the Divine Church is important as an example of an Old English Revival architectural style, expressed by its picturesque quaintness. The building has a strong asymmetry and vertical proportions typical of this style.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The St John the Divine Church has a strong association with Burnett Heads' Anglican community, and the broader Bundaberg Anglican community for spiritual reasons.

**Location Map**



Western exterior wall treatment with basalt base also showing bell tower.



Interior wall treatments, chancel, pulpit, lectern, sanctuary, altar and pew arrangements.



Church gardens in old well with memorial plaque.



<b>Other Names</b>	Elliott Heads Submarine Lookout ANZAC Day Memorial	
<b>Street Address</b>	Esplanade	Elliott Heads
<b>Title Details/ GPS Coordinates</b>	Road Reserve	(E: 448811 N: 7244105), (E: 448830 N: 7244098), (E: 448876 N: 7244273), (E: 448895 N: 7244274), (E: 448934 N: 7244211)

**Historical Context**

Bundaberg played a small, but important, role during World War II. The airport became an important Royal Australian Air Force (RAAF) facility during World War II. It functioned as a base for the Empire Air Training Scheme (EATS), one of 36 similar bases across Australia. The first training schools were established at the airport in 1942 and the Allied Works Council constructed purpose-built facilities including aircraft hangers, workshops and, accommodation; aircraft hideouts (hard surfaced areas located away from the main buildings for the dispersal of aircraft if the base was under attack) and defence structures including machine gun pits and mine charges laid in trenches along runways.

Elliott Heads was also an important lookout during the war. The lookout was manned by members of the 10th Battalion Volunteer Defence Corps. The volunteers were responsible for reporting any enemy movement in the vicinity, but it is remembered more for its role as a submarine lookout. Submarine attacks by the Japanese had been particularly prominent along the east coast of Australia. Three Japanese midget submarines had entered Sydney Harbour in May 1942, one of which sunk the HMAS Kuttabul. Japanese submarines harassed Australian merchant shipping along the coast in 1943, sinking five merchant ships. Then, in May 1943, a Japanese submarine torpedoed the Australian Hospital Ship Centaur off the coast from Caloundra on Queensland's Sunshine Coast, resulting in the death of 268 of the passengers and crew.

Two posts from the submarine lookout remain extant. The Woongarra Shire Council erected a plaque to commemorate the volunteer defence corps on this site in 1989. More recently, it has become a focal point for war commemoration, particularly on Anzac Day.

**Physical Description**

The Submarine Lookout ANZAC Day Memorial is located at the waterfront in Elliott Heads Memorial Park on the corner of Moore Street and the Esplanade. The site is levelled and grassed and is surrounded by She-Oaks. There are a number of Norfolk Pines placed as feature trees in the park and also flanking the lookout memorial.

The memorial is situated close to the water edge and includes remains of the original lookout in form of two timber posts to the right next to the memorial consisting of two cube-shaped cairns with a plaque mounted on the top. The plaque on the left cairn reads 'LEST WE FORGET • IN MEMORY OF ALL SERVICE MEN AND WOMEN WHO PAID THE SUPREMEM SACRIFICE • BOER WAR, WORLD WAR I. WORLD WAR II, KOREAN WAR AND THE VIETNAM WAR • ERECTED BY BURNETT SHIRE COUNCIL AND CITIZENS OF ELLIOTT HEADS 25-4-1996'. The plaque on the right cairns reads 'A TRIBUTE • TO THE MEMORY OF • THOSE MEMBERS OF THE • VOLUNTEER DEFENCE CORPS • WHO MANNED THE ELLIOTT HEADS • LOOKOUT DURING WORLD WAR II • 1941-1944 • ERECTED BY THE WOONGARRA SHIRE COUNCIL • 1989'.

In the centre of the site is another memorial consisting of two concrete plinths set at a distance and connected by a timber beam. An upright rounded slab is mounted atop the left plinth. The memorial is placed towards the rear of a round split block base with concrete and paving infill and carries the inscription 'ELLIOTT HEADS SUBMARINE LOOKOUT ANZAC DAY MEMORIAL'. Two small plaques are attached to the plinths; one commemorates the full time members of the Volunteer Defence Corps of World War II who manned the observation post, the other acknowledges the contributions to the Submarine Lookout ANZAC Day Memorial Project 2006.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	Queensland War Memorial Register		
<b>Inspection Date</b>	23/10/2014		

**References**

Converge Heritage + Community, Bundaberg Airport Preliminary Heritage Assessment, Report for Bundaberg Regional Council, 2009.

Department of Veterans' Affairs, 'Centaur', accessed 14 November 2014, <<http://www.dva.gov.au/aboutDVA/publications/commemorative/centaur/Pages/bg.aspx>>

Lookout interpretation signage.

**Heritage Significance**

Criteria	Definition
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Submarine Lookout Remains and ANZAC Day Memorial demonstrates a rare aspect of the region's history, as it is the only lookout utilised during World War II in the region.

<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Submarine Lookout Remains and ANZAC Day Memorial has potential to yield information that will contribute to an understanding of the region's history, particularly archaeological and landscape features relating to the use of the lookout during World War II.

**Location Map**



Park entrance.



View to ANZAC Day memorial looking east.



View to submarine lookout remains and memorial looking east.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Parklands Drive	Bundaberg
<b>Title Details/ GPS Coordinates</b>	Reserve for Drainage	(E: 427023 N: 7241748), (E: 427024 N: 7241756), (E: 427031 N: 7241747), (E: 427032 N: 7241755)

**Historical Context**

Bundaberg was different to many other WWII airfield locations in that it was one of several Elementary Flying Training School (EFTS) centres. Before the Japanese came into the war, the RAAF commenced what became a major Australian contribution (along with Canada) to the United Kingdom’s war effort by training pilots and air crew by the thousands. This scheme was known as the Empire Air Training Scheme – EATS.

Bundaberg was one of the centres in Queensland chosen. It also figured in a further development of the scheme in that No.8 SFTS (Service Flying Training School) was also located there, formed in December 1941. The rudiments of bomb aimer training and air gunnery were skills embraced by activities at Bundaberg utilising twin engine 1930s Avro Anson fabric covered aircraft and to that end, a practice bombing and air gunnery range was located south of the primary Bundaberg aerodrome. The RAAF No. 71 Squadron was formed on 26 January 1943 at RAAF Station Lowood, Queensland, from aircraft and aircrew drawn from No. 8 Service Flying Training School and figured strongly in the operation of coastal surveillance aircraft and convoy protection duties.

While the use of the shelters is unclear, it is thought that they were used as observation points by ground servicing crews servicing gunnery targets on the ground, which for bombing and training purposes usually consisted of wooden replicas of Japanese landing barges and such.

There is an identical shelter located on private land within the Parklands Estate.

**Physical Description**

The Bundaberg SFTS Air Gunnery and Bombing Range Shelter No. 1 is a 2.6 metre x 2.6 metre concrete block and concrete rendered bunker type structure with 230mm thick external walls. It has a height of 2.7 metres with a 1.5 metre high parapet to its primary elevation, which is oriented to east-south-east. An 880mm wide, 2.15 metre high entrance with evidence of door apparatus extends into a 1.08 metre high observation window. Evidence of steel screening and bolt apparatus remain fixed into the base. The entire structure is rendered in a 30mm thick concrete render, most of which has peeled away. Graffiti is evident over most of the structure but some green and yellow markings may indicate some original detail.

<b>Integrity</b>	Good	<b>Condition</b>	Poor
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	12/10/2013		

**References**

Angus Meilke, ‘How it happened’ Australian Gold Coast Branch of the Air Crew Assoc.  
<http://www.airforce.gov.au/raafmuseum/aircrewaca/aih/aih64-meikle.pdf> last accessed 15 October 2013  
 Department of Environment and Heritage Protection, Queensland WWII Historic Places, ‘Bundaberg Aerodrome and Bellman Hangar’, accessed 26 November 2014,  
<http://www.w2places.qld.gov.au/pages/Places.aspx?PlaceCode=QWWIHP-338>

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Bundaberg Service Flight Training School (SFTS) Air Gunnery and Bombing Range Shelter No. 1 is significant as remaining evidence of a major Air Gunnery and Bombing Training Centre developed in the Bundaberg Region during World War II, reflecting the small, but important role the region played during the war.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region’s history.</i>
<b>Statement</b>	The Bundaberg Service Flight Training School (SFTS) Air Gunnery and Bombing Range Shelter No. 1 is important in that further research and investigation has the potential to yield further information in relation to the purposes and role of the shelter as it relates to the Air Gunnery and Bombing Range, in addition to further evidence of the aerial gunnery and bombing range and the contribution of the Bundaberg Region in World War II generally.

**Location Map**



Door entrance and observation window, view to west.



Northern elevation.



Close-up of door entrance and observation window.

<b>Other Names</b>	The Sloping Hummock	
<b>Street Address</b>	Off Bowden Street	Qunaba
<b>Title Details/ GPS Coordinates</b>	160CK806940	

**Historical Context**

The Hummock was identified by the explorer Matthew Flinders in 1799 while exploring the (future) Queensland coastline. Flinders called it the 'sloping hummock'. It is an eroded volcanic plug; the volcano lava flows provided the rich red soil of the Woongarra. The 'Woongarra Scrub' densely covered the area on and around the Hummock and presented numerous difficulties to the early European settlers. Nugent Wade Brown, an important figure in the early settlement of Bundaberg and its districts, tried to reach the top of the Hummock but became lost and was forced to spend the night there. The Woongarra Scrub was progressively cleared for sugar cane plantations and farms from the 1870s and the Hummock became part of the surrounding sugar cane fields. Part of the Hummock was established as a lookout by the Bundaberg branch of the Royal Automobile Club of Queensland in 1931. However, this section of the hill remained untouched and uncleared, presenting remnant scrub.

**Physical Description**

The Hummock reserve encompasses 5.5 hectares of mainly scrub on a steep hill site of a dormant volcano in the suburb of Qunaba and is surrounded by residential areas and farmland. The site contains the last remaining Woongarra Scrub, a dry rainforest consisting of over 120 species of native vegetation. A cleared, levelled grassed portion in the southwest provides car parking and picnic sites with some shade trees. An interpretation panel provides information on the reserve. A boardwalk through the rainforest starts at the picnic area and leads to a viewing platform at the top. Several transmitter towers and a watertank are situated near the platform.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

**References**

Bundaberg Regional Council 'The Hummock' interpretation panel.

Peta Browne, 'Local History Feature: The Hummock Lookout', Lib News, v.1 no. 3, Bundaberg, Bundaberg Regional Council, Autumn 2010.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Hummock is important in demonstrating the pattern of the region's history, particularly the wholesale clearing of the Woongarra Scrub to facilitate settlement, the establishment of agricultural farms (most importantly sugar cane farms) and sugar mills.

<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Hummock demonstrates an endangered aspect of the region's cultural heritage, as a remnant of the scrub that early settlers in the nineteenth century faced when selecting and developing land in the district.



Interpretation panel.



Boardwalk through the rainforest.



Picnic area at the foothills of the Hummock.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Turners Way	Qunaba
<b>Title Details/ GPS Coordinates</b>	2RP48484	

**Historical Context**

The Hummock Lookout was created by the Royal Automobile Club Queensland (RACQ) in 1931. The Hummock was identified by the explorer Matthew Flinders in 1799 while exploring the (future) Queensland coastline. As the Woongarra scrub was progressively settled, the 'Sloping Hummock', as Flinders called the feature, became part of the surrounding sugar cane fields and was privately owned.

The Hummock was subsequently developed as a lookout by the RACQ. The Bundaberg branch of the RACQ was formed in 1924. In 1927, the President of branch stated that the club planned to create a scenic lookout on the Hummock. The land was purchased in 1930 from the owner, Mr H Turner and following the purchase work began on the construction of a road to the hill top. Members of the club volunteered to clear the site, erect fences and plant palm trees, as well as generally maintain the lookout. The RACQ relied on local businesses to contribute material and money, as well as public donations, to finish the lookout.

The lookout was officially opened in October 1931. The opening was well-attended, with over 1000 people and 100 cars on the lookout. The Woongarra Shire Council assumed ownership of the lookout in 1964 as the RACQ could no longer afford to maintain the site. It continues to function as a lookout today.

**Physical Description**

The Hummock Lookout occupies a triangular one hectare hill site bounded by Turners Way to the north and west and Bowden Street to the east. Turners Way leads to a circular parking area on a cleared grassed site on the levelled hilltop in the north providing 360 degree views across sugar cane fields and nearby suburbs reaching as far as the sea. A timber sign reads 'THE HUMMOCK LOOKOUT'.

There are two memorials; a low set cairn featuring a tablet with the inscription 'THIS HUMMOCK LOOKOUT WAS PURCHASED BY THE R.A.C.Q. ON 8-10-1930 IN THE INTEREST OF THE MOTORING PUBLIC. R.A.C.Q. DONATED THE AREA TO THE WOONGARRA SHIRE COUNCIL 19TH SEPT. 1964' is located to the east. An obelisk shaped monument with the inscription 'ERECTED TO THE MEMORY OF SQUADRON LEADER BERT HINKLER BY R.A.C.Q., 1937' on a concrete plate and surrounded by a pipe and pillar fence is situated in the centre.

On the western side are a round covered shelter and seating and to the south is a large oblong boulder mounted on a concrete and stone base.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

**References**

Peta Browne, 'Local History Feature: The Hummock Lookout', Lib News, v.1 no. 3, Bundaberg, Bundaberg Regional Council, Autumn 2010.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Hummock Lookout is important in demonstrating the evolution of the region's history, particularly the identification of local landmarks by early explorers and settlers, and the development of local landmarks and tourist destinations in the early twentieth century.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Hummock Lookout demonstrates an uncommon aspect of the region's history, as the only significantly elevated position from which Bundaberg and the surrounding districts can be viewed.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Hummock Lookout is important because of its aesthetic significance, presenting views virtually uninterrupted views over Bundaberg and surrounding districts, including a landscape dominated by sugar cane farms (thus reflecting the view historically gained from the lookout), as well as the ocean. The clearing of the scrub on top of the hill and the plantings along the road leading to the lookout also contribute to its aesthetic significance.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Hummock Lookout has a strong association with the Bundaberg branch of the RACQ, formed in the 1920s.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Hummock Lookout has a special association with the famous explorer, Matthew Flinders, who sighted and named the Hummock in 1799 as he explored the east coast of Australia along the length of present day Queensland.

**Location Map**



Looking south.



Bert Hinkler memorial.



The Hummock Lookout memorial cairn.

<b>Other Names</b>	Linden Medical Centre	
<b>Street Address</b>	Corner Woongarra Street and 11A Barolin Street	Bundaberg Central Street
<b>Title Details/ GPS Coordinates</b>	38B1582	

**Historical Context**

The Linden Clinic (former) was built by Dr Egmont Schmidt in 1913. Schmidt was the son of CF Schmidt, who became a permanent Lutheran pastor in Bundaberg in 1892 (he was previously based in Maryborough, where Dr Egmont Schmidt was born in 1886). Dr Egmont Schmidt completed his medical training by 1910 and, after a twelve month residency at Warwick Hospital on the Darling Downs, returned to Bundaberg and practiced medicine with Dr Thomas Henry May. Schmidt took over the practice when May retired; it appears this process was carefully managed, as May was still practicing until 1913, presumably in Schmidt's new residence and surgery, Linden.

Linden was designed by the prominent Maryborough architect, POE Hawkes and erected in 1913. Although based in Maryborough, Hawkes designed a significant number of buildings in the Bundaberg region, including for the local businessman, Frederic Buss. The site of the new building was originally occupied by the Pioneer Schoolroom, which was owned by the Lutheran Church and is believed to have been constructed c1876-7. The Hawkes-designed building originally consisted of exposed brick on the ground level and 'rough cast' on the first floor, although the entire exterior of the building is now rough cast. The architectural style is loosely coined 'Federation', which incorporated various features common in other established architectural styles such as 'Queen Anne', and was popular at the turn of the twentieth century. The origin of the name of the building is unclear: it could either refer to an avenue in Berlin lined with Linden trees (Lindenstrasse), the suburb of Linden in Hanover where Schmidt's mother was born or simply after the Linden tree.

The building functioned as a residence and doctor surgery. The property was originally larger, as there was also a tennis court and hall adjacent to the house. Schmidt continued to practice medicine in the clinic until his death in 1956. He was a well-loved doctor in Bundaberg, noted for his care of people from all backgrounds, sometimes for free. Schmidt was also the Government Medical Officer and Railway Medical Officer in Bundaberg, and president of the local sub-branch of the British Medical Association. He was also prominent in local association: he was one of the founders of the Bundaberg Royal Automobile Club of Queensland (RACQ) and the Bundaberg Art Society. His private art collection was bequeathed to the city of Bundaberg and it is now located at the Bundaberg Regional Art Gallery. The building has undergone substantial interior renovations, both the residence and surgery sections. Although there have been some external additions and changes (including, for example, extending the rough cast across the whole façade), the exterior of the original building remains relatively intact in its prominent corner position.

**Physical Description**

The Linden Clinic (former) occupies a quarter acre block on the corner of Woongarra and Barolin Streets in the Bundaberg CBD. A rendered brick pillar and panel fence separates the building and landscaped front yards from the street. At the rear of the building is a carpark with access from Woongarra Street.

Linden is designed in Federation Queen Anne style and consists of a double storey rough cast finished brick building with corrugated iron clad Dutch gable roof with two additional Dutch gables protruding from the main roof to the west, all gables featuring ridge ornaments. On the southeast corner a turret with conical roof cantilevers from the upper level and extends through the roof. The main entrance is from Barolin Street through a porch set-back into the building and framed by an arch. A single storey rough cast finished brick add-on extends from the side of the arch to the street front and features a roof terrace and a narrow wraparound tiled awning. The former main entrance is located on the corner underneath the tower element. There are a number of windows on ground level including an oculus window on the southern elevation next to a narrow tiled awning. The upper level features an integrated verandah above the arched entrance on the eastern elevation. Attached on the northern elevation is a sunroom. A large enclosed verandah and a small open balcony are located on the southern side. There are several windows on the upper level including oculus and bay windows.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	21/10/2014		

**References**

Peta Browne, 'Local History Feature: Dr Egmont Schmidt and Linden', Lib News, v.2 no. 1, Bundaberg, Bundaberg Regional Council, Spring 2010.

**Heritage Significance**

Criteria	Definition
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Linden Clinic (former) is important for its aesthetic significance, as a good example of the 'Federation' architectural style in the early twentieth century, particularly the rough cast exterior and other external elements associated with the style. The building's aesthetic significance is further enhanced by its prominent corner location.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Linden Clinic (former) has a special association with Dr Egmont Schmidt, a prominent and well-known Bundaberg doctor who was also active in the city's art community, playing an important role in the establishment of the Bundaberg Art Society. The place is also associated with the architect POE Hawkes who, although based in Maryborough, designed a number of buildings in Bundaberg in the early twentieth century.

**Location Map**



View to original entrance from corner of Woongarra and Barolin Streets.



View to eastern elevation.



Close-up of turret element above original entrance on southeast corner.

<b>Other Names</b>	Cran House	
<b>Street Address</b>	314 Bourborg Street	Bundaberg West
<b>Title Details/ GPS Coordinates</b>	2RP71645	

**Historical Context**

The Old Cran Home was constructed for John Cran (born 1848, Towie, Aberdeenshire, Scotland- died 1935, Bundaberg) in 1897 to the design of the prominent Bundaberg architect, Frederic Herbert (F.H.) Faircloth, who was responsible for many of the major buildings constructed in Bundaberg and Childers from the late 1890s through to the 1920s. The house was located close to the developing town centre of Bundaberg.

Robert Cran and Company played a key role in helping the Bundaberg district change from producing maize to growing sugar cane. Cran, with his sons John and Robert Jnr, established the Millaquin sugar mill in 1882, which has remained one of Bundaberg's most successful and enduring mills. Cran was also a major investor in the sugar industry more widely; the company owned the Yengarie sugar refinery, near Maryborough (established in 1868) and the Doolbi juice mill, near present-day Childers (established 1890 - the first mill to operate in the Isis district).

Robert Cran died in 1894 and John assumed control of the company. However, it transpired that the company was significantly in debt to the Queensland National Bank. The bank, as mortgagee, assumed ownership of the Millaquin sugar mill in 1896, along with the Yengarie and Doolbi juice mills. The Queensland National Bank was a prominent institution in the sugar industry in Bundaberg, becoming more intimately involved in the commercial aspects of the industry than was common for other banking institutions.

In 1902, John launched the Farleigh Estate Sugar Co. with Frederic Buss. Frederic Buss, a prominent Bundaberg businessman who owned interests in a number of sugar and juice mills in the region as well as retail interests (most prominently Buss & Turner), often in partnership with other family members. He was a member of the Bundaberg Municipal Council in the 1890s and donated £500 to street planting in Bundaberg's central business district. In addition to his role as a sugar refiner, John Cran was a justice of the peace, a freemason; a member of St Andrew's Presbyterian Church and was involved in local government. John Cran lived in the Old Cran Home with his sister Edith Elsie, until his death in 1935.

**Physical Description**

The Old Cran Home is a single storey timber residence with a metal sheeted roof and timber verandahs. It sits towards the south western corner of the lot, which has frontages to Bourborg Street and Hope Street and a truncated corner.

The house has verandahs to the north and east and a projecting entry at the north east corner. Two sets of stairs comprising of closed riser timber steps provide access to the main entry, which is framed by vertical timber battens and covered with a straight roof extending from an angled weatherboard wall which is topped by a gable roof with detailed fretwork and finished with a finial. Glazed entry doors are also provided on the eastern elevation, opening on to the verandah, which accommodates built in seating at the northern end. These seats (similar ones are also present on the northern elevation) were utilised by smokers during balls held on the property.

External walls of the house have some exposed framing and the building sits on low-set stumps; timber to the north elevation, balance in concrete. The verandahs have posts with capital moulds and shaped iron brackets, with screening and dowelled balustrades.

The roof is topped by a chimney with double terracotta chimney pots and decorative metal roof ventilators.

The house has been the subject of changes over time, including an extensive period of restoration and renovation by current owners Peter and Karen Thompson, who sourced red cedar from New South Wales and kwila and VJ pine from Brisbane to complete the project.

Alterations over time have included the addition of a laundry and bathroom, the removal of the maid's quarters and kitchen, an office extension and the installation of blinds and a contemporary kitchen. However, much of the original layout and features are in evidence, including high ceilings, hoop pine floors, red cedar joinery, the ball room- with its bay window, fireplace and ceiling roses- and the morning room, with its fireplace and chandelier and ceiling rose.

The house now comprises of features including: five bedrooms, ballroom, two lounge rooms, three bathrooms, formal dining room, garage and in ground swimming pool.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Old Cran Home is important in demonstrating the evolution and pattern of the region's history, particularly the development and evolution of Bundaberg as a thriving centre for the sugar industry.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Old Cran Home, constructed in approximately 1897 and the subject of subsequent renovations, is a rare example of a wealthy colonial residence in close proximity to the central business district and in its original location. The majority of similar houses have been removed or otherwise demolished.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Old Cran Home is important because of its aesthetic significance, particularly as an excellent example of an elite colonial-style residence within a garden setting in the Bundaberg region.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Old Cran Home has a special association with the life and work of the Cran Family, notably John Cran, who through Robert Cran and Company, contributed to the development of the sugar industry in the Bundaberg Region and the establishment of one of its largest refineries: the Millaquin Mill. The old Cran Home is also significant for its association with prominent architect Frederic Herbert (F.H.) Faircloth, who was responsible for the design of many major buildings in Bundaberg, as well as rebuilding a significant portion of the Childers CBD following a fire in 1902.

**Location Map**



View to west.



Eastern verandah detail.



Western verandah and gardens.

<b>Integrity</b>	Good	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	15/7/2013		

References	
<p>Australian Dictionary of Biography, National Centre of Biography, Australian National University, JG Nolan, 'Cran, John (1848-1935)', accessed 13 August 2013, &lt;<a href="http://adb.anu.edu.au/biography/cran-john-632/text9857">http://adb.anu.edu.au/biography/cran-john-632/text9857</a>&gt;</p>	
<p>Correspondence from owners Peter and Karen Thompson- refer to file 335.2013.7.1.</p>	
<p>Donald Watson and Judith Mackay, Queensland Architects of the 19th century: a biographical dictionary Queensland Museum, Brisbane, 1994.</p>	
<p>John Kerr, Only Room for One: A history of sugar in the Isis district, Childers, Isis Central Sugar Mill Company Limited, 1996.</p>	
<p>Picture Queensland Connections, 'Cran residence, Bundaberg (#422901)', accessed 21 October 2013, &lt;<a href="http://libraryhack.anotherbyte.net/pictures/view/422901">http://libraryhack.anotherbyte.net/pictures/view/422901</a>&gt;</p>	
<p>Trevor Lyons and Neville Rackemann, From Two Pens: A selection of historical Bundaberg homes and buildings, Glovers Printing Works Pty Ltd, Bundaberg, 1984</p>	

<b>Other Names</b>	Bailey Gate	
<b>Street Address</b>	45 Burrum Street	Bundaberg West
<b>Title Details/ GPS Coordinates</b>	(E: 434051 N: 7248679), (E: 434054 N: 7248672), (E: 434055 N: 7248681), (E: 434059 N: 7248674)	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The first annual exhibition of the Mulgrave Pastoral, Agricultural and Horticultural association was held in the enclosed Immigration Barrack reserve and Armoury in Quay Street 13 June, 1878. The first use of the old Showgrounds site in Bundaberg West commenced in 1882, with further reserves being gazetted for Showground extension purposes. The Old Bundaberg Showgrounds Bailey Gate, constructed in 1939, is named in honour of William Bailey (d. 1946), president of the Bundaberg Agricultural, Pastoral and Industrial (A. P & I.) Society for 17 years (1929 - 1946). The Bundaberg Show was relocated to the Bundaberg Recreational Precinct at Kendalls Road, Branyan, with the first show held at this location in 2013.

**Physical Description**

Although the Bundaberg Show has been relocated, the 1939 Bailey gate (entrance gate) remains as an entrance to the old Showgrounds site from Burrum Street. It is a texture-rendered, symmetrical, one storey building, consisting of a pair of ticket offices with openings with decorative grills to the front of the building, central timber door elements to the front and rear and turnstiles and a concrete floor within. The main roof is concealed from the front of the gate by a parapet on which stylised letters read "The Bailey Gate A.P & I.S Showgrounds".

<b>Integrity</b>	Good	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	5/7/2013		

**References**

- Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.
- John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.
- JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.
- Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.
- Obituary W Bailey (1939) Thirty-eighth annual report of the Bundaberg Agricultural, Pastoral and Industrial Society.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	Constructed in 1939, the Old Showgrounds Bailey Gate provides evidence of the past usage of the site as a showground from 1882 to 2013, being an important venue for showcasing and facilitating the expansion of pastoral, agricultural and industrial production and innovation in regional Queensland.

<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Old Showgrounds Bailey Gate has a significant association with the Bundaberg community as a physical structure providing evidence of the former use of the site, which is in a period of transition, by the Bundaberg Agricultural, Pastoral and Industrial Society (A. P & I.) and the Bundaberg Show for more than 100 years.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Old Bundaberg Showgrounds Bailey Gate is important in that it has a special association with the Bundaberg Agricultural, Pastoral and Industrial Society. It also has an association with William Bailey, who was among the first cane farmers in the Miara district, entered into business in Bundaberg and held the position of president of the A. P. and I. Society for a period of 17 years.

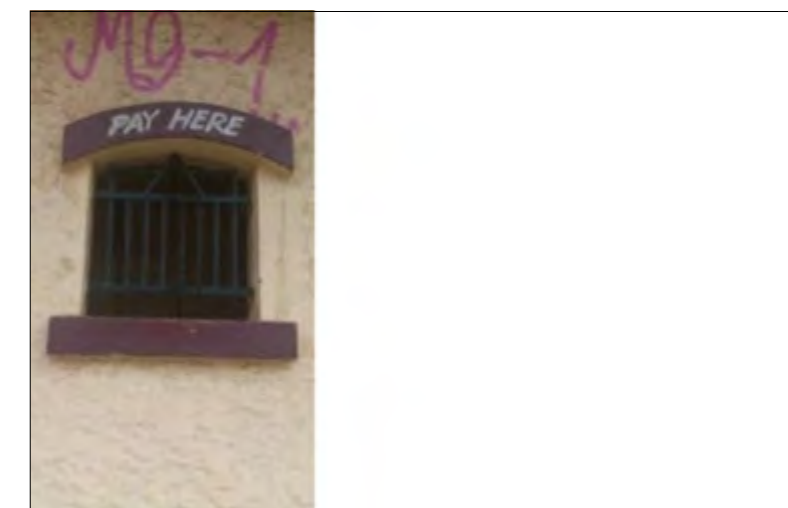
**Location Map**



Front entrance facing Burrum Street, view to southwest.



Rear entrance from Old Showgrounds site, view to southwest.



Ticket booth.



<b>Other Names</b>		
<b>Street Address</b>	1 Targo Street	Bundaberg Central
<b>Title Details/ GPS Coordinates</b>	1RP220	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, it was sugar that came to define the history of Bundaberg and the surrounding region. Sugar cane was planted in the 1870s and the first commercial sugar mill, located at Millbank (west of the city on the southern bank of the Burnett), began operating in 1872. The industry was thriving by the 1880s, with major mills such as Millaquin and Fairymead processing cane juice from cane plantations and farms with their own juice mills and located throughout the region, but particularly in land formerly occupied by the Woongarra, Bingera and Gooburrum scrubs. From its early years, the industry relied on South Sea Islander labour (referred to as 'Kanakas' at the time) and later workers from Sri Lanka (then Ceylon). The importance of Bundaberg was further strengthened when it became the port for the Mount Perry copper mine, with a railway from Mount Perry to North Bundaberg constructed in 1884 (although a rudimentary road existed from the early 1870s). A rum distillery was established at Millaquin sugar mill in 1888, later known as the Bundaberg Rum Distillery. Bundaberg also developed a foundry and engineering industry to support the sugar and juice mills, and the copper mines at Mount Perry. The first local government, the Bundaberg Divisional Board, was gazetted in 1880.

The first branch of the Union Bank of Australia in Bundaberg opened in November 1883 in Bourbong Street. By 1914, The Union Bank had moved into new premises on the corner of Targo and Quay Streets, designed by the prominent Bundaberg architect FH Faircloth. The bank was located on Quay Street, which was the principal financial section of the Central Business District as it was located across from the wharves on the Burnett River. It was also located directly opposite the Queensland National Bank building, a common feature of 'Quay Streets' in Queensland (see, for example, Rockhampton). Faircloth was also responsible for the reconstruction of the Queensland National Bank in Maryborough (1914-15), which is included on the Queensland Heritage Register ID# 600694. This building shows a number of similar style elements as the Union Bank, including the use of face brick, Corinthian columns and Italianate parapet.

**Physical Description**

The former Union Bank building is located on the corner of Targo and Quay Street in the Bundaberg CBD. The footprint of the building, including extensions and associated structures on the western side, extends over the entire lot. A single storey, masonry amenity block joins onto the building in the northwest and extends to a small gated laneway that abuts the western boundary and that leads past the neighbouring lot to a carpark to the south of the site.

The former bank building consists of a rectangular, double storey, brick structure with a corrugated iron clad, Dutch gable roof concealed by a parapet. The northern and eastern street elevations are face brick, while the western and southern elevations are rendered.

The street façades are fronted by colonnades and divided into four main parts, each separated by straight pilasters with squared profile (rectangular on the corners). There are two sections facing Quay Street, a corner section housing the main entrance and one section facing Targo Street. The colonnades consist of moulded arches with pronounced key stone and are set in face brick wall segments separated by rendered pilasters with square profile on decorative rendered plinth and finishing in ornate Corinthian capitals. Curved Italianate balustrades with balusters are set in between the pilasters. There are two arches on Targo Street and three on the Quay Street frontage.

The pilasters support a decorative entablature, featuring mouldings and dentils, surmounted by an ornate Italianate parapet consisting of a combination of face brick and rendered columns and decorative balusters. The entablature was originally face brick and featured the lettering 'THE UNION BANK OF AUSTRALIA LTD' on both street frontages, however, the lettering is missing and the bricks are painted in most parts. At the curved entrance section on the corner, the entablature and parapet are supported by four smooth Corinthian columns with elaborate capitals resting on plinths integrated into a balustrade mirroring the sides. The lettering 'BANK' is located on the entablature, which is face brick, and the parapet shows three rendered panels instead of balusters. The façade of the building is face brick of a darker variety than in the colonnade section. The ceiling of the colonnade section is lined with pressed metal and the floor is concrete with an inlaid mosaic at the entrance door. There are five arched windows with moulded architrave with keystone and lead lighting in the upper panels. Access is via a tall timber and glass door set in a moulded architrave and surmounted by

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Union Bank (former) is important in demonstrating the evolution of the region's history, particularly the construction of substantial bank buildings located in proximity to the Bundaberg wharves, reflecting the growing importance and trade of Bundaberg in the late nineteenth century.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Union Bank (former) is important because of its aesthetic significance, as a good example of classical architectural features applied to a bank building, including substantial columns, parapet and various decorative features, with the clear intention to represent wealth and solidity to its customers and the banking competitors.

<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Union Bank (former) has a special association with the work of the prominent Bundaberg architect, FH Faircloth.

**Location Map**



View to southwest from Quay Street.



Targo Street elevation.



Quay Street elevation.

a moulded broken pediment. Internally, many original features are extant, including pressed metal ceiling with ceiling roses, architraves and skirting boards as well as electrical fixtures.

<b>Statutory Listings</b>	No statutory listings
<b>Non-Statutory Listings</b>	No non-statutory listings
<b>Inspection Date</b>	4/12/2015

<b>References</b>	
Brisbane Courier, 22 November 1883.	
Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.	
John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.	
JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.	
Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.	
Queensland Heritage Register Placecard ID#600694, Queensland National Bank, former.	

<b>Other Names</b>	N/A	
<b>Street Address</b>	122 Waterloo Hall Road	Waterloo
<b>Title Details/ GPS Coordinates</b>	3RP602539	

**Historical Context**

Waterloo Hall is located in the district of Waterloo, which was originally established as a sugar cane plantation and mill. The mill was erected on land at Littabella; the mill itself was purchased from a mill on the Richmond River in New South Wales. The first crush took place in 1895 and the raw sugar was sold to the Millaquin mill. The mill was sold in 1906 and in 1907 one of the new owners, AM Broom, subdivided part of the plantation into seven farms, effectively establishing the Waterloo community. Improvements were also made to the mill. However, the farmers were dissatisfied with the price paid for their cane (as the mill was small, it could not offer the same price as the larger mills to the south). The mill was sold for scrap in 1918. The farmers turned to small crops, including pineapples and bananas, as well as dairying.

The Waterloo Hall was officially opened on June 10th 1911. The hall was built on land owned by Waterloo Ltd, the owners of the local sugar mill, and leased to the community for 25 years (with an option to renew). The mill company contributed funds to the construction of the hall and cleared the land; the remainder of the cost of the hall was raised by the community and the hall committee erected the building. Like all community halls, it was a popular venue for dances, as well as a meeting place for the community. The hall even became a school (by correspondence) after the Waterloo School closed in 1955. Electricity was connected to the hall in 1961. The Gooburrum Shire Council later assumed ownership of the hall. The hall fell into disrepair and in 1990 plans were mooted to demolish it. However, the community determined to restore the hall.

**Physical Description**

Waterloo Hall is located in the southeast corner of a rectangular levelled cleared block of around 0.6 hectares surrounded by bushland and bounded by Waterloo Hall Road to the east. A timber post and log fence separates the site from the road. To the north is a tennis court surrounded by a high mesh fence.

The hall consists of a low-set timber structure on concrete stumps, clad with corrugated iron sheeting and features a gable roof, also clad with corrugated iron. An annex with skillion roof spans the whole length of the northern elevation. There are two entrances both via timber steps and through double timber doors, one from the eastern and the second from the northern side. The annex features four windows covered with what are believed to be shutters, two at the front and one on each side. Attached to the rear of the hall is an annex with skillion roof on slightly higher stumps, featuring a covered window facing west. A corrugated iron clad watertank on a concrete base is situated close to the annex. The southern elevation shows three covered windows. A toilet block consisting of corrugated iron sheeting and skillion roof is located northwest of the hall.

The Waterloo Roll of Honour, commemorating WWI and WWII and consisting of a light coloured granite cairn on a concrete base with a black tablet attached at the front, is situated next the tennis court.

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.  
 Waterloo Public Hall Association, accessed 15 November 2014, <<http://waterloohall.bounce.com.au/#/history/4550646131>>

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Waterloo Hall is important in demonstrating the evolution of the region's history. The hall reflects the closer settlement of the Waterloo district and its growing population at the time the hall was constructed, as well as the importance of the Waterloo sugar mill to the local community. The hall also demonstrates the pattern of the region's history, in particular the establishment of community halls in rural communities as focal point for social and cultural activities.
<b>B</b>	<i>The place demonstrates rare, uncommon or endangered aspects of the region's cultural heritage.</i>
<b>Statement</b>	The Waterloo Hall demonstrates an uncommon aspect of the region's history because it is externally clad in corrugated iron rather than timber weatherboards, the latter the more common external cladding for halls in the Bundaberg region constructed in the early twentieth century.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Waterloo Hall is important in demonstrating the principal characteristics of community halls in the region constructed in the early 1900s, primarily consisting of a large internal space used for dances and other social events, as well as a tennis court reflecting the associated use of halls for sporting act.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Waterloo Hall has a special association with the Waterloo community as a focal point for social and cultural activities in the Waterloo and surrounding district.

**Location Map**



Front and northern elevation.



Rear and southern elevation.



Roll of Honour.

<b>Other Names</b>	N/A	
<b>Street Address</b>	Perry Street	Bundaberg North
<b>Title Details/ GPS Coordinates</b>	(E: 432926 N: 7250467), (E: 432928 N: 7250482), (E: 432983 N: 7250496), (E: 433015 N: 7250465), (E: 433043 N: 7250502), (E: 433270 N: 7250474), (E: 433312 N: 7250439), (E: 433333 N: 7250425), (E: 433549 N: 7250400), (E: 433551 N: 7250412), (E: 433695 N: 7250380), (E: 433853 N: 7250359), (E: 433853 N: 7250371)	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, despite their efforts, it was not the Steuart brothers that enjoyed success, but rather the sawmiller Samuel Johnston, who operated a sawmill on the Fitzroy River near Rockhampton. Johnston arrived in the nascent settlement of Bundaberg with his machinery in 1868, erecting the mill on a selection on the north bank of the Burnett River called Mabbro. Timber sawn at the mill was used to construct early Bundaberg. The sawmill was damaged in the 1875 flood, but was rebuilt at then expanded in 1888. By this latter date, the mill consisted of a 70 horsepower machine, a two-storey building and 50 employees.

Johnston also erected a sugar mill adjacent to the sawmill in 1879. The first sugar mill established in Bundaberg was Millbank by Richard Palmer, which produced its first commercial sugar in 1872. The Steuarts constructed a small mill in 1875, but the Steuarts' cane was affected by 'rust' disease and the mill soon closed; the Steuarts, insolvent, left Bundaberg and moved to North Queensland, thus ending their involvement in the history of Bundaberg (although the mill was purchased and operated under the name of Woondooma). The third mill to be established was Sharon, also by Palmer. Thus Johnston's Waterview sugar mill was a relatively early mill in the history of the region. It was one of only six mills in the entire region at this time; the mills mentioned above, as well as Branyan and Cuba. Johnston continued to operate the Waterview sugar mill until he sold it to the Millaquin sugar mill in the late 1890s.

The mill was clearly a significant operation as the Bundaberg-Mount Perry railway was extended specifically to the mill in 1893. The rail extension helped Johnston access more easily cane from the Isis district, but it also helped bolster the railway: the timber produced from the sawmill led to more rail traffic on the line than the copper mine, for which it had been built.

The sawmill closed in 1903 and the sugar mill around the same time. Johnston relocated to Mossman in North Queensland and became integral to the sugar industry there. Johnston's residence was located on the site of the sawmill, and it was shifted to its present location approximately 100m east of the site in 1989.

**Physical Description**

The Waterview Railway Branch extends from the former North Bundaberg Station, now the Bundaberg Railway Museum, to the east along Perry Street towards Waterview Road. On the most westerly section the line forms part of the North Coast Railway Line, running parallel to Perry Street separated from the road by a barrier. The lines part before the turn-off of the North Coast Railway Line to the south and the Waterview Railway Branch continues straight along Perry Street, the tracks now only partially exposed and mostly covered with bitumen. On the section of Perry Street west of the Burnett Bridge the tracks are no longer recognisable under the bitumen cover and it is not known whether any fabric remains extant.

<b>Integrity</b>	Poor	<b>Condition</b>	Poor
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	23/10/2014		

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Waterview Railway Branch is important in demonstrating the pattern of the region's history, particularly the importance of rail to the development of local industries, but also the importance of the Waterview sawmill (and sugar mill), which alone justified the extension of the railway.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Waterview Railway Branch has potential to yield information that will contribute to an understanding of the region's history, particularly evidence of an early railway branch and its relation to historically important industrial premises on the north bank of the Burnett River dating from the nineteenth century.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Waterview Railway Branch has a strong association with Samuel Johnston, as one of the earliest residents and pioneers of the town of Bundaberg.

**Location Map**



Turn-off section of the North Coast Railway Line, looking east.



Turn-off section of the North Coast Railway Line, looking west.



View of partially exposed railway tracks on Perry Street, looking east.

## References

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland, Brisbane, January 1998.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Queenslander, 2 December 1893.

<b>Other Names</b>	N/A	
<b>Street Address</b>	McRae Street and 2 Gavin Street	Bundaberg North
<b>Title Details/ GPS Coordinates</b>	11SP205466, 1RP22172, 2RP76519	

**Historical Context**

Bundaberg was established in the late 1860s. The Burnett River was identified by John Charles Burnett (after which was it named) during his exploration of the Wide Bay and Burnett regions in 1847. Pastoral stations were established throughout the Wide Bay and Burnett in the late 1840s through to the 1860s, including stations such as Gin Gin, Walla, Bingera, Electra, Monduran and Tantitha. The stations were initially stocked with sheep, but progressively were replaced with cattle. When prices were low, or there was an oversupply of stock (particularly in the 1860s), the cattle were rendered to produce tallow. A boiling down works was established in Baffle Creek to render the stock from the stations. John and Gavin Steuart secured a contract to provide the works with timber for tallow casks. The Steuarts established a camp in North Bundaberg in 1866 and erected a sawmill in the following year. Interest in the settlement grew rapidly and a town was surveyed on the southern bank of the Burnett River in 1868 on the site of the present day city.

Timber was the industry that acted as a catalyst for the creation of a European settlement. However, despite their efforts, it was not the Steuart brothers that enjoyed success, but rather the sawmiller Samuel Johnston, who operated a sawmill on the Fitzroy River near Rockhampton. Johnston arrived in the nascent settlement of Bundaberg with his machinery in 1868, erecting the mill on a selection on the north bank of the Burnett River called Mabbro. Timber sawn at the mill was used to construct early Bundaberg. The sawmill was damaged in the 1875 flood, but was rebuilt and then expanded in 1888. By this latter date, the mill consisted of a 70 horsepower machine, a two-storey building and 50 employees.

Johnston also erected a sugar mill adjacent to the sawmill in 1879. The first sugar mill established in Bundaberg was Millbank by Richard Palmer, which produced its first commercial sugar in 1872. The Steuarts constructed a small mill in 1875, but the Steuarts' cane was affected by 'rust' disease and the mill soon closed; the Steuarts, insolvent, left Bundaberg and moved to North Queensland, thus ending their involvement in the history of Bundaberg (although the mill was purchased and operated under the name of Woondooma). The third mill to be established was Sharon, also by Palmer. Thus Johnston's Waterview sugar mill was a relatively early mill in the history of the region. It was one of only six mills in the entire region at this time; the mills mentioned above, as well as Branyan and Cuba. Johnston continued to operate the Waterview sugar mill until he sold it to the Millaquin sugar mill in the late 1890s.

The sugar and timber mills were clearly a significant operation as the Bundaberg-Mount Perry railway was extended specifically to the mill in 1893. The rail extension helped Johnston access more easily cane from the Isis district, but it also helped bolster the railway: the timber produced from the sawmill led to more rail traffic on the line than the copper mine, for which it had been built.

The sawmill closed in 1903 and the sugar mill around the same time. Johnston relocated to Mossman in North Queensland and became integral to the sugar industry there. Johnston's residence was located on the site of the sawmill, and it was shifted approximately 100m east of its original location in 1989. It is possible that the residence currently located on the property is in fact Sam Johnston's home "Waterview", albeit relocated and with substantial modifications, however as a detailed inspection of the building was not undertaken this cannot be confirmed categorically.

**Physical Description**

The Waterview Sawmill and Sugar Mill Site is located on the northern bank of the Burnett River on approximately 4.6 hectares bordered by McRae Street and an industrial block in the west, Mariners Way in the northeast and residential lots in the east and north.

The predominantly cleared grassed site shows mature trees on the perimeter and in parts of the middle section as well as mangroves lining the riverbank. The terrain steps down from higher ground in the north to the river flats. A residence set amongst landscaped gardens is situated in the east, however a close inspection of this residence was not undertaken and therefore its provenance could not be verified. Previous assessment of the Waterview Sawmill and Sugar Mill site has indicated the presence of archaeological features associated with the sawmill.

<b>Integrity</b>	Poor	<b>Condition</b>	N/A
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/11/2014		

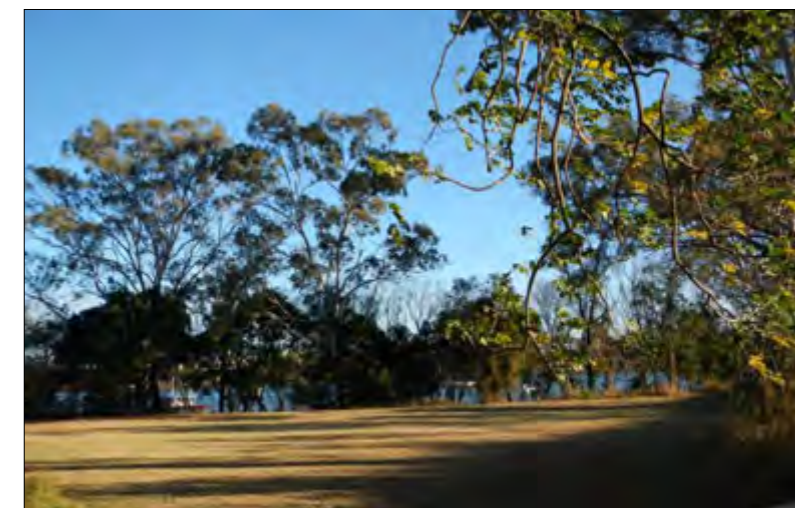
**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Waterview Sawmill and Sugar Mill Site is important in demonstrating the evolution of the region's history, as it was one of the first commercial ventures in the settlement of Bundaberg (and the first that was commercially viable). It was also based on timber, which was the first industry to provide a catalyst for the settlement and development of the town of Bundaberg and the surrounding region. The addition of a sugar mill in the 1870s also reflects the evolution of the region, as agricultural land was largely converted to sugar cane production and sugar and juice mills were erected.
<b>C</b>	<i>The place has potential to yield information that will contribute to an understanding of the region's history.</i>
<b>Statement</b>	The Waterview Sawmill and Sugar Mill Site has potential to yield information that will contribute to an understanding of the region's history. Archaeological material may consist of items that reflect the earliest settlement in Bundaberg from the late 1860s, as well as the layout, technology and operation of the sawmill and sugar mill, both of which were erected in a considerably early period in Bundaberg's history.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region's history.</i>
<b>Statement</b>	The Waterview Sawmill and Sugar Mill Site has a strong association with Samuel Johnston, one of the earliest residents and pioneers of the town of Bundaberg.

**Location Map**



View to southeast section from McRae Street.



View across to river frontage from McRae Street.



Gate at McRae Street entrance.

**References**

Janette Nolan, Bundaberg: History and people, Brisbane, University of Queensland Press, 1978.

John Kerr, Forest Industry Heritage Places Study: Sawmills and Tramways, South Eastern Queensland, Brisbane, January 1998.

John Kerr, Southern Sugar Saga: A history of the sugar industry in the Bundaberg district, Bundaberg, Bundaberg Sugar Company Limited, 1983.

JY Walker, History of Bundaberg: Typical Queensland agricultural settlement, Bundaberg, WC Aiken, 1890.

Neville Rackemann, Bundaberg: From pioneers to prosperity, Bundaberg, Bundaberg City Council, 1992.

Queenslander, 2 December 1893.

Trevor Lyons and Neville Rackemann, From Two Pens: A selection of historical Bundaberg homes and buildings, Glovers Printing Works Pty Ltd, Bundaberg, 1984

<b>Other Names</b>	Winfield School Trees	
<b>Street Address</b>	1091 Watalgan-Winfield Road	Winfield
<b>Title Details/ GPS Coordinates</b>	117FD564	

**Historical Context**

Closer settlement of the Winfield district began in the 1890s. At this time, the majority of the land was owned by the prominent Skyring family, who operated a boiling down works on Baffle Creek (the settlement of Bundaberg was established because of a boiling down works on Baffle Creek, although it is unclear if this was the same place that operated in the 1860s). The land was forfeited by the Skyings and it was subdivided. Water and school reserves were surveyed; the land was cleared, largely by South Sea Islanders, in preparation for planting sugar cane, which was later transported by punt to the Baffle Creek sugar mill (1914-1918). The district was located within the Gooburrum Divisional Board (later Shire), then the Burnett Shire in 1994 following the amalgamation of the Gooburrum and Woongarra Shire Councils.

According to Neville Rackemann, a provisional school was soon erected and later shifted to a 5 acre site donated by Ernest J Grills, a Councillor and Chairman of Gooburrum Shire Council, the current site of the school. The school appears to have been too small (or, alternatively, had not been moved to the new site), and a Building Committee was formed in 1922 to erect a new building. In 1923, the committee secured the Baffle Creek School, a State school designed to the standard Queensland government design, which had been closed; it was moved to the new site at the residents' expense. The new school was opened in 1924; within one year the school was found to be too small, and a larger school, originally located at Flinders, replaced the former Baffle Creek School in 1926. The school was closed in 1942 due to a low attendance, but was reopened in 1948.

**Physical Description**

The Winfield School site borders onto a plantation in the north and west, farmland in the south and the Watalgan – Winfield Road in the east. The site of around two hectares contains a large sports ground in the north and a number of school buildings and associated structures, including the school master's residence in the south. The perimeter of the site is lined with mature trees, including palms and pines. The playground area to the north of the school buildings features a number of large mature mango trees. The school buildings are set within landscaped grounds connected by concrete paths, some covered by an awning.

The main school building consists of a small high-set weatherboard clad timber structure on concrete stumps with a corrugated iron clad gable roof. The main entrance is via timber stairs from the eastern side. The building features a number of windows of different styles and a set of three windows is covered by a large timber and corrugated iron window hood. Two watertanks on tank stands are located on the northern side. There is a second entrance at the rear of the building, via covered timber stairs arriving at a small landing.

Two individual low-set buildings are located towards the southern boundary consisting of one weatherboard clad structure with gable roof and a corrugated iron clad structure with skillion roof. Further to the west are a shed and a tennis court.

<b>Integrity</b>	Fair	<b>Condition</b>	Good
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	22/10/2014		

**References**

- Centre for the Government of Queensland, University of Queensland, 'Queensland Places: Burnett Shire', accessed 15 November 2014, <<http://www.queenslandplaces.com.au/burnett-shire>>
- Neville Rackemann, Gooburrum 1886-1986, Gooburrum, Gooburrum Shire Council, 1986.
- Winfield State School Jubilee 1924-1984.
- Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places, 1996.

**Heritage Significance**

Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region's history.</i>
<b>Statement</b>	The Winfield School is important in demonstrating the evolution of the region's history, particularly the closer settlement and development of the Baffle Creek area in the nineteenth century. The school also demonstrates the pattern of the region's history, as schools were established to support new settlements and they were typically replaced over time as the community grew.
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Winfield School is important in demonstrating the principal characteristics of a school building and grounds dating from the early twentieth century, in particular the small timber school building that was constructed to a standard government design and the planting of trees in the grounds.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Winfield School is important for its aesthetic significance, as the school building and grounds are pleasantly constructed and laid out, creating a pleasing aspect.
<b>G</b>	<i>The place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons important to the region.</i>
<b>Statement</b>	The Winfield School has a special association for the community of Winfield, past and present, as a focus of school activities for ninety years.

**Location Map**



Front and northern elevation.



View of school and setting.



Mature mango trees and playground area.



<b>Other Names</b>	Woongarra Figs, Woongarra Street Street Trees	
<b>Street Address</b>	Woongarra Street Road Reserve (to frontages of 11 – 19 and 20 – 26 Woongarra Street, Bundaberg Central; and to frontages of 11 Burrum Street, 69 – 91A, 90 – 96 & 114 – 118 Woongarra Street and 6 Branyan Street	Bundaberg
<b>Title Details/ GPS Coordinates</b>	(E: 433379 N: 7249338), (E: 433388 N: 7249309), (E: 433769 N: 7249457), (E: 433777 N: 7249460), (E: 433778 N: 7249428), (E: 433787 N: 7249431), (E: 433796 N: 7249465), (E: 433805 N: 7249437), (E: 434737 N: 7249752), (E: 434745 N: 7249723), (E: 434834 N: 7249782), (E: 434842 N: 7249753)	

**Historical Context**

Woongarra Street, in Bundaberg, runs parallel to the city’s main street of Bourbong Street. It retains avenues of street trees to the west of the railway line between Branyan and Burrum Streets, comprising weeping fig trees (*Ficus benjamina*) and other species, principally Poinciana trees (*Delonix regia*), and six weeping fig trees to the east of the railway line, between Walla and Tantitha Streets. The weeping figs in Woongarra Street are thought to have been planted at the turn of the century. They may have been donated by the manager of the Royal Bank in Bundaberg, Mr William Fullerton, as part of a tree planting program originally financed by local businessman, Frederic W Buss in 1888. The ongoing development of tree planting in the city was promoted and/or financed by other members of the Buss family, including the creation of Buss Park in the centre of the town, which is enhanced by the weeping figs in Bourbong Street (which are entered on the Queensland Heritage Register), planted in 1890 and replacing the first failed plantings of 1888.

**Physical Description**

Two distinct areas of weeping figs (*Ficus benjamina*) remain in Woongarra Street Bundaberg; one group of six trees in the business area of Bundaberg between Tantitha and Walla Streets; and two groups of plantings, which include figs and other species, in an urban area of West Bundaberg between Branyan and Bingera Streets and Bingera and Burrum Streets. All of the Woongarra Street trees have been planted on either side of the roadway, between the bitumen and the kerb and channel; it is noted that the wider road reserve of Bourbong Street allowed for plantings in the centre of the street, and a group of figs between Buss Park and the Post Office are in the Queensland Heritage Register. (QHR 602065).

The group of six weeping figs in Bundaberg Central are located adjacent to businesses located from 20 to 26 Woongarra Street. The trunks and the crowns show evidence of ongoing pruning, particularly along the southern side of the street, where there are power lines.

The second and more substantial avenue of trees is located in West Bundaberg, between Branyan and Burrum Streets. Infill species have been used, presumably where figs have died, and are generally Poinciana trees (*Delonix regia*), Leopard trees (*Caesalpinia ferrea*) and one Illawarra Flame Tree (*Brachychiton acerifolius*), which is located at 112 Woongarra Street. These trees provide a shady avenue leading to the gates of the railway yards in Burrum Street. The crowns of the fig trees meet in the centre of the road, with some of the canopy extending into the adjoining private properties. The street has been centrally sealed, leaving grassed verges which allow for the expansion of the root systems of the trees between the bitumen and the kerbing.

The Woongarra Street Weeping figs contribute to the Woongarra Street streetscape both west and east of the Bundaberg railway line, complementing the built form and contributing to the character of both areas. To the west of the railway line, the trees complement the vernacular architecture of high-set timber and tin housing, while on the eastern side of the railway line, the trees provide a foil to the commercial built form.

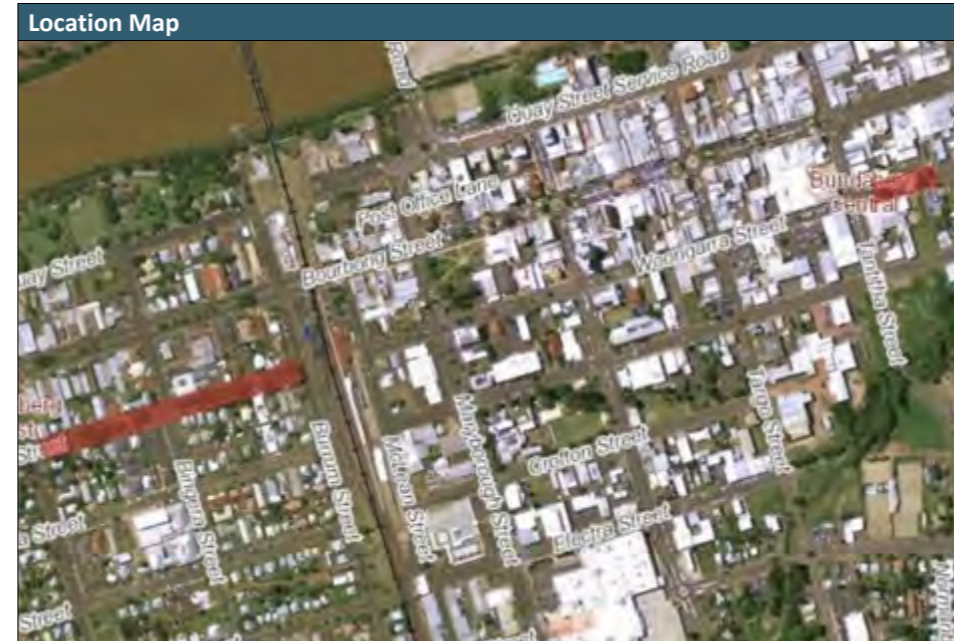
<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	17/6/2014		

**References**

Australian Dictionary of Biography, National Centre of Biography, Australian National University, J.G. Nolan ‘Buss, Frederic William (1845-1926)’, accessed 11 July 2013, <<http://adb.anu.edu.au/biography/buss-frederic-william-5440/text9235>>

Department of Environment and Resource Management Queensland, Woongarra Street Weeping Figs Assessment of Significance, Brisbane, 2011.

Heritage Significance	
Criteria	Definition
<b>A</b>	<i>The place is important in demonstrating the evolution or pattern of the region’s history.</i>
<b>Statement</b>	The Woongarra Street Weeping Figs ( <i>Ficus benjamina</i> ), demonstrate an early, significant street tree planting program in the City of Bundaberg. Planted circa 1900, the Woongarra Street trees were part of a tree planting program which commenced in Bourbong Street Bundaberg in 1888, and was funded by prominent local businessman Frederic Buss.
<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The shade trees planted in Woongarra Street are important to the City of Bundaberg due to their aesthetic values. The trees create attractive shady avenues and contribute to the character of the streetscape defined by vernacular architecture west of the railway line, and more modern commercial styles east of the railway line.
<b>H</b>	<i>The place has a special association with the life or work of a particular person, group or organisation of importance in the region’s history.</i>
<b>Statement</b>	The Woongarra Street Weeping Figs are significant for their association with the Buss Family and in particular Frederic Buss, members of which were dedicated to the beautification of Bundaberg including street plantings, the development of parks and playgrounds, bitumen roads and water services.



Woongarra Street, Bundaberg Central, view to east.



Intersection of Woongarra and Branyan Street, view to northwest to Woongarra Street, Bundaberg West.



Woongarra Street, Bundaberg West, view to northwest towards railway line.

<b>Other Names</b>	Zunker Family Trees, Zunker Memorial Pines	
<b>Street Address</b>	Esplanade Foreshore	Bargara
<b>Title Details/ GPS Coordinates</b>	(E: 445479 N: 7256073), (E: 445486 N: 7256079), (E: 445494 N: 7256055), (E: 445506 N: 7256039), (E: 445515 N: 7256044), (E: 445595 N: 7255898), (E: 445599 N: 7255892), (E: 445604 N: 7255884), (E: 445612 N: 7255888), (E: 445692 N: 7255707), (E: 445699 N: 7255711)	

**Historical Context**

The 27 Norfolk Island Pines framing the promenade along the Bargara Esplanade were planted in 1954 in memory of members of an early local family, Charles and Mary Zunker, aged 39 and 35, who were tragically caught in a fire while burning off on their cane farm during the early morning of 8 November, 1953. Mary's parents, Carl and Auguste Langbecker, donated the trees in memory of their daughter and son-in-law. Fred Courtice, Chairman of the Woongarra Shire, appealed for assistance to plant the trees and the South Kalkie Progress League were among those who helped dig the holes in rocky ground to plant the pines. A cairn and brass plaque was also arranged by Mr and Mrs Langbecker. Charles and Mary Zunker are buried in the Bundaberg Cemetery.

**Physical Description**

The Zunker Family Memorial Pines comprise of 27 Araucaria Heterothylla Norfolk Island Pines, placed landward of the coastal footpath on the Bargara Esplanade from Whalley Street to in the vicinity of McCavanagh Street. A stone memorial cairn topped with a brass plaque is located between two of the trees and reads "This avenue of pines was donated by Mr and Mrs C Langbecker in memory of their daughter and son-in-law Mary and Charles Zunker who lost their lives in a tragic cane fire in November, 1953".

<b>Integrity</b>	Fair	<b>Condition</b>	Fair
<b>Statutory Listings</b>	No statutory listings		
<b>Non-Statutory Listings</b>	No non-statutory listings		
<b>Inspection Date</b>	25/9/2012		

**References**

Woods Bagot Pty Ltd, Burnett Shire Cultural Heritage Study, Volume 3 - Schedule of Places Ref BUR 12, 1996.

Heritage Significance	
Criteria	Definition
<b>D</b>	<i>The place is important in demonstrating the principal characteristics of a particular class of cultural places important to the region.</i>
<b>Statement</b>	The Zunker Family Memorial Pines and cairn are important in demonstrating the dangers associated with early sugar cane farming practices. The site is also important in demonstrating community involvement and a commitment to commemorating the tragic loss of members of an early local family prominent in the Bundaberg Region through memorial plantings on a significant scale.

<b>E</b>	<i>The place is important to the region because of its aesthetic significance</i>
<b>Statement</b>	The Zunker Family Memorial Pines are of aesthetic significance to the township of Bargara as they offer a prominent and elegant landscape element to a picturesque foreshore area. Planted at a uniform distance, the trees contribute a recognizable element to this well-known area of land and enhance the character of Bargara.



View to south.



Zunker Family Memorial Pines cairn.



View to southeast.

## Appendix SC6.2B Character guidelines

### SC6.2B.1 Purpose

Neighbourhood character is shaped by the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character. Respecting character does not mean preventing change. In simple terms, respect for the character of a neighbourhood means that the development should be designed in response to its context. Depending on the neighbourhood, there are two broad approaches to respecting character:

- (a) respecting the bulk and form of surrounding development; and
- (b) respecting the architectural style of surrounding development.

Determining whether either or both approaches should influence the design response will depend on the features and characteristics identified in the neighbourhood and site description.

Respecting neighbourhood character does not mean mimicry or pattern book design, or limiting the scope of design interpretation and innovation. Instead, it means designing the development in response to the features and characteristics identified in the neighbourhood.

The purpose of this planning scheme policy is to:

- (a) provide advice about achieving outcomes in the Heritage and Neighbourhood Character Overlay Code; and
- (b) identify information that may be required to support a development application where affecting a neighbourhood character area.

### SC6.2B.2 Application

This policy assists in achieving the objectives of the Heritage and Neighbourhood Character Overlay Code, particularly in relation to responding to neighbourhood character and urban design principles. This planning scheme policy applies to assessable development which requires assessment against the Heritage and Neighbourhood Character Overlay Code.

Note—the Heritage and Neighbourhood Character Overlay Code and this planning scheme policy to not apply to:-

- (a) Indigenous cultural heritage which is protected under the *Aboriginal Cultural Heritage Act 2003* and is subject to the cultural heritage Duty of Care; and
- (b) State heritage places or other areas which are protected under the *Queensland Heritage Act 1992*.

### SC6.2B.3 Advice for Neighbourhood Character areas

The following is advice for achieving outcomes in the Neighbourhood Character overlay code:

- (a) A Character Area is an area in which the relationships between the various elements, including building type, era and spacing, the amount and type of vegetation and the street space, creating a significant sense of place. This place can be either residential or commercial in nature;
- (b) The Character Guidelines in this policy provide a description of the key character elements and a preferred character statement for the respective character areas identified in the Neighbourhood Character Areas overlay maps;
- (c) Compliance with the Performance Outcomes of the Heritage and Neighbourhood Character Overlay Code may be demonstrated (in part) or aided by the submission of a report that addresses the assessment benchmarks of the code and takes into account and responds to the key character elements and preferred character statement and design guidelines as identified in the appendix of this policy; and
- (d) The measures required for the protection of character areas may differ from those adopted for heritage places, depending on the reasons for significance and should be determined as part of the development application and assessment process rather than through a conservation management plan.

### SC6.2B.4 Guidelines for heritage and neighbourhood character

For the purposes of the performance outcomes and acceptable outcomes in the Heritage and Neighbourhood Character Overlay Code, the following are relevant guidelines:

- (a) The Australian ICOMOS charter for the conservation of places of cultural significance (the Burra Charter) (Australian ICOMOS, 1979);
- (b) Guidelines to the Burra charter: Procedures for undertaking studies and reports (Australian ICOMOS, 1998).

### SC6.2B.5 Character Statements

Preferred Character Statements have been prepared for both the Residential and Commercial character precincts. The statements outline preferred character statement, key character elements and design guidelines where applicable.

## RESIDENTIAL CHARACTER PRECINCTS

### Preferred Character Statement

The Residential Character Precinct includes areas in Childers, Walkervale and West and South Bundaberg. The preferred character of this precinct is defined by numerous consistent examples of traditional Queensland 'timber and tin' architectural vernacular with elements of Victorian and Federation style dwellings with infill dwellings highlighting the Bundaberg Region's cultural history incorporating architectural design elements such as Art-Deco, Spanish, Italianate and Arts and Crafts.

A key feature of residential character areas in Bundaberg with prevalent traditional Queensland 'timber and tin' architectural vernacular dwellings, are repetitive occurrences of gables with variations in the combinations and presentation of and bay windows highlight the contemporary appeal of the traditional Queensland 'timber and tin' dwellings. These dwellings have a mixture of decorative features, including but not limited to a porch or patio entrance, gables, casement and accentuated bay windows, port windows, verandas, patios and decorative wrought iron features. There is a combination of either consistent high set or low set dwellings with infill development.

Some of these dwellings have recently undergone renovation with varying degrees of success regarding retention of architectural detail. The dominant features of these dwellings are the prominent vertical lines supporting two but in most cases three asymmetrically located gables.

In areas where there are sporadic dwellings with elements of Art-Deco, Spanish, Italianate and Arts and Crafts influences, the features occur on low set dwellings incorporating masonry or exposed brick finishes with curvilinear detail with slate or tiled roofing.

These residential character localities will be enhanced by respecting the architectural style from surrounding future developments. This includes ensuring views of character dwellings from the street are complemented by open front yards and permeable or low scale fencing. The traditional Queensland 'timber and tin' architectural vernacular will be complemented by low scale infill development such as secondary dwellings that are distinguishable from the older building stock but respectful to their defining characteristics, such as timber and tin construction, pitched roof and wide eaves. In this respect, such dwellings will generally not exceed two stories in height, be orientated parallel to the street and setback from the street in similar alignment to adjoining properties.

Low set infill Art-Deco, Spanish, Italianate and Arts and Crafts dwellings inter-dispersed between traditional Queensland 'timber and tin' architectural vernacular will be retained to compliment the diversity of the streetscape. Examples of these types of styles incorporate rendered curved walls and facades and/or porch and portico features.

Childers has some distinctive periods of housing construction – typically Queensland 'timber and tin', but in some instances there are examples from a much earlier era than that of Bundaberg, with samples ranging from the 1880s to 1890s. These dwellings are of a simple style, consisting of a gable roof with no eaves, with lattice work closing in the veranda.

It is important to recognise that the majority of the housing in Childers was an appropriate response to the conditions of the time, local climate and landscape context. Well-designed

contemporary housing which exhibits the same response to its location is a preferable model to follow for new developments. New dwellings can therefore be erected without detriment to the local residential character. Brick veneer houses could rapidly destroy the residential character of intact precincts within Bundaberg and Childers.

Street landscaping in the residential character precinct consists of mature native plants that are intermittently planted along the nature strip. Their infrequent positioning creates a negligible impact providing only local shade and a minimal street effect. Many of the traditional Queensland 'timber and tin' architectural vernacular dwellings retain a minimal front garden consisting of lawn sometimes with ornamental shrubs and small trees. The remaining houses utilize palms as either a decorative garden or as front shading for privacy. Fencing is mostly in open styles such as arc-mesh, cyclone or low to medium height timber paling.

Where practicable, infill development consisting of secondary dwellings or dual occupancies is permissible providing any new developments and structures respect but do not replicate the character dwelling.

The Residential Character Precincts are mostly intact from infill unit development and existing dwellings and structures are generally close to original state, save for some modern additions of aluminium windows and security screens. Where there has been unit development, it has generally retained a character dwelling at the front of the property or respected the surrounding character properties by utilising design elements such as pitched roofs, eaves and timber features on the unit dwellings.

In medium density residential areas where such sites are subject to possible residential multi-unit development, the preferred option is to retain the character dwelling with the construction of newer modern units to the rear of the site.






**Table SC6.2B.5.1 Design Guidelines**

Key Character Elements	Design Descriptions	Design Advice
<b>Architectural Style</b>	Predominantly Victorian, Federation and vernacular pre-1946 timber and tin dwellings inter-dispersed with Spanish, Italianate and Art-Deco infill architectural styles.	Avoid unsympathetic or dominant dwelling extensions; Avoid building work that dominates older buildings by height, siting or massing; and Avoid historical reproduction detailing.
<b>Building Materials</b>	Predominantly constructed of timber with steel or iron rooftops.  Italianate, Spanish and Art-Deco influenced dwellings primarily constructed of masonry or exposed brick external walls with slate or tiled roofing.	Except for cases of additions to Italianate, Spanish, Art and Craft or Art-Deco influenced dwellings, avoid using brick or render in additions or alterations to existing dwellings and structures within the precinct.  For Italianate, Spanish or Art-Deco dwellings retain volumed mass of rendered façade features,
<b>Building Features</b>	Traditional Queensland 'timber and tin' architectural vernacular dwellings include features such as accentuated bay windows, port windows, external horizontal cladding, timber louvres, colour/bubble glazed windows, porch/patio entrance often nested, gables, casements, Florentine blinds, timber stumps.  Infill dwellings with Italianate, Spanish, Art and Craft or Art-Deco influences include such features as accentuated and pyramidal roofed curved bay windows, rendered vertical supports, casement windows, slate and tile roofs, archway patio entrances and accentuated eaves overhangs.	Avoid closing in verandahs and porches with fixed, non-transparent materials; removing casement or feature windows; raising dwellings over the height of neighbouring dwellings and enclosing the lower levels of high set dwellings with brick or render work.  New development should be compatible in terms of form, scale, colour and texture. However, 'mimicry' of historic buildings should be avoided.

## Schedule 6 – Planning Scheme Policies

Key Character Elements	Design Descriptions	Design Advice
	Childers dwellings have utilised lattice work in features on verandas and balconies.	
<b>Building form and layout</b>	Multiple gable traditional Queensland 'timber and tin' architectural vernacular dwelling with colonial and federation influences, many with porches and verandahs, mixture of low and high set dwellings. Mix of symmetrical and asymmetrical facades with both vertical and horizontal presentation to street.  Infill dwellings with Italianate, Spanish or Art-Deco influences with accentuated front portico with curvilinear façade. Prominent horizontal lines.	Avoid buildings without articulated front facades; buildings that exceed two storeys at the front façade; visually bulky new developments and extensions.
<b>Setbacks</b>	Generally moderate setbacks of 5-6m, moderate side setbacks of 2-4m.	Avoid buildings that are set further forward than the closest of the buildings on the adjoining two properties.
<b>Building Height</b>	Mixture of low and highest dwellings, overall height would not exceed 8.5m.	Avoid buildings that appear to exceed by more than one storey the predominant height of buildings in the street and on nearby properties.
<b>Orientation to the street</b>	Parallel to the street.	Dwellings should not have doors or entrances that face side boundaries. Entrances should face and open to the street.
<b>Car parking/ storage</b>	Single crossover with driveways. Vehicles stored at rear of property, on ground floor area underneath building or in shed with similar design to dwelling on same setback line or closer.	Avoid car parking structures that dominate the façade or view of the dwelling. Avoid the creation of new crossovers and driveways, or wide crossovers. Avoid dominating front setbacks with impervious surfaces or vehicle storage structures. In existing cases, car parking structures within the predominant setback line may be retained.  Garages should be located so as to be unobtrusive and visually subservient to historic buildings. Avoid zincalume.
<b>Boundary Treatment</b>	Low and permeable fencing made of steel and wire mesh, timber pickets or masonry and wrought iron.	All fences forward of the building are to be low, open style (at least 30% transparent), and not more than 1.2m in height.  Fences forward of the building are to be constructed of materials appropriate to the building style and era, including simple picket, post and wire or masonry and wrought iron.  For dwellings with Italianate, Spanish or Art-Deco influences avoid mass plantings at building line exposing masonry walls and features.
<b>Garden Style</b>	Mix of natives and palm trees with low shrubs. Well established formal gardens with front lawn areas and garden beds.	For dwellings with Italianate, Spanish or Art-Deco influences avoid mass plantings at building line exposing masonry walls and features.

**Table SC6.2B.5.2 Samples of dwellings and their architectural type as listed in the policy above**

	<p>Photo of 81 Branyan Street, Svensson Heights. This is an excellent example of a Queensland Colonial Bungalow, noting period detailing and filigree (screens made of cast iron or wrought iron) on the gable and veranda, as well as timber lattice work at the ends of the veranda to partially enclose and protect from sunlight. Low fencing enhances, rather than detracts from the view of the dwelling from the street.</p> <p>Photo taken 2013</p>
	<p>Photo of 91 Lamb Street, Walkervale. An excellent example of Interwar Porch and Gable dwelling, noting the asymmetrical gables, stained casement windows and window hoods. Whilst not in complete original state, the renovations have respected the era of the dwelling, without losing the key character features.</p> <p>Photo taken 2013.</p>
	<p>Photo of 16 Franklin Street, Bundaberg South. An excellent example of a Queensland California Bungalow. Asymmetrical gables, port window near the entrance and a set of bay windows facing the street. The casement windows down the side of the house indicate a 'sleep out' room on the cooler side of the house. Part rendered, part weatherboard, this house has retained a lot of its original character elements, despite changes to some of the windows.</p> <p>Photo taken 2013.</p>
	<p>Photo of 63 Walker Street, Bundaberg South. A Porch and Gable dwelling with a front veranda was a simple Queensland dwelling style using the timber and tin vernacular. The house has casement windows, as well as window hoods over all windows on each side of the dwelling. Simple decorative features, such as post and gable fretwork highlight the skills of the craftsman of the time.</p> <p>Photo taken 2013.</p>
	<p>Photo of 3 Boundary Street, South Bundaberg. A good example of an Italianate facade on a Queensland dwelling. Noting the curved façade with square parapets, the portico entrance and the house name plaque above the entrance. Windows are not original, however the key character features of this dwelling are still intact and clearly identifiable from the street.</p> <p>Photo taken 2013.</p>

	<p>Photo of 136 Walker Street, Svensson Heights. This dwelling has features of a Spanish Mission style dwelling, with the rounded façade, large windows, large chimney. The style was popular in Australia as it suited the Australian climate. There are only a few examples of this style of building in Bundaberg.</p> <p>Photo taken 2013.</p>
	<p>13 Wyper Street, South Bundaberg. An example of Queenslander with a short-ridge roof with encircling verandahs. The key features of this dwelling are the full frontage veranda, casement windows and grand external symmetrical staircase. The fence complements the dwelling in both colour and materials.</p> <p>Photo taken 2013.</p>
	<p>2 Pizzezy Street, Childers – A triple gable dwelling with a front veranda was a simple Queenslander dwelling style using the timber and tin vernacular. The house has casement windows, as well as window hoods over all windows on each side of the dwelling. Simple decorative features, such as post and gable fretwork highlight the skills of the craftsman of the time.</p> <p>Photo taken 2013.</p>
	<p>11 Queen Street, Childers – Four simple one bedroom dwellings on the same lot, Late Colonial period cottages – Key features include a veranda enclosed by lattice work, hipped roof and minimum street frontage.</p> <p>Photo taken 2013.</p>
	<p>38 North Street, Childers - An example of Queenslander Short-ridge roof with encircling verandahs built in the 'timber and tin' vernacular architecture. The key features of this dwelling are the full frontage veranda, casement windows, period detailing and filigree (screens made of cast iron or wrought iron) on the gable and veranda and grand staircase. The fence complements the dwelling in both colour and materials and does not detract from the dwelling itself.</p> <p>Photo taken 2013.</p>

## COMMERCIAL CHARACTER PRECINCT

### Character Statement - Bundaberg

The commercial heart of Bundaberg can be loosely defined by the blocks bounded by Maryborough Street to the west, Tantitha Street to the east, Quay Street to the north and Woongarra Street to the south. This precinct is the principal commercial centre of Bundaberg,



and is defined by the significant Victorian and Federation buildings located throughout the streets, and on corners of the key blocks, generally being former or current public bars.

New developments will contribute to the character of this area by respecting the predominantly two to three storey parapet heights at the front boundary, and recessing higher development. Ground level frontages will contain transparent windows and doorways, creating an active pedestrian interface with the wide footpaths.

### **Character Statement – Childers**

This precinct is the commercial centre of Childers, and is defined by the significant buildings located along Churchill Street, which is part of the Bruce Highway. Most of the buildings in Churchill Street have been identified for their heritage significance and are on the State's Heritage Register.

The unique aspects of Childers's Main Street are due to a large number of the buildings in the CBD having been rebuilt as a consequence of a fire that occurred in 1902. This event resulted in some remarkable uniformity and authenticity of the architectural style of the day, due in part to the fact that one local architect was responsible for the design of at least 4 of the buildings constructed in that short period of time following the 1902 fire.

It is considered that the relationship between the township of Childers's public and private spaces with the views to and from the surrounding countryside should be enhanced. It is considered that multi-residential development should be done as infill in the backstreets behind the town centre (specifically Macrossan Street) to better utilise land that is close to key services, without detrimental impact to the historical streetscape character of Churchill Street. However this should be closely considered to ensure the design and scale of this infill is consistent in scale to the existing buildings in the locality.

### **Preferred Character Statement for the Commercial Character Precinct**

Upper levels of any new development will contain windows to provide articulation that reflects the older buildings, and provides opportunity for passive surveillance of the street.

Buildings are constructed to the front and side boundaries to emphasise the pattern of the built form and maintain pedestrian interest along the streetscape. Wide footpaths with continuous weather protection through shop-front awnings or verandas, further enhancing the pedestrian-friendly nature of this precinct.

Signage will be placed and designed so as not to dominate the façade or streetscape, ideally keeping signage to awnings to ensure the façade features are able to contribute positively to the streetscape.

Colours and finishes of the buildings should aim to reflect the age of the building and highlight any features such as signage, windows, parapets and any other architectural feature.

The Bundaberg Central Business Precinct and the Childers Churchill Street Streetscape is significant historically and aesthetically because:

- (a) the identified commercial buildings (particularly the upper level facades) within the precinct are some of the regions best expression of its major commercial growth eras, with each of the precincts being largely built up by World War One with a consistent visual character made up of:
- (b) attached one and two storey cemented and face brick Victorian and Federation era shops. Some with residences at the first floor;
- (c) some individually significant inter-war examples and landmark buildings;
- (d) almost all built to the street frontage; some with verandas over the footpath;
- (e) near universal parapeted building form;
- (f) a repeating module determined by the Victorian-era shopfronts of 5-6m, and
- (g) Little to no provision for onsite motor vehicle parking an indication of the pre-motor era

Modernization of the surviving Victorian-era shops has been largely confined to ground level and is visually separated from the generally original upper facades by new cantilevering verandahs. Among the once prestigious shop terraces (a collection of shops posing as one vast emporium), gradual free holding of individual shops has led to visual segmentation of the grand rows: each passing shop owner/tenant introducing a new shopfront, new signs and painting the upper levels in contrasting colours to adjoining parts of the same row.

The effect is visual clutter and denial of both the building's cultural expression and its potential part in a corporate retail promotion image.

It is recommended:

- (a) to conserve and enhance the identified contributory elements in the precinct and individually significant places outside of that era where elements include buildings, objects, landscape, land and street works and enhancement includes the reinstatement of missing original elements;
- (b) to conserve and enhance the visual relationship between contributory elements in the precinct, such as buildings to street frontage as well as buildings within alleys and laneways;
- (c) to conserve and enhance the public view of these contributory elements;
- (d) to conserve and enhance key alleys, arcades and laneways in Bundaberg such as Royal Arcade, Earls Court, Salty's Arcade and Rounds Arcade and other spaces as identified in Childers, and their connections to the surrounding pedestrian and road network;
- (e) to conserve and enhance the amenity in each precinct to aid in its heritage conservation and encourage continuation of the traditional combination of residential and commercial uses; and
- (f) to ensure that new elements within the precinct are recessive and related to the precinct's contributory elements in roof and plan form, external materials, front and side setbacks from property boundaries, and building bulk as viewed from public areas.



**Table SC6.2B.5.3 Design guidelines**

Key Character Elements	Design Descriptions	Design Advice
<b>Architectural Style</b>	Victorian and Federation buildings within streetscape comprising a number of heritage protected buildings, with mixed era infill.	Encourage reconstruction of typical shopfronts and verandahs as opportunities arise. Discourage introduction of inappropriate verandahs and post-supported verandahs (unless existing in the Childers streetscape).
<b>Business Signage</b>	Modest and complements the design and architectural features of the building, some signage above the roof and on facades	Avoid signage on roofs and above verandahs, as well as signs that project from the wall and facades (such as V-boards).
<b>Building Materials</b>	Rendered brick, masonry or concrete cladding.  Predominately constructed of timber framing with steel or iron rooftops	Original materials should be retained and repaired, where necessary, instead of replaced. Replacement (if necessitated by poor condition) or restoration of original joinery elements, such as windows and doors, should be identical to the original in form and material.
<b>Building form and layout</b>	Symmetrical building forms with parapet and verandahs	Avoid changes of use/function which are inappropriate to the original use/purpose of the buildings, if they require major structural alterations to original fabric.
<b>Roof Style</b>	Pitched or skillion rooftops concealed behind parapets; Childers has curved veranda roofing over the footpath.	Features such as deep roof overhangs, shade awnings and canopies and recessed windows should be incorporated.



Key Character Elements	Design Descriptions	Design Advice
<b>Building Height</b>	Predominantly two storeys with parapet, and some three storey infill (approximately 9 to 11m).	Building height should be restricted to a maximum of 2 storeys above the prevailing height of surrounding buildings, so long as it is located behind the parapet of the existing building
<b>Setbacks</b>	Zero front and side setbacks	The pattern of front setbacks should be retained but where side and rear setbacks exist they may be reduced to allow an increase in density of new development
<b>Orientation to the street</b>	Parallel to the street	Retain orientation to the main street, a side access or rear access may be added if there is a side street or lane frontage to the site.
<b>Car parking/storage</b>	Few visible car parking spaces, crossovers or vehicle entrances from the street – car parking is generally to the rear or via alleys.	The majority of properties have on-site car parking, but not necessarily undercover, car parking facilities, usually by way of existing rear-of-property access. There is also a high reliance on on-street car parking. On street parking should be utilised where possible to enable re-development of the balance area of heritage properties.
<b>Boundary Treatment</b>	Detailed façades with predominantly transparent frontages on ground levels and upper level windows with verandahs or awnings projected over footpaths	Retain the historical boundary treatment. Avoid adding modern façade elements, such as dark windows and built in facades.
<b>Alleys, Arcades and Laneways</b>	Inter-block breaks occur in the form of alleys, arcades and laneways. These are key features of these commercial precincts.	Retain, conserve and enhance the alleys, arcades and laneways, so they can make a positive contribution to the commercial fabric of the town centre.

**Table SC6.2B.5.4 Samples of commercial architectural detailing as listed in the policy above – Bundaberg**

	<p>CBD facades on the northern side of Bourbon Street above Dimmys, former Crazy Clarks and Commonwealth Bank, noting the obstruction of some the façade detailing by advertising signage.</p>
	<p>Key corner buildings in Bourbon Street frame the street, in this case the awning has been curved but the façade detailing has remained intact.</p>

	<p>CBD facades on the southern side of Bourong Street. This photo highlights the parapet detailing over three shops – Noting the detailing and change in style of the parapets, but keeping an overall consistent height</p>
	<p>Rounds arcade, noting the window detail above the shop windows and the ceiling and iron signposts for each shop.</p>

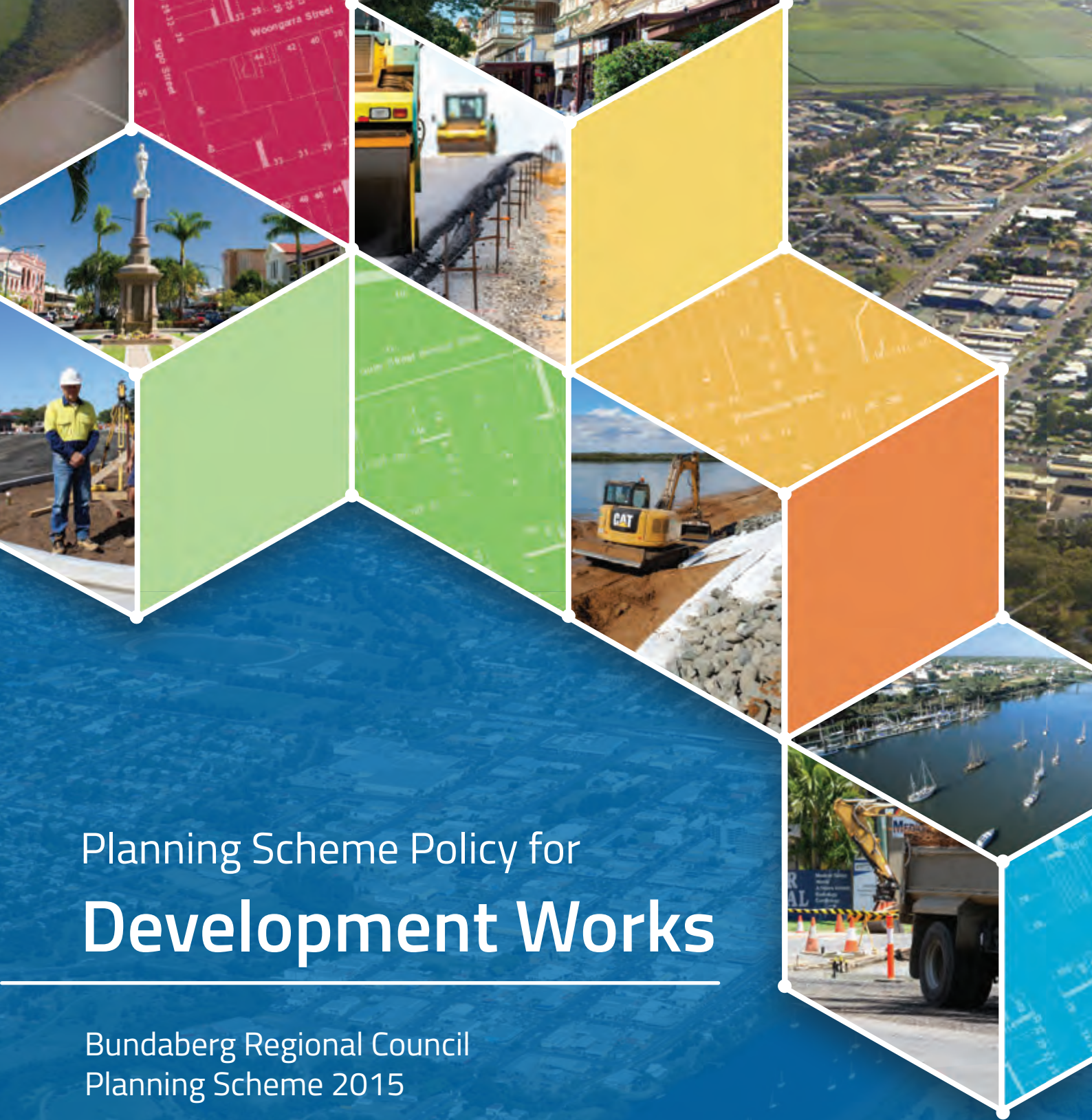
**Table SC6.2B.5.5 Samples of commercial architectural detailing as listed in the policy above – Childers**

	<p>Facades of the western side of Churchill Street, noting the under awning signage and the heritage colours of cream, maroon and forest green detailing on the parapets and the near universal parapet heights</p>
	<p>Façade detail, focused in the northern direction, noting the curved roof detail and the cornice detailing on the parapets. This view of the parapets is unobstructed by advertising signage.</p>



Childers streetscape detail, facing south, noting the well-established leopard trees.

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# Planning Scheme Policy for **Development Works**

Bundaberg Regional Council  
Planning Scheme 2015

1300 883 699  
[bundaberg.qld.gov.au](http://bundaberg.qld.gov.au)



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# Contents of Schedule SC6.3

<b>SC6.3</b>	<b>Planning scheme policy for development works</b>	<b>S6.3-1</b>
<b>SC6.3.1</b>	<b>Purpose</b>	<b>S6.3-1</b>
<b>SC6.3.2</b>	<b>Application</b>	<b>S6.3-1</b>
<b>SC6.3.3</b>	<b>Roads, driveways, pathways, and cycleways</b>	<b>S6.3-1</b>
SC6.3.3.1	Design standards and reference documents	S6.3-1
SC6.3.3.2	Road hierarchy	S6.3-3
SC6.3.3.2.1	Classifications	S6.3-3
SC6.3.3.3	Geometric design	S6.3-6
SC6.3.3.4	Design elements and criteria	S6.3-6
SC6.3.3.4.1	Layout design principles	S6.3-6
SC6.3.3.4.2	Local area traffic management	S6.3-7
SC6.3.3.4.3	Design vehicle	S6.3-7
SC6.3.3.4.4	Design criteria	S6.3-7
SC6.3.3.4.5	Kerb and channel details	S6.3-8
SC6.3.3.4.6	Cul-de-sac, turning areas & allotment width	S6.3-8
SC6.3.3.4.7	Medians	S6.3-8
SC6.3.3.4.8	Verges	S6.3-8
SC6.3.3.4.9	Driveways and access to developments	S6.3-9
SC6.3.3.4.10	Pavement tapers (including road widening for MCU/ROL)	S6.3-9
SC6.3.3.4.11	Staging – temporary sealed turn-around	S6.3-10
SC6.3.3.4.12	Alignment – horizontal and vertical	S6.3-10
SC6.3.3.5	Intersections	S6.3-10
SC6.3.3.5.1	Types	S6.3-10
SC6.3.3.5.2	Location and intersection geometry	S6.3-11
SC6.3.3.5.3	Spacing/stagger	S6.3-11
SC6.3.3.5.4	Traffic islands	S6.3-11
SC6.3.3.6	On-street parking	S6.3-11
SC6.3.3.6.1	Parking provisions	S6.3-11
SC6.3.3.6.2	Parking at cul-de-sac and turning areas	S6.3-11
SC6.3.3.7	Sight distance, sightlines and truncations	S6.3-11
SC6.3.3.8	Services	S6.3-12
SC6.3.3.8.1	Alignments	S6.3-12
SC6.3.3.8.2	Service pits and manholes	S6.3-12
SC6.3.3.8.3	Service conduits	S6.3-12
SC6.3.3.8.4	Conflict with council service	S6.3-12
SC6.3.3.9	Pedestrian pathways and cyclist facilities	S6.3-12
SC6.3.3.10	Traffic control signage and street names	S6.3-13
SC6.3.3.10.1	Traffic control signage	S6.3-13
SC6.3.3.10.2	Street names	S6.3-14
SC6.3.3.11	Traffic impact assessments	S6.3-14
SC6.3.3.11.1	Report and modelling requirements	S6.3-14
SC6.3.3.11.2	Traffic volumes	S6.3-14
SC6.3.3.11.3	Peak split	S6.3-14
SC6.3.3.11.4	Unsignalised intersection gap acceptance and follow-up headway	S6.3-14
SC6.3.3.12	Haul route management plan	S6.3-15
SC6.3.3.13	Pavement design	S6.3-15
SC6.3.3.13.1	Design objectives and principles	S6.3-15
SC6.3.3.13.2	Design procedure	S6.3-15
SC6.3.3.13.3	Pavement types	S6.3-16
SC6.3.3.13.4	Pavement widening (specific requirements)	S6.3-17
SC6.3.3.13.5	Subsoil drainage	S6.3-18
SC6.3.3.14	Pavement construction	S6.3-18
SC6.3.3.15	Road surfacing	S6.3-18
SC6.3.3.15.1	Asphalt pavements	S6.3-18
SC6.3.3.15.2	Bitumen seals	S6.3-18
SC6.3.3.15.3	Threshold treatments	S6.3-19
<b>SC6.3.4</b>	<b>Water and wastewater</b>	<b>S6.3-20</b>
SC6.3.4.1	Design standards and reference documents	S6.3-20
SC6.3.4.2	General design considerations	S6.3-20
SC6.3.4.2.1	Easements	S6.3-20
SC6.3.4.2.2	Building over or near water or wastewater infrastructure	S6.3-20
SC6.3.4.2.3	Connection to existing water or wastewater infrastructure	S6.3-20

SC6.3.4.2.4	Alignment of water or wastewater mains .....	S6.3-20
SC6.3.4.2.5	Water or wastewater mains within parks and reserves.....	S6.3-21
SC6.3.4.2.6	Replacement of existing water mains .....	S6.3-21
SC6.3.4.2.7	Flushing and sterilisation of water mains .....	S6.3-21
SC6.3.4.3	Design programs for sizing mains .....	S6.3-21
SC6.3.4.4	Partial Water Services.....	S6.3-21
<b>SC6.3.5</b>	<b>Stormwater .....</b>	<b>S6.3-21</b>
SC6.3.5.1	Design standards, reference documents and acceptable programs .....	S6.3-21
SC6.3.5.2	Environmental requirements .....	S6.3-23
SC6.3.5.2.1	Water quality.....	S6.3-23
SC6.3.5.2.2	Erosion and sediment control .....	S6.3-23
SC6.3.5.3	Lawful point of discharge .....	S6.3-24
SC6.3.5.3.1	General.....	S6.3-24
SC6.3.5.3.2	Due Diligence Assessment.....	S6.3-24
SC6.3.5.3.3	Easements.....	S6.3-24
SC6.3.5.4	Flood studies.....	S6.3-25
SC6.3.5.4.1	Design programs .....	S6.3-25
SC6.3.5.4.2	Minor Hydraulic Designs.....	S6.3-25
SC6.3.5.5	Design storms .....	S6.3-25
SC6.3.5.6	Catchment hydrology – rainfall intensity.....	S6.3-26
SC6.3.5.7	Catchment Hydrology – rational method design details .....	S6.3-27
SC6.3.5.7.1	Coefficient of runoff .....	S6.3-27
SC6.3.5.7.2	Time of concentration .....	S6.3-27
SC6.3.5.8	Catchment hydrology – runoff method – design details .....	S6.3-27
SC6.3.5.8.1	Temporal patterns – ARR 1987 .....	S6.3-27
SC6.3.5.8.2	Ensemble temporal patterns - ARR 2016.....	S6.3-27
SC6.3.5.8.3	Infiltration factors initial and continuing losses.....	S6.3-27
SC6.3.5.9	General design considerations.....	S6.3-27
SC6.3.5.9.1	Minimum grade on allotments.....	S6.3-27
SC6.3.5.9.2	Overland flow paths.....	S6.3-28
SC6.3.5.10	Outlets – point of discharge – under control of Council.....	S6.3-28
SC6.3.5.10.1	Tidal Effects .....	S6.3-28
SC6.3.5.10.2	Pipe Considerations .....	S6.3-28
SC6.3.5.10.3	Access Chambers .....	S6.3-29
SC6.3.5.10.4	Pipe junctions – instead of access chambers.....	S6.3-30
SC6.3.5.10.5	Stormwater inlet pits.....	S6.3-30
SC6.3.5.10.6	Floodways/open channels.....	S6.3-30
SC6.3.5.10.7	Flow depths (freeboard) and flooded width limitation .....	S6.3-30
SC6.3.5.10.8	Detention basins .....	S6.3-31
SC6.3.5.10.9	Scour protection .....	S6.3-32
SC6.3.5.10.10	Drainage calculation presentation .....	S6.3-32
SC6.3.5.10.11	Drainage reserves and easements .....	S6.3-32
SC6.3.5.11	Inter-allotment Drainage.....	S6.3-33
SC6.3.5.12	Construction .....	S6.3-34
SC6.3.5.12.1	Backfilling and bedding .....	S6.3-34
<b>SC6.3.6</b>	<b>Open space, public parks and land for community facilities .....</b>	<b>S6.3-34</b>
SC6.3.6.1	Reference documents .....	S6.3-34
SC6.3.6.2	Hierarchy and classifications .....	S6.3-35
SC6.3.6.3	Trunk open space infrastructure desired standards of service .....	S6.3-36
SC6.3.6.4	Waterways and foreshore land.....	S6.3-36
SC6.3.6.5	General treatment and preparation of site.....	S6.3-37
SC6.3.6.6	Bollards .....	S6.3-37
<b>SC6.3.7</b>	<b>Landscaping .....</b>	<b>S6.3-37</b>
SC6.3.7.1	General requirements .....	S6.3-37
SC6.3.7.2	Landscape Plans.....	S6.3-38
SC6.3.7.3	Additional information for full landscape plans .....	S6.3-38
SC6.3.7.4	Acceptable plant species .....	S6.3-39
SC6.3.7.5	Unacceptable plant species .....	S6.3-40
SC6.3.7.6	Composts and mulches.....	S6.3-40
SC6.3.7.7	Landscaping within road or drainage reserves.....	S6.3-40
SC6.3.7.7.1	Planting areas and street trees.....	S6.3-40
SC6.3.7.7.2	Traffic islands .....	S6.3-43
SC6.3.7.7.3	Planting of batters.....	S6.3-43
SC6.3.7.7.4	Irrigation systems within road reserve .....	S6.3-43
SC6.3.7.7.5	Entrance features and fencing.....	S6.3-43
<b>SC6.3.8</b>	<b>Electrical and Lighting.....</b>	<b>S6.3-43</b>

SC6.3.8.1	General .....	S6.3-43
SC6.3.8.2	Urban and Rural Residential reticulation .....	S6.3-44
SC6.3.8.3	Rural reticulation .....	S6.3-44
SC6.3.8.4	Street lighting design requirements .....	S6.3-45
SC6.3.8.4.1	General .....	S6.3-45
SC6.3.8.4.2	Street lighting requirements .....	S6.3-45
SC6.3.8.4.3	Street lighting in rural/ village/ township residential areas .....	S6.3-45
SC6.3.8.4.4	Pedestrian and bikeway pathway lighting .....	S6.3-45
SC6.3.8.4.5	Open space lighting .....	S6.3-46
SC6.3.8.4.6	Pedestrian crossings and refuge lighting .....	S6.3-46
SC6.3.8.4.7	Intersection and roundabout lighting .....	S6.3-46
SC6.3.8.4.8	Alignment of street lighting .....	S6.3-46
SC6.3.8.4.9	Lighting materials .....	S6.3-46
SC6.3.8.4.10	Turtle friendly lighting .....	S6.3-46
SC6.3.8.4.11	Process .....	S6.3-46
SC6.3.8.4.12	Controls .....	S6.3-46
<b>SC6.3.9</b>	<b>Environmental requirements .....</b>	<b>S6.3-46</b>
SC6.3.9.1	Dust .....	S6.3-46
SC6.3.9.2	External surfaces .....	S6.3-47
SC6.3.9.3	Erosion and sediment control .....	S6.3-47
SC6.3.9.4	Protection of vegetation .....	S6.3-47
<b>SC6.3.10</b>	<b>Earthworks .....</b>	<b>S6.3-47</b>
SC6.3.10.1	General .....	S6.3-47
SC6.3.10.2	Batter treatment .....	S6.3-47
SC6.3.10.3	Retaining walls and structures .....	S6.3-48
SC6.3.10.4	Suitable material for embankments and earthworks (allotment fill) .....	S6.3-48
<b>SC6.3.11</b>	<b>Telecommunications .....</b>	<b>S6.3-48</b>
<b>SC6.3.12</b>	<b>Gas supply .....</b>	<b>S6.3-48</b>
<b>SC6.3.13</b>	<b>Operational works, construction, inspection, maintenance and bonding procedures .....</b>	<b>S6.3-49</b>
SC6.3.13.1	General .....	S6.3-49
SC6.3.13.2	Works supervision and responsibilities .....	S6.3-49
SC6.3.13.3	Construction Management Plan .....	S6.3-50
SC6.3.13.3.1	Key Contact Information .....	S6.3-51
SC6.3.13.3.2	Construction Program .....	S6.3-51
SC6.3.13.3.3	Safety Plan .....	S6.3-51
SC6.3.13.3.4	Environmental Management Plan .....	S6.3-51
SC6.3.13.3.5	Quality Plans .....	S6.3-52
SC6.3.13.3.6	Traffic Management Plan .....	S6.3-52
SC6.3.13.4	Council Inspections and testing standards .....	S6.3-52
SC6.3.13.4.1	Inspections (Council Hold Points) .....	S6.3-52
SC6.3.13.4.2	Testing .....	S6.3-53
SC6.3.13.4.3	Tag and Bag Procedure for Partial Water Services .....	S6.3-53
SC6.3.13.5	On-Maintenance Report .....	S6.3-53
SC6.3.13.6	Amendment to approved drawings .....	S6.3-54
SC6.3.13.7	As Constructed information .....	S6.3-54
SC6.3.13.7.1	Minor projects .....	S6.3-54
SC6.3.13.7.2	Major projects - as design as construct (ADAC) submission .....	S6.3-54
SC6.3.13.8	Pre-start procedure .....	S6.3-55
SC6.3.13.9	On-Maintenance procedure .....	S6.3-55
SC6.3.13.9.1	On-Maintenance meeting and inspection .....	S6.3-55
SC6.3.13.9.2	Works accepted On-Maintenance .....	S6.3-55
SC6.3.13.9.3	On-Maintenance period .....	S6.3-55
SC6.3.13.10	Off-Maintenance procedure .....	S6.3-56
SC6.3.13.10.1	Off-Maintenance meeting and inspection .....	S6.3-56
SC6.3.13.10.2	Works accepted Off-Maintenance .....	S6.3-56
SC6.3.13.11	Bonding .....	S6.3-56
SC6.3.13.11.1	Preliminary .....	S6.3-56
SC6.3.13.11.2	Performance Bonds .....	S6.3-57
SC6.3.13.11.3	Maintenance Bonds .....	S6.3-57
SC6.3.13.11.4	Uncompleted Works Bonds .....	S6.3-57
SC6.3.13.11.5	Form of security bonds .....	S6.3-58
<b>Appendix SC6.3A</b>	<b>Standard drawings list .....</b>	<b>S6.3-59</b>
<b>Appendix SC6.3B</b>	<b>Street and park naming procedure .....</b>	<b>S6.3-61</b>

<b>Appendix SC6.3C</b>	<b>Approved street trees</b> .....	<b>S6.3-63</b>
<b>Appendix SC6.3D</b>	<b>Approved coastal trees</b> .....	<b>S6.3-65</b>
<b>Appendix SC6.3E</b>	<b>Approved open forests and woodland species</b> .....	<b>S6.3-66</b>
<b>Appendix SC6.3F</b>	<b>Approved shrubs and vine forests species</b> .....	<b>S6.3-67</b>
<b>Appendix SC6.3G</b>	<b>Approved species for banks of saltwater watercourses</b> .....	<b>S6.3-68</b>
<b>Appendix SC6.3H</b>	<b>Approved species for banks of freshwater watercourses</b> .....	<b>S6.3-69</b>
<b>Appendix SC6.3I</b>	<b>Approved small trees and tall shrubs species</b> .....	<b>S6.3-70</b>
<b>Appendix SC6.3J</b>	<b>Unacceptable plant species</b> .....	<b>S6.3-71</b>

## Tables in Schedule SC6.3

Table SC6.3.3.2.1.1	Urban road classifications .....	S6.3-3
Table SC6.3.3.2.1.2	Rural road classifications .....	S6.3-5
Table SC6.3.3.9.1	Pathway and cycleway requirements .....	S6.3-13
Table SC6.3.3.13.3.2.1	Road classification pavement details .....	S6.3-17
Table SC6.3.3.15.2.4.1	Typical rates for prime and seal road surfacing .....	S6.3-19
Table SC6.3.6.5.1	Design storms for major and minor drainage systems .....	S6.3-26
Table SC6.3.6.7.1.1	Fraction impervious – QUDM Table 4.5.1 exceptions .....	S6.3-27
Table SC6.3.6.10.3.1	Inter-allotment chamber pit dimensions .....	S6.3-29
Table SC6.3.6.10.11.1	Drainage reserve and easement considerations .....	S6.3-32
Table SC6.3.7.2.1	Open space hierarchy .....	S6.3-35
Table SC6.3.8.2.1	Landscape plan standards .....	S6.3-38
Table SC6.3.9.4.2.1	Lighting standards for various road classifications .....	S6.3-45
Table SC6.3A.1	Standard drawings .....	S6.3-59
Table SC6.3B.3.1	Street name – Nomenclature description .....	S6.3-61
Table SC6.3E.1	Approved street trees (not under powerlines) .....	S6.3-63
Table SC6.3E.2	Approved street trees (under powerlines) .....	S6.3-64
Table SC6.3F.1	Approved coastal trees development .....	S6.3-65
Table SC6.3G.1	Approved open forest and woodland species .....	S6.3-66
Table SC6.3H.1	Approved shrubs and vine forest species .....	S6.3-67
Table SC6.3I.1	Approved species for banks of saltwater watercourses .....	S6.3-68
Table SC6.3J.1	Approved species for banks of freshwater watercourses .....	S6.3-69
Table SC6.3K.1	Approved small tree and tall shrub species .....	S6.3-70
Table SC6.3L.1	Unacceptable plant species .....	S6.3-71

## Figures in Schedule SC6.3

Figure SC6.3.2	Inter-allotment Drainage (stormwater shown as green lines) .....	S6.3-33
Figure SC6.3.3	Inter-allotment Drainage - Lower Land Development (note new lots were 2, 4, 6) .....	S6.3-34

## SC6.3 Planning scheme policy for development works

### SC6.3.1 Purpose

- (1) The purpose of this planning scheme policy for development works is to:
  - (a) provide a uniform standard for works within the Bundaberg Regional Council local government area;
  - (b) facilitate the design of new works by the use of standard provisions; however, there is still an allowance for flexibility through the application of the relevant standards, policy documents and industry standards.
- (2) This policy cannot provide a solution for every proposal or for every situation encountered. Consequently, this policy does not prevent or discourage alternate solutions for individual development sites. Where this policy does not provide a solution the Developer/Applicant or their Consultant must demonstrate that the proposed solution is in accordance with industry standards.
- (3) Consultation with Council's development engineers is encouraged, especially early in the concept or design stages, as this will assist in the early identification and resolution of matters and issues that may cause delays in the approval and/or construction of subsequent works.

### SC6.3.2 Application

- (1) This policy applies to development identified as requiring assessment against the **Planning scheme policy for development works**.
- (2) The policy provides supporting requirements to assist in achieving acceptable outcomes within the Bundaberg Regional Council Planning Scheme (planning scheme) and is read in conjunction with the planning scheme.

### SC6.3.3 Roads, driveways, pathways, and cycleways

The purpose of this section is to support development assessment for the design and construction of roads, pathways and cycleways under the planning scheme.

#### SC6.3.3.1 Design standards and reference documents

The planning and design of developments within the Bundaberg Regional Council local government area must be undertaken in accordance with the current edition of the following key reference documents, unless specifically outlined in this policy or other Council references stated otherwise:

- (a) *Austrroads - Guide to Road Design* – at the time of writing this document the series was as listed below:
  - (i) AGRD01-10 Part 1: Introduction to Road Design
  - (ii) AGRD02-06 Part 2: Design Considerations
  - (iii) AGRD03-10 Part 3: Geometric Design
  - (iv) AGRD04-09 Part 4: Intersections and Crossings - General
  - (v) AGRD04A-10 Part 4A: Unsignalised and Signalised Intersections
  - (vi) AGRD04B-11 Part 4B: Roundabouts
  - (vii) AGRD04C-09 Part 4C: Interchanges
  - (viii) AGRD05-10 Part 5: Drainage Design
  - (ix) AGRD06-10 Part 6: Roadside Design, Safety and Barriers
  - (x) AGRD06A-09 Part 6A: Pedestrian and Cyclist Paths
  - (xi) AGRD06B-09 Part 6B: Roadside Environment
  - (xii) AGRD07-08 Part 7: Geotechnical Investigation and Design
  - (xiii) AGRD08-09 Part 8: Process and Documentation

- (b) *Austrroads - Guide to Pavement Technology* – at the time of writing this document the series, relating to development, was as listed:
- (i) AGPT02-12 Part 2: Pavement Structural Design
  - (ii) AGPT03-09 Part 3: Pavement Surfacing
  - (iii) AGPT04E-09 Part 4E: Recycled Materials
  - (iv) AGPT04G-09 Part 4G: Geotextiles and Geogrids
  - (v) AGPT04I-09 Part 4I: Earthworks Materials
  - (vi) AGPT06-09 Part 6: Unsealed Pavements (the primary document is the ARRB Unsealed Road Manual)
  - (vii) AGPT10-09 Part 10: Subsurface Drainage
- (c) *Austrroads - Guide to Traffic Management* – at the time of writing this document the series, relating to development, was as listed:
- (i) AGTM012-09 Part 1: Introduction to Traffic Management
  - (ii) AGTM02-08 Part 2: Traffic Theory
  - (iii) AGTM03-13 Part 3: Traffic Studies and Analysis
  - (iv) AGTM04-09 Part 4: Network Management
  - (v) AGTM05-08 Part 5: Road Management
  - (vi) AGTM06-13 Part 6: Intersections, Interchanges and Crossings
  - (vii) AGTM07-09 Part 7: Traffic Management in Activity Centres
  - (viii) AGTM08-08 Part 8: Local Area Traffic Management
  - (ix) AGTM09-09 Part 9: Traffic Operations
  - (x) AGTM10-09 Part 10: Traffic Control and Communication Devices
  - (xi) AGTM11-08 Part 11: Parking
  - (xii) AGTM12-09 Part 12: Traffic Impacts of Developments
  - (xiii) AGTM13-09 Part 13: Road Environment Safety
- (d) Other Austrroads Standards presented as follows:
- (i) AG-G34/06 Design Vehicles and Turning Path Templates
  - (ii) AP-G88-11 Cycling Aspects of Austrroads Guides
  - (iii) AP-T36-06 Pavement Design for Light Traffic – A Supplement to Austrroads Pavement Design Guide
  - (iv) AS1289.[0-7] Methods of testing soils for engineering purposes
- (e) Unsealed Roads Manual – Guidelines to Good Practice – ARRB ed Giummarra
- (f) The following Australian Standards:
- (i) AS1158 [1-6] Lighting for roads and public spaces
  - (ii) AS1289 [0-7] Methods of testing soils for engineering purposes
  - (iii) AS1428 Design for Access and Mobility
  - (iv) AS 2890.1 Parking Facilities – Off-street car parking
  - (v) AS 2890.2 Parking Facilities – Off-street commercial vehicle facilities
  - (vi) AS 2890.3 Parking Facilities – Bicycle parking facilities
  - (vii) AS 2890.5 Parking Facilities – On-street parking
  - (viii) AS 2890.6 Parking Facilities – Off-street parking for people with disabilities
  - (ix) AS3798 Guidelines on Earthworks For Commercial and Residential Developments
  - (x) AS4373 Pruning of Amenity Trees
  - (xi) AS4678 Earth-retaining Structures
  - (xii) AS4970 Protection of Trees on Development Sites
- (g) The following Department of Transport and Main Roads Standards:
- (i) Manual for Uniform Traffic Control Devices (MUTCD) Queensland

- (ii) MRS05/MRTS05 Unbound Pavements
  - (iii) MRS11/MRTS11 Sprayed Bituminous Surfacing
  - (iv) MRS12/MRTS12 Sprayed Bituminous Emulsion
  - (v) MRS17/MRTS17 Bitumen
  - (vi) MRS18/MRTS18 Polymer Modified Binder
  - (vii) MRS19/MRTS19 Cutter Flux Oils
  - (viii) MRS20/MRTS20 Cutback Bitumen
  - (ix) MRS22/MRTS22 Supply of Cover Aggregate
  - (x) MRS30/MRTS30 Dense Graded and Open Graded Asphalt
  - (xi) MRS35 /MRTS35 Recycled Materials for pavements (it is at Council’s discretion to use this standard in lieu of Austroads)
  - (xii) The Guide to Pavement Markings
- (h) The following Institute of Public Works Engineering Australia Queensland Division (IPWEAQ) guidelines:
- (i) *Complete Streets – Guidelines for Urban Street Design (2010)*–
  - (ii) *Lower Order Road – Design Guidelines (2016)*
- (i) Bundaberg Regional Council – Standard Drawings – See **Appendix SC6.3A (Standard drawings list)**.

**SC6.3.3.2 Road hierarchy**

The formalisation of a road hierarchy enables the safe and efficient development of the road system that caters for the movement of people and goods whilst maintaining the amenity of urban and rural areas.

**SC6.3.3.2.1 Classifications**

- (1) The road hierarchy structure is divided into two main categories:
- (a) Urban roads –the purpose, function and character for each urban road classification is shown in **Table SC6.3.3.2.1.1 (Urban road classifications)** and their respective cross sections are shown in standard drawing R2001 to R2008; and
  - (b) Rural roads – the purpose, function and character for each urban road classification is shown in **Table SC6.3.3.2.1.2 (Rural road classifications)** and their respective cross sections are shown in standard drawing R3001 to R3004.
- (2) The road hierarchy for all existing roads are shown on Council’s interactive mapping website (i.e., <http://www.bundaberg.qld.gov.au/services/interactive-mapping>). In addition, the road hierarchy for all future and existing trunk roads are shown in Schedule 3 (Local government infrastructure plan mapping and supporting material).
- (3) Extractive industry haul routes are a special case and the Developer/Applicant must nominate the design equivalent standard axles (ESA) for each road. Extractive industry haul routes must be designed to provide a road cross section in accordance with the following:
- (a) for urban areas, an Industrial Collector standard is required, and
  - (b) for rural areas, a Principal Rural Collector standard is required.

**Table SC6.3.3.2.1.1 Urban road classifications**

Classification	Purpose	Function & Character
<b>Arterial</b>	Arterial routes provide interregional connections between major activity and service centres and	It is intended that arterial routes will: <ul style="list-style-type: none"> <li>• Be designed for efficient and safe movement of high volumes of people and goods</li> <li>• Serve as primary through and freight routes</li> </ul>

## Schedule 6 – Planning Scheme Policies

Classification	Purpose	Function & Character
	major urban areas within the city.	<ul style="list-style-type: none"> <li>• Be designed to help present attractive landscaped entrances and routes through major urban centres within the Bundaberg Regional Council area</li> <li>• Incorporate design measures to minimise environmental impacts on surrounding land uses</li> <li>• Serve as bus and line haul public transport routes</li> <li>• Provide for off-road bicycle and pedestrian facilities</li> <li>• Typically have four or more lanes when fully developed</li> <li>• Ideally have no direct property access</li> <li>• Be designed for the estimated traffic loads derived from approved traffic studies with a minimum design traffic loading of <math>3.7 \times 10^6</math> equivalent standard axles</li> </ul>
<b>Sub-arterial</b>	Sub-arterial routes connect arterial routes through and around major urban areas.	<p>It is intended that Sub-arterial routes will:</p> <ul style="list-style-type: none"> <li>• Be designed for efficient and safe movement of moderate volumes of people and goods</li> <li>• Provide connection between arterial roads and local areas and linkage between arterial roads for through traffic</li> <li>• Be designed to present attractive landscaped routes through major urban centres within the Bundaberg Regional Council area</li> <li>• Incorporate design measures to minimise environmental impacts on surrounding land uses</li> <li>• Serve as bus routes and provide access to public transport</li> <li>• Provide for on-road bicycle lanes and off-road pedestrian paths on both sides of the road</li> <li>• Typically have 4 or more lanes when fully developed</li> <li>• Ideally have no direct property access</li> <li>• Be designed for the estimated traffic loads derived from approved traffic studies with a minimum design traffic loading of <math>2 \times 10^6</math> equivalent standard axles</li> </ul>
<b>Trunk Collector (Suburban)</b>	Trunk Collector roads carry primarily inter-suburb traffic.	<ul style="list-style-type: none"> <li>• It is intended that Suburban Trunk Collectors will:</li> <li>• Be designed to carry freight associated with the local or suburban area</li> <li>• Minimise environmental impacts on surrounding activities</li> <li>• Serve as bus routes and provide access to public transport</li> <li>• Provide for on-road bicycle lanes and off-road pedestrian paths on both sides of the road</li> <li>• Ideally have no direct property access</li> <li>• Be designed for the estimated traffic loads derived from approved traffic studies with a minimum design traffic loading of <math>1 \times 10^6</math> equivalent standard axles</li> </ul>
<b>Collector (Neighbourhood)</b>	Neighbourhood Collectors provide connection between residential access streets and primary traffic carrying roads.	<p>It is intended that Neighbourhood Collectors will:</p> <ul style="list-style-type: none"> <li>• Provide direct access to properties</li> <li>• Provide on-road parking on both sides of the road</li> <li>• Minimise environmental impacts on surrounding activities</li> <li>• Be designed to provide safe use by cyclists and pedestrians and an off-road pedestrian path on one side of the road</li> <li>• Be designed for traffic loading of <math>3 \times 10^5</math> equivalent standard axles</li> </ul>
<b>Local Access</b>	Local Access streets provide direct access	<p>It is intended that Local Access streets will:</p> <ul style="list-style-type: none"> <li>• Provide direct access to properties</li> </ul>



Classification	Purpose	Function & Character
<b>(Access Street / Access Place)</b>	to adjoining residential properties.	<ul style="list-style-type: none"> <li>• Provide on-road parking</li> <li>• Provide a safe and pedestrian / cyclist preferred environment</li> <li>• Be designed for traffic loading of <math>6 \times 10^4</math> equivalent standard axles</li> </ul>
<b>CBD / Commercial Access</b>	Commercial Access streets provide access to properties and businesses within the commercial centres of the city and surrounding towns.	<p>It is intended that Commercial Access streets will:</p> <ul style="list-style-type: none"> <li>• Be designed to carry freight and other commercial goods associated with the Central Business District (CBD) and other commercial areas</li> <li>• Minimise environmental impacts on surrounding activities</li> <li>• Serve as bus routes and provide access to public transport</li> <li>• Provide on-road parking</li> <li>• Provide for on-road bicycle lanes and off-road pedestrian pathways on both sides of the road</li> <li>• Ideally have no direct property access</li> <li>• Be designed for the estimated traffic loads derived from approved traffic studies with a minimum design traffic loading of <math>5 \times 10^6</math> equivalent standard axles</li> </ul>
<b>Industrial Collector</b>	Industrial Collector streets provide connection between Industrial Access streets and connect directly to suburban Trunk Collectors and Sub Arterial routes.	<p>It is intended that Industrial Collector streets will:</p> <ul style="list-style-type: none"> <li>• Be designed to carry heavy vehicles associated with the industrial development area</li> <li>• Minimise environmental impacts on surrounding activities</li> <li>• Provide direct access for heavy vehicles to properties</li> <li>• Provide on-road parking on both sides of the road</li> <li>• Provide for off-road cycle &amp; pedestrian paths on both sides of the road</li> <li>• Be designed for the estimated traffic loads derived from approved traffic studies with a minimum design traffic loading of <math>5 \times 10^6</math> equivalent standard axles</li> </ul>
<b>Industrial Access</b>	Industrial Access streets provide direct access to individual properties.	<p>It is intended that Industrial Access streets will:</p> <ul style="list-style-type: none"> <li>• Provide direct access for heavy vehicles to properties</li> <li>• Be designed to provide a safe environment for cyclists and pedestrians.</li> <li>• Be designed for the estimated traffic loads derived from approved traffic studies with a minimum design traffic loading of <math>5 \times 10^6</math> equivalent standard axles</li> </ul>

Table SC6.3.3.2.1.2 Rural road classifications

Classification	Purpose	Function & Character
<b>Principal Rural Road</b>	Principal Rural roads provide connection between rural villages/townships, other higher order regional roads and urban centres.	<p>It is intended that Principal Rural roads will:</p> <ul style="list-style-type: none"> <li>• Be designed to carry freight and other heavy vehicles associated with rural and primary production activities</li> <li>• Minimise environmental impacts to adjoining properties</li> <li>• Provide direct access to properties</li> <li>• Be of sufficient width to accommodate on-road cycling</li> <li>• Be designed for a minimum traffic loading of <math>1 \times 10^6</math> equivalent standard axles</li> </ul>
<b>Rural/Rural Residential Collector</b>	Rural Collector roads provide connection between rural access roads and other higher order roads and	It is intended that Rural/Rural Residential Collector roads will:

Classification	Purpose	Function & Character
	provide direct access to adjoining rural and/or rural residential properties.	<ul style="list-style-type: none"> <li>Be designed to carry heavy vehicles and other traffic associated with rural and rural residential land use zoning</li> <li>Minimise environmental impacts to adjoining properties</li> <li>Provide direct access to properties</li> <li>Be of sufficient width to accommodate on-road cycling</li> <li>Be designed for a minimum traffic loading of <math>5 \times 10^5</math> equivalent standard axles</li> </ul>
<b>Rural/Rural Residential Access</b>	Rural Access roads provide direct access to adjoining rural and/or rural residential properties.	<p>It is intended that Rural Access roads will:</p> <ul style="list-style-type: none"> <li>Provide access to adjoining properties</li> <li>Be designed for a minimum traffic loading of <math>3 \times 10^5</math> equivalent standard axles</li> </ul>
<b>Village/Township Collector</b>	Village/Township Collector are primary traffic carrying streets within rural villages and townships and provide direct access to adjoining properties.	<p>It is intended that Village/Township Collector streets will:</p> <ul style="list-style-type: none"> <li>Be designed to carry heavy vehicles and other traffic associated with rural and rural residential land use zoning</li> <li>Minimise environmental impacts to adjoining properties</li> <li>Provide direct access to properties</li> <li>Be of sufficient width to accommodate on-road cycling</li> <li>Be designed for a minimum traffic loading of <math>3 \times 10^5</math> equivalent standard axles</li> </ul>
<b>Village/Township Access</b>	Village/Township Access streets provide direct access to adjoining properties in rural villages and townships.	<p>It is intended that Rural Access roads will:</p> <ul style="list-style-type: none"> <li>Provide direct access to properties</li> <li>Minimise environmental impacts on surrounding activities</li> <li>Provide a safe and pedestrian / cyclist preferred environment</li> <li>Be designed for traffic loading of <math>3 \times 10^5</math> equivalent standard axles</li> </ul>

### SC6.3.3.3 Geometric design

Council has adopted the Complete Streets (IPWEAQ 2010) as the primary guide for its road layout (refer to standard drawings for the road cross sections). However, Complete Streets does not preclude cul-de-sacs and T-intersections in the mix of road and intersection layouts. Accordingly, it will be necessary, in some cases, to control vehicle speeds in residential streets through tight horizontal alignments - by providing curved alignment and limiting the 'road leg length'. The Design Criteria tables in this manual provide minimum values where speed controls are required. Therefore, Queensland Streets (IPWEAQ 1995) may be used to obtain values outside the minima.

### SC6.3.3.4 Design elements and criteria

#### SC6.3.3.4.1 Layout design principles

- (1) The layout of minor roads should incorporate the following principles.
  - (a) Layouts should ensure strict geometric control of traffic speeds and volumes in residential areas. Council adopts Complete Street (IPWEAQ 2010), however, at the time of writing refer to Queensland Streets (IPWEAQ 1995) for the provision of speed controls outside those given in Council's standard drawings (Appendix SC6.3A);
  - (b) No more than three minor roads should be traversed from the most remote lot to the nearest accessible district access road;
  - (c) Travel time for a vehicle in a low speed residential environment (< 50 km/h) should be no greater than 90 seconds;

- (d) A pavement surface treatment may only be provided on the 50km/h minor road at the 60km/h major road interface. No other minor road intersections should be provided with pavement surface treatments;
- (2) Specific to industrial areas:
  - (a) Road loop layouts in industrial areas should ensure that the design vehicle can be accommodated around bends (without crossing the centreline);
  - (b) Pavement surface treatments are not required in industrial estates.
- (3) Designers are encouraged to consult with Council and other relevant authorities prior to and/or during the preparation of design.

#### **SC6.3.3.4.2 Local area traffic management**

- (1) A Local Area Traffic Management (LATM) involves the use of treatments like speed bumps and chicanes within a local residential area to improve residential amenity and reduce vehicle speed. Council believes such treatments should not be used in new residential developments as these treatments can affect parking, cycling and pedestrian activities. Developers should manage speed through applying good geometric design and speed control devices should only be proposed on existing roads where no other solution is viable.
- (2) LATM schemes have a major impact on residents and public involvement in their preparation is essential. Where speed control devices on existing roads are proposed, it should be in accordance with a scheme approved by Council. The Developer is to undertake consultation, with guidance from Planning and Development, with the Divisional Councillor, residents, property and business owners and community groups prior to submitting the functional layout for approval.
- (3) For network legibility, consistent forms of speed control treatment should be used along neighbourhood access roads.
- (4) Night time visibility of speed control devices should be enhanced by appropriate means including street lighting, raised retro-reflective pavement markers, white reflective road markings including white painted kerb faces.

#### **SC6.3.3.4.3 Design vehicle**

Design vehicles for Council roads must be in accordance with AP – G34/06 Austroads – *Design Vehicle Turning paths and Templates* with the exceptions as follows:

- (a) Trunk Collector/ Collector to Trunk Collector/ Collector /Industrial – Design Single Articulate Vehicle (19m);
- (b) Trunk Collector/ Collector to Access Street – Design Single Unit Bus (12.5m) unless specifically approved otherwise by Council's nominated officer;
- (c) Trunk Collector/Industrial –B-Double (25m), where applicable, refer also Transport Operations (Road Use Management) Act 1995 – Route Assessment Guidelines for Multi-Combination Vehicles in Queensland and National Transport Commission – Guidelines for Assessing the Suitability of Heavy Vehicles for Local Roads.

#### **SC6.3.3.4.4 Design criteria**

Council's standard drawings provide a summary of the design elements that are applicable to Council's road network (refer Guide to Road Design Part 3: Geometric Design (Austroads 2010) for additional guidance). It should be noted that some parts of the existing road network might not comply with all the specified design parameters and road widths may be adjusted in retrofit areas. Designers are encouraged to consult with Council during the preparation of designs if they plan to vary from standard drawings' specifications.

**SC6.3.3.4.5 Kerb and channel details**

The following design criteria are applicable to kerb and channel:

- (a) Survey - for new kerb and channel should extend a minimum of 50 m along the road beyond the frontage(s) of the subdivision or such greater distance as is required to join to the existing kerb and channel;
- (b) Extend - a minimum of 5 m onto the adjacent land. Note, the road pavements may not always need to be centrally located within the road reserve;
- (c) Grade - not be less than 0.3 percent;
- (d) Where roofwater drains to the street - at least one point of connection in the concrete kerb and channel per lot must be provided. This point of connection shall comprise a heavy duty galvanised steel kerb adapter located a minimum of one (1) metre from any property boundary. For verges where concrete footpath is to be provided, the Developer must install roofwater pipes (RHS downpipes or equivalent) to the property boundary.

**SC6.3.3.4.6 Cul-de-sac, turning areas & allotment width**

- (1) The minimum diameter for a cul-de-sac in all areas must be 20 metres. No other termination treatment is accepted by Council.
- (2) Allotments fronting a cul-de-sac must be of sufficient width at the property boundary to ensure that a driveway at the kerb invert (refer Standard Drawing R1010) can be accommodated with a minimum of 150mm clearance either side of the adjoining allotment driveways. The minimum lot size and dimensions are provided in **Table 9.3.4.3.2 (Minimum lot size and dimensions)**, **Table 9.3.4.3.3 (Access strip requirements for rear lots)**, and **Table 9.3.4.3.4 (Minimum width for irregular shaped lots)** of the reconfiguring a lot code.

**SC6.3.3.4.7 Medians**

Council may, solely at its discretion, allow the use of painted medians rather than raised medians. Medians must be a minimum width of 6.0 metres unless used for traffic islands (refer Section SC6.3.3.5.4) and pedestrian shelters.

**SC6.3.3.4.8 Verges***SC6.3.3.4.8.1 General*

Verge is defined as that part of the road reserve between the carriageway and the boundary of adjacent lots. Verge widths are measured from property boundaries to invert of the kerb and channel. Verge widths in older established areas may vary.

*SC6.3.3.4.8.2 Crossfall*

Verge crossfalls will generally be no greater than 2.5%. Verge crossfalls in the older areas usually vary from the standard. Accordingly, it will be necessary to obtain approval, from the relevant Council development engineer, of the proposed crossfalls for each project.

*SC6.3.3.4.8.3 Longitudinal grade*

Longitudinal grades on any verge should aim to be in accordance with AS 1428 – *Design for Access and Mobility*. Using the aforementioned code accommodates people using mobile devices or in wheelchairs. The designer must seek guidance from a Council development engineer where it is not possible to meet the grade requirements of AS 1428.

*SC6.3.3.4.8.4 Landscaping requirements*

The verge will be landscaped with grass or turf. Any other verge landscaping (including the use of Water Sensitive Urban Design) must be specifically approved by the relevant Council development engineer. An example of a Water Sensitive Urban Design for an Access Street is shown in standard drawing R1002.

#### SC6.3.3.4.9 Driveways and access to developments

Council adopts the Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development (Section 3.3) and the Austroads Guide to Traffic Management Part 5: Road Management (Section 2) for access to developments. For large size developments that require internal roads also refer to **Section SC6.3.3.5 (Intersections)**.

##### SC6.3.3.4.9.1 Driveways

- (1) All residential developments must provide a concrete residential driveway slab in accordance with R1010 and R1014 or R1015.
- (2) All rural/ rural residential developments must provide a sealed rural driveway in accordance with R1012 or R1013 (i.e., Type A, B or C).
- (3) All commercial and industrial developments must provide a concrete driveway slab in accordance with R1011, a minimum width of 6.0 metres is nominated, however this width must be sufficient to accommodate at least the entering design vehicle and exiting car at the same time.
- (4) The standard of internal driveway and car park construction (including pavement surfacing) must provide for the proposed traffic vehicle loads and traffic movements. The pavement surfacing must, as a minimum, be equivalent to the road surface fronting the development.

##### SC6.3.3.4.9.2 Access handles

- (1) In all residential developments where access is through an easement or access handle, a driveway must be provided which is:
  - (a) Provided with a concrete residential driveway slab in accordance with R1010;
  - (b) Constructed and sealed with a minimum width of 3.5 metres with asphalt, concrete, bitumen or approved pavers for its full length (see **Table 9.3.4.3.3 (Access strip requirements for rear lots)** of the reconfiguring a lot code). Pavement shall be abutted by concrete edge strips (herein referred to as pavement construction);
  - (c) Provided with a 1.8 metre high screen privacy fence to each boundary of the Access Strip, including provision of a 300mm wide concrete mower strip;
  - (d) Provided with conduits and / or services for water supply, underground power, stormwater and telecommunications within the Access Strip prior to pavement construction.
- (2) In all rural/rural residential village/township developments where access is through an easement or access handle a driveway must be provided which is:
  - (a) Provided with a sealed residential driveway in accordance with R1012;
  - (b) Constructed and sealed with a minimum width of 3.5 metres for rural residential zone and 4 metres for rural zone. The driveway must be sealed with asphalt, concrete, bitumen or approved pavers for the full length of the access, or such lesser distance as would be required to ensure that a future residence on the adjoining lots would not experience nuisance (e.g., dust, noise) from passing traffic (see **Table 9.3.4.3.3 (Access strip requirements for rear lots)** of the reconfiguring a lot code);
  - (c) Provided with conduits and / or services where applicable for water supply, power (if not overhead), stormwater and telecommunications within the Access Strip.

##### SC6.3.3.4.10 Pavement tapers (including road widening for MCU/ROL)

- (1) For a lot reconfiguration where the roadway transitions to a different width pavement at the boundaries of the subject land, the Developer must provide a minimum 1 in 10 taper between new and existing pavements. The tapers commence:
  - (a) Where the surrounding pavement is less wide – the taper commences at the boundaries of the subject land;
  - (b) Where the surrounding pavement is wider than conditioned – taper commences within the subject land;

- (2) Pavement tapers must also be provided for road widening associated with an MCU (MCU tapers). The MCU tapers must commence at the boundaries of the subject land and must be of sufficient width to accommodate the turning manoeuvres (in and out) of the Design Vehicle from the through lane. Note the minimum turning speed for a design vehicle will be 40 kph and the design vehicle must not cross the centreline of the through pavement.

#### **SC6.3.3.4.11 Staging – temporary sealed turn-around**

A temporary sealed turn-around is to be provided for at the end of each internal roadway at the development stage boundaries. The temporary turn-around must provide with a minimum 20 metre turning circle measured from the edge of pavement. The turn-around may be a bitumen prime then single coat seal and must be fully located within the road reserve.

#### **SC6.3.3.4.12 Alignment – horizontal and vertical**

- (1) For trunk collector and rural roads the speed value of a curve as suggested by its geometry may not be able to be achieved if stopping sight lines is restricted by lateral obstructions. Where the angle of deflection is small, significantly larger radii should be used to achieve an adequate curve length and avoid the unappealing appearance of kinks. It is the radii achieved for the through lanes, not for the design centreline, which is important.
- (2) In a reverse curve situation, a length of tangent should be used between the curves to improve driveability and aesthetics and the curves should be of a similar radius. Broken back or compound curves, where the radius of the second curve is less than that of the first, should not be used. These, or higher, standards should be applied to deviations of through lanes which result from the introduction of turn lanes.
- (3) Intersection location is often dictated by vertical sightline considerations. The consideration of intersection-specific sight distance requirements can influence the vertical alignment adopted for the major road carriageway.

### **SC6.3.3.5 Intersections**

#### **SC6.3.3.5.1 Types**

- (1) *Complete Streets (IPWEAQ 2010)* posits the use of 4-way intersections insofar as they improve permeability and legibility of neighbourhoods, however, *Complete Streets* does reaffirm the need to check the capacity of each 4-way intersection. Council has not developed heuristics for the appropriate number of allotments or road length that would be attributable to 4-way intersection to control road speeds and, hence, Council requires intersection adequacy checks (for all new developments) to demonstrate the efficacy of the *Complete Streets* doctrine. This information is to be included in the Transport Impact Study associated with a development approval.
- (2) The priority for intersections in Greenfield developments should be considered as: 4-way intersections, followed by T-intersection then roundabout or signalised (dependent upon the necessity to accommodate pedestrian movements and on-road bicycle movements).
- (3) Roundabouts should be used only where priority is equalised for all approaches. Consequently, this form of intersection should only be used with roads which are no more than one level apart in the road hierarchy and have reasonably balanced traffic flows to ensure that traffic on major road approaches is not unreasonably impeded by the minor approach traffic. On major junctions, roundabouts should only be used at the lowest end of the traffic volume range (subject to pedestrian and bicycle constraints) where single lane operation can suffice. There may be scope for a staged treatment with single lane approaches before widening to multi lane standard is required, at which time traffic signals may be installed.
- (4) Consideration is to be given to Council's road hierarchy and lower order roads are not to directly access higher order roads.

#### **SC6.3.3.5.2 Location and intersection geometry**

Council requires the horizontal geometry of T-intersections and 4-way intersections to present at 90 degrees (projection) to the major road, unless specifically approved otherwise in the development approval. The projection or horizontal geometry must continue for a minimum of 10 metres into the minor road.

#### **SC6.3.3.5.3 Spacing/stagger**

The stagger distance for T-intersections shall generally be in accordance with the Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (Austroads 2010). Council has adopted the following minimum stagger lengths:

- (a) Right-left staggered T-intersection – stagger distance to be a minimum of 40 metres on Access Street/Access Street and 60 metres on all others,
- (b) Left-right staggered T-intersection stagger distance to be a minimum of 60 metres on Access Street/Access Street and 150 metres on all others.

#### **SC6.3.3.5.4 Traffic islands**

- (1) The function of islands is to effectively restrict vehicles to certain paths, providing safe refuges for pedestrians and locations for the erection of traffic control devices. They should be raised and constructed with semi mountable kerb. Pedestrian paths through islands should be flush with the road surface.
- (2) Raised island kerbs should be set back from traffic lanes and have larger offsets on approaches. The islands should be fully outlined by solid painted lines. Appurtenances and any landscaping on islands have to have adequate clearances to moving traffic and not obstruct visibility. Planting is normally restricted to clean trunk trees and low ground covers.

### **SC6.3.3.6 On-street parking**

#### **SC6.3.3.6.1 Parking provisions**

On street parking will only need to be line marked in commercial areas or in accordance with development approvals. Refer to Council's standard drawings for on road parking provisions.

#### **SC6.3.3.6.2 Parking at cul-de-sac and turning areas**

Car parking within the cul-de-sac and turning areas is prohibited. In these cases special parking provisions such as indented bays or central island parking should be incorporated into the design that satisfies the requirements in Council's standard drawings.

### **SC6.3.3.7 Sight distance, sightlines and truncations**

- (1) A principal aim in road design is to ensure that the driver is able to perceive any potential road hazards in sufficient time to take action and avoid mishap. Therefore, sight lines must be preserved within the road reserve.
- (2) "Safe Intersection Sight Distance", refer Austroads requirements, should always be met in both the horizontal and vertical planes. Special attention should also be given to Roundabout sight triangle requirements.
- (3) Truncations and road dedications to property boundaries must be provided as required to maintain intersection and corner sightlines, minimum verge and roadway widths at any point in the road networks. Particular notice must be given to: traffic calming devices, intersections, bends, cul-de-sac heads and roundabouts. All truncation areas must be included in road reserve and dedicated free of cost to Council.
- (4) Notwithstanding the truncations to maintain sight lines, as a minimum, a Developer must provide truncations to all intersections to a minimum of six (6.0) metre three (3) chord configuration.

### SC6.3.3.8 Services

#### SC6.3.3.8.1 Alignments

- (1) Services must be in accordance with the standard drawings unless specifically approved by a Council development engineer.
- (2) Costs associated with relocation of services as a result of a development (e.g., due to clearance issue) will be met by the Developer.
- (3) Council will allow multiple services in a single trench if approval of a proposal is submitted from the relevant service providers.

#### SC6.3.3.8.2 Service pits and manholes

- (1) Service pits and manholes within the roadway or verge should be installed accurately, blending smoothly with the finished longitudinal and transverse grades of the verge. Where the Developer is retrofitting or developing a site it will be necessary to check with a Council development engineer if it is necessary to adjust an existing pit to accommodate the new works. Any modification to Council's network will be at the Developer's expense.
- (2) Any modification to Council's services within neighbouring private allotments will require the provision of an easement at the Developer's expense.
- (3) Service pits should not be placed in areas that would compromise the construction of kerb ramps to the relevant standards, refer standard drawing list.

#### SC6.3.3.8.3 Service conduits

- (1) Service conduits required by the relevant service authorities including water services should be installed prior to final trim of the subgrade.
- (2) Kerb markers (brass indicator discs) should be placed in the kerb and channel at service conduit crossings. In the case of interlocking paver, threshold treatments or mass concrete roads, developers should make provision for incorporating spare conduits (with markers) at the time of construction to alleviate the need for unsightly repair work in the future.
- (3) Note Council will not inspect the subgrade until the conduits have been placed and backfilled.

#### SC6.3.3.8.4 Conflict with council service

##### SC6.3.3.8.4.1 AC water mains

- (1) The Developer must replace the full length of an AC water main, with DICL class K9 mains, where the subgrade level of the approved pavement (usually associated with road widening) is within 200 mm of the top of the water main for 100 mm diameter mains or 300 mm for all other diameter water mains.
- (2) Water supply works performed on live water supply infrastructure will be required to be undertaken by Council at the Developer's expense. Council will provide a quotation at the written request of the Developer. The request must be accompanied by plans marked 'For Construction'.

##### SC6.3.3.8.4.2 PVC water mains

PVC water mains must have a minimum 600 mm clearance from the pavement subgrade.

##### SC6.3.3.8.4.3 Wastewater mains

Wastewater mains must have a minimum 600 mm clearance from the pavement subgrade.

### SC6.3.3.9 Pedestrian pathways and cyclist facilities

- (1) Specific conditions relating to the provision of footpaths, shared pathways and cyclist facilities are provided in **Table SC6.3.3.9.1 (Pathway and cycleway requirements)**.



**Table SC6.3.3.9.1 Pathway and cycleway requirements**

Classification	Road Type or Land Use Zone	Footpath (FP) <sup>(1)</sup> <sup>(2)</sup> Shared Pathway (SP) <sup>(1)</sup> On Road Cycleway (ORC)	Desirable Width (M) <sup>(4)</sup>
<b>Non-trunk requirements</b>			
Urban footpath network	Collector roads	FP one side <sup>(1)</sup>	1.5
	All roads in High Density Residential Zone	FP one side <sup>(1)</sup>	1.5
	All roads in Medium Density Residential Zone	FP one side <sup>(1)</sup>	1.5
	Industrial Access roads	FP one side <sup>(1)</sup>	1.5
	CDB/Commercial Access Roads	FP both sides	2
<b>Trunk requirements (refer to the Local Government Infrastructure Plan and Plans for trunk infrastructure mapping LGIP-TNP-01 to LGIP-TNP-33)</b>			
Urban multi-modal pathway network (as per LGIP) <sup>(3)</sup>	Principal Pathway	SP both sides	3
	Distributor Pathway	SP one side <sup>(1)</sup>	2.5
	Collector Pathway	SP one side <sup>(1)</sup>	2.0
	On Road Principal Cycleway	ORC both sides	2.0
	On Road Distributor Cycleway	ORC both sides	1.5
	On Road Regional Recreational Cycleway	ORC both sides	1.5
	Off Road Regional Recreational Cycleway	Single SP (eg. on old rail alignment or through nature reserve)	3.0

Notes—

- (1) FP/SP one side will generally be on northern or western side of road.
- (2) Council may waive the necessity to provide a non-trunk footpath where there would be no chance that a contiguous pathway could be provided in the immediate area/block.
- (3) Where pathways and cycleways are located on State Controlled Roads, proposals must be approved by Department of Transport and Main Roads and comply with their standards.
- (4) Where preferred pathway widths are not achievable, Council may consider alternative pathway proposals (e.g., pathways with reduced widths on both sides of the roads; on-road cycle lanes).

- (2) Pathways will be designed in accordance with Austroads Guide to Road Design - Part 6A: Pedestrian and Cyclist Paths.
- (3) Kerb ramps will be required where a concrete footpath:
  - (a) Leads to a street intersection,
  - (b) At pedestrian crossings,
  - (c) At median islands.
- (4) Kerb ramps must be located clear of obstacles such as stormwater gullies, street sign posts and trees.

### SC6.3.3.10 Traffic control signage and street names

The Developer must supply and erect all necessary street signs, traffic control signs and posts in accordance with the Standard Drawings R1040, R1041, R1042 and R1043. Signage should comply with the *Manual of Uniform Traffic Control Devices (MUTCD)* and with *Austroads' Guide to Traffic Management Part 10: Traffic Control and Communications Devices*.

#### SC6.3.3.10.1 Traffic control signage

Signs will not be used on minor roads in order to minimise maintenance commitments and improve visual amenity. However the following exceptions apply:

- (a) Roundabouts;
- (b) Entrances to low speed residential areas, where 'Local Traffic Area 40 km/h' signs are used;

- (c) Locations where isolated devices might be installed requiring signage to comply with the MUTCD.

#### **SC6.3.3.10.2 Street names**

- (1) The Developer must liaise with the Bundaberg Regional Council for determination of the names for new development roadways in accordance with the procedure outlined in **Appendix SC6.3B (Street and park naming procedure)**. Generally, it is expected that a Developer will submit three (3) names for each roadway for approval. Council will then provide the developer with a list of approved names.
- (2) The Developer is advised that the road name determination process takes a minimum of three (3) weeks.

#### **SC6.3.3.11 Traffic impact assessments**

All developments involving high trip generating land uses will require a traffic impact assessment (TIA) report. Council may also request an impact assessment for other developments if the proposed development is considered to have an impact on the safety and operational efficiency of Council's road network.

##### **SC6.3.3.11.1 Report and modelling requirements**

- (1) The report should be prepared in accordance with the Guide to Traffic Management Part 12: Traffic Impacts of Development (Austroads 2009) and/or Guide for Assessment of Road Impacts of Development (Queensland Government 2006).
- (2) All reports must be accompanied by the electronic SIDRA models.
- (3) Council maintains both Saturn and EMME transportation models. At Council's discretion, larger developments may be required to utilise these models as part of the Transport Study.
- (4) Developers are encouraged to consult with Council's Development Engineer and other relevant authorities prior to or during the preparation of TIA especially in respect to how the developer intends to resolve traffic issues.

##### **SC6.3.3.11.2 Traffic volumes**

- (1) Traffic volume on the individual minor roads should be determined based on the following generation rates:
  - (a) In residential areas intended to accommodate single detached housing, use 10 vehicles per day (vpd which is trip ends or cumulative trips out and back) from each dwelling unit,
  - (b) For multi-unit dwellings at 6 vpd,
  - (c) For rural residential and village/townships, assume 7.5 vpd from each allotment,
  - (d) Peak traffic generally is 1 vehicle per lot or 10 percent of AADT ( appropriate lane factor applies),
  - (e) For other developments, use design data from approved traffic studies/guidelines.
- (2) For other development types refer to Roads Transport Authority or Institute of Transportation Engineers publications

##### **SC6.3.3.11.3 Peak split**

Intersection design must be based on an 80 in and 20 out split for all peak traffic, unless specifically approved otherwise.

##### **SC6.3.3.11.4 Unsignalised intersection gap acceptance and follow-up headway**

Intersection design must be based on a 5 second gap acceptance and 3 second follow-up headway, unless specifically approved otherwise.

### SC6.3.3.12 Haul route management plan

Major development or extractive industry haul routes must comply with the following:

- (a) A designated haulage route will be required for the import and export of any significant quantities of earthworks or construction materials from the site (>5,000t) including gravel and concrete for example, to minimise the impact on Council roads and nuisance to residents;
- (b) An assessment of the road pavement for the haul route must be made by a Registered Professional Engineer of Queensland (RPEQ) to determine the suitability of the pavement for the intended traffic movements. Mitigation measures will be required where pavements are identified as being substandard;
- (c) A Haul Route Management Plan will be required to ensure that any spillage, pavement damage, or vehicle breakdowns can be addressed with minor impact to residents.

### SC6.3.3.13 Pavement design

#### SC6.3.3.13.1 Design objectives and principles

The underlying principle of pavement design is to achieve a pavement that is functional, structurally sound, has good ride quality, and requires minimal maintenance over its design life (refer Austroads Guide to Pavement Technology).

#### SC6.3.3.13.2 Design procedure

##### SC6.3.3.13.2.1 Design life

The design life for flexible pavements is 20 years. This value may be increased by Council in certain circumstances for the higher order roads. The design life for rigid pavements is 40 years.

##### SC6.3.3.13.2.2 Traffic loadings

Traffic loading may be obtained from **Table SC6.3.3.13.3.2.1 (Road classification pavement details)** or derived using *Austroads Guide to Pavement Technology* and *Pavement Design for Light Traffic – A Supplement to Austroads Pavement Design Guide*.

##### SC6.3.3.13.2.3 Subgrade strength

- (1) The design parameter for the subgrade is the California Bearing Ratio (CBR – refer Laboratory Determination for more details). The pavement design should be based on the CBR tests being the lowest CBR representative of the subgrade over the various lengths of road at the box depth.
- (2) A design CBR should be determined for each identifiable unit defined on the basis of topographic, geological and drainage conditions at the site. In determining the design CBR, account should also be taken of the variation of the subgrade strength with depth below subgrade level. The critical layer of material should be established to ensure each layer has adequate cover.

##### SC6.3.3.13.2.4 Sampling frequency

- (1) Subgrade should be evaluated at the following frequencies:
  - (a) Road length  $\leq$  120m: 1 test for every 60m or part thereof, but not less than 2 tests for each project (unless minor road widening associated with MCU then only one test);
  - (b) Road length  $>$  120m: 1 test for every 60m-120m, but not less than 3 tests for each project;
  - (c) One Dynamic cone penetrometer profile AS 1289.6.3.2 at each CBR location or stratum.
- (2) Notwithstanding the above frequencies, at least one sample should be evaluated for each soil type. Spacing of test sites should be selected to suit subgrade, topographic and drainage characteristics.

**SC6.3.3.13.2.5 Laboratory determination of design CBR**

- (1) The design CBR should be based on the soaked condition in the subgrade at a compaction of 100% standard i.e., the design CBR is the 4-day soaked CBR as determined by testing in accordance with AS 1289.6.1.1 (single point test).
- (2) When the subgrade CBR is particularly sensitive to changes in moisture content, adequate testing of the CBR over a range of moisture contents and densities should be provided and CBR interpolated at the design moisture content and density conditions (i.e., 4-point test using QDMR Main Roads test Q113A).
- (3) Where a number of tests are taken use the 10<sup>th</sup> percentile (Mean - 1.3\*SDV).

**SC6.3.3.13.2.6 Soft subgrades and sand**

- (1) If the CBR determined for the subgrade is less than the minimum CBR nominated in Austroad – *Guide to Pavement Design*; then one of the following subgrade treatment options is required:
  - (a) Remove unsuitable subgrade material and replace with minimum CBR 15 gravel or select material. The depth of subgrade replacement must be determined for each specific site, however, as a guide the depth would be expected to be in the vicinity of 300 mm;
  - (b) Carry out lime stabilisation treatment in accordance with Main Roads methodologies (this option should only be used in subgrades with high PI);
  - (c) Utilise other techniques such as rock spalls on geotextile, geogrids together with correctly sized gravel/rock blanket course, etc. These proposals need to be submitted to Council for approval.
- (2) After subgrade improvement, the pavement design should be based on subgrade CBR 3 for granular pavement and CBR 5 for concrete pavement. Also refer to Austroads – *Guide to Pavement Design* for further information.
- (3) Note, a 150 mm select fill trimming course will be required for roads constructed on sand. The trimming course must not be included in the pavement design.

**SC6.3.3.13.3 Pavement types****SC6.3.3.13.3.1 Pavement types/materials**

Pavement materials must be in accordance with MRS05 & MRTS05 - *Unbound Pavements* unless the pavement is associated with a lot reconfiguration of unsealed rural road where the land is associated with agricultural purposes where the ARRB *Unsealed Roads Manual – Guidelines to Good Practice* will apply. Refer **Section SC6.3.3.13.3.3 (Concrete pavements)** for concrete pavements.

**SC6.3.3.13.3.2 Pavement thickness**

- (1) The supervising engineer (or Superintendent) must provide a pavement design for approval by a Council development engineer for each new road or road widening. The pavement design must be carried out in accordance with Austroads *Guide to Pavement Technology* and/or *Pavement Design for Light Traffic – A Supplement to Austroads Pavement Design Guide*. Pavement Depths must be increased by 25mm to allow for tolerances (averaged maximum).
- (2) Council's minimum pavement depths are set out in accordance with **Table SC6.3.3.13.3.2.1 (Road classification pavement details)**. Pavement depths must be recorded in all pavement density checks and included in the information provided to Council at 'On Maintenance'.

Table SC6.3.3.13.3.2.1 Road classification pavement details

Classification	Road Type	Pavement Design <sup>(1)</sup> (ESAs)	Minimum Sub Base (MRTS Class)	Minimum Base (MRTS Class)	Min Pavement Thickness (including Surfacing)	Pavement Surfacing (mm AC)
Urban Residential	Trunk Collector	1 x 10 <sup>6</sup>	2.2	2.1	300	40
	Collector	3 x 10 <sup>5</sup>	2.3	2.1	225	25
	Access Rd/Place	6 x 10 <sup>4</sup>	2.3	2.1	225	25
Industrial	Collector	5 x 10 <sup>6</sup>	2.2	2.1	275	40
	Access	5 x 10 <sup>6</sup>	2.2	2.1	275	40
Commercial	CBD/Comm.	5 x 10 <sup>6</sup>	2.2	2.1	275	40
Rural/ Rural Residential	Principal Rural Road	1 x 10 <sup>6</sup>	2.2	2.1	225	Prime & 2 Coat <sup>(2)</sup>
	Collector	5 x 10 <sup>5</sup>	2.3	2.1	200	Prime & 2 Coat <sup>(2)</sup>
	Access <sup>(3)</sup>	3 x 10 <sup>5</sup>	2.3	2.2	200	Prime & 2 Coat <sup>(2)</sup>
Village/ Township	Collector	3 x 10 <sup>5</sup>	2.3	2.1	200	Prime & 2 Coat <sup>(2)</sup>
	Access	3 x 10 <sup>5</sup>	2.3	2.2	200	Prime & 2 Coat <sup>(2)</sup>

Notes—

- (1) ESA may be determined by traffic study
- (2) Minimum depth does not include subgrade replacement and prime must be place independently of the seal and must be allowed 48 hours to cure prior to the placement of the seal. Note for boney surfaces the minimum spray rate of 0.82 l/m<sup>2</sup> must be increased. The final rate must be approved by the relevant Council development engineer prior to application.
- (3) Where road is to unsealed use gradings specified by ARRB *Unsealed Roads Manual – Guidelines to Good Practice*

#### SC6.3.3.13.3.3 Concrete pavements

- (1) Full depth concrete roads are generally used only in heavily trafficked situations. These roads must be designed in accordance with the Austroads *Guide to Pavement Design* and submitted to Council for approval.
- (2) A full depth concrete road can be designed for urban streets subject to the following requirements:
  - (a) The pavement must have a minimum 100 mm thick unbound granular sub-base consisting of Class 2.1 granular material (MRS 05);
  - (b) The flexural strength of the concrete must be a minimum 4.0 MPa;
  - (c) The Load Safety Factor (LSF) must be 1.3;
  - (d) Integral or structural concrete shoulders are not required;
  - (e) Special attention should be paid to the jointing details in regard to ride quality and the provision of additional conduits for future services;
  - (f) The design, detailing and construction of concrete pavements for residential streets should be in accordance with the publication *Guide to Residential Streets and Paths* (Cement & Concrete Association of Australia, C&CAA T51, February 2004).

#### SC6.3.3.13.4 Pavement widening (specific requirements)

- (1) The pavement design for road widening must be in accordance with **Section SC6.3.3.13.3.2 (Pavement thickness)**. However, where the design pavement depth is less the existing pavement, the existing pavement depth must be adopted to provide for pavement drainage.

- (2) Existing pavement must be cut back in 150 mm steps for each layer of the new pavement widening.
- (3) Seals must overlap a minimum of 300 mm.

#### **SC6.3.3.13.5 Subsoil drainage**

- (1) Subsoil Drainage, refer Austroad Part 10 and Figure 5.2 - Pavement Drain Type 2 Austroads Part 5: Drainage Design (2008, p.58), must be provided in the following locations:
  - (a) Under all kerb, kerb and channel or edge restraint (where underground drainage is available);
  - (b) Under all traffic islands containing landscaping;
  - (c) In all locations where the wet weather water table is above the subgrade or where natural springs may wet the pavement;
  - (d) In any location where there is insufficient side drainage (table drains) or where the pavement materials are not free draining.
- (2) Subsoil drainage should only be used in rural areas where table drains will not adequately protect the pavement from wetting (i.e., springs).

#### **SC6.3.3.14 Pavement construction**

- (1) The technical requirements for the construction of unbound pavements are defined in the Guide to Pavement Technology Part 8: Pavement Construction (Austroads 2009).
- (2) When constructing a new road, a Developer must operate under a Quality Management System (QMS). Generally this would be associated with an ROL involving more than 3 new residential allotments and MCU having more than 4 car parks.
- (3) Geotextile Filters are the preferred subsoil for all Bundaberg Regional Council roads, unless specifically approved otherwise by the relevant Council development engineer. See also Figure 5.2 Pavement Drain Type 2 (Austroads Part 5: Drainage Design 2008, p.58)
- (4) Unbound granular pavement materials must be supplied in accordance with DTMR standards,

#### **SC6.3.3.15 Road surfacing**

##### **SC6.3.3.15.1 Asphalt pavements**

- (1) Asphalt is the required surfacing material for all roads within the urban, CBD/commercial and industrial road hierarchy. Asphalt must be supplied and placed in accordance with MRS30 and MRTS30.
- (2) For all new construction, i.e., previously unsealed surfaces, the surface must be primed with AMC00 or AMC0 (MRTS20) sprayed at a rate of 1 - 0.82 l/m<sup>2</sup>. The prime must be allowed to cure for a period of 48 hours prior to the tack coat and application of the Asphalt surfacing.
- (3) For boney unbound pavement surfaces (low fines) Council reserves the right to increase the minimum application rate and/or request an application of single coat sprayed seal. The necessity for a revised application rate and/or bitumen seal will be determined by the relevant Council development engineer prior to the inspection of the base.
- (4) Note: all recycled pavements require a single coat 10 mm sprayed seal and a minimum of 40 mm asphalt.

##### **SC6.3.3.15.2 Bitumen seals**

###### *SC6.3.3.15.2.1 Supply of bitumen*

Bitumen and associated materials must be supplied in accordance with MRS11 and MRS 17 – 20.

**SC6.3.3.15.2.2 Cover aggregate**

Supply of pre-coated aggregate must be in accordance with MRS22.

**SC6.3.3.15.2.3 Surfacing**

Bitumen surfacing must be in accordance with MRS11 with the seal consisting on a prime and then two coat seal.

**SC6.3.3.15.2.4 Typical application rates for double/double seal**

The typical application rates are provided in **Table SC6.3.3.15.2.4.1 (Typical rates for prime and seal road surfacing)**.

**Table SC6.3.3.15.2.4.1 Typical rates for prime and seal road surfacing**

Surfacing	Spray Rate (l/m <sup>2</sup> )	Cover Aggregate Rate (m <sup>3</sup> to m <sup>2</sup> )
Prime	1 - 0.82 AMC00 or AMC0	Na
<i>Allow 48 hours between prime and seal</i>		
First Coat <sup>(1)</sup>	1.35 Aggregate 16 mm	1 to 88
Second Coat	0.72 Aggregate 7 mm	1 to 175

Note—

- (1) The spray rate must be confirmed by the Superintendent or Supervising Engineer prior to its application.

**SC6.3.3.15.3 Threshold treatments****SC6.3.3.15.3.1 Stamped asphalt**

Council's preferred treatment for entrance thresholds is stamped asphalt as it combines a decorative appearance with a strong and low maintenance asphalt base. Council recommends "StreetPrint" or similar at these locations. For more information on "StreetPrint" refer to <http://www.bricknpave.com.au/StreetPrint.htm>.

**SC6.3.3.15.3.2 Concrete surfacing to full depth pavement**

- (1) Exposed aggregate surface is permitted in local traffic area threshold treatments provided that the crushed aggregate finish:
  - (a) Achieves a minimum Polished Aggregate Friction Value (PAFV) value of 45
  - (b) Complies with the skid resistance requirements of the Guide to Pavement Technology Part 3: Pavement Surfacing (Austroads 2009) and the Guide to Residential Streets and Paths – 2nd Ed (Cement & Concrete Association of Australia 2004).
- (2) Stamped concrete is not permitted as the surface texture can cause a potential hazard for cyclists.

**SC6.3.3.15.3.3 Coloured threshold treatments**

- (1) Coloured surface treatment must serve a traffic management function such as thresholds at local traffic areas and to visually enhance school zones. The use of coloured surface treatment as an aesthetic enhancement to the streetscape is not permitted. For further details and particular requirements on coloured treatments, texturing, decorative, and high friction coatings on asphalt and concrete surfaces, refer to the DTMR *Guideline to pavement markings (June 2013)*.
- (2) The colour of the threshold treatment must be approved by Council.

## SC6.3.4 Water and wastewater

The design and construction standard for Council's water and wastewater networks are stated in the WBBROC Water Services Design and Construction Code. This code is consistent with the SEQ Design and Construct Code which in turn reflects the various, nationally accepted WSAA codes. Further reference documents and requirements are included in the remainder of this section.

### SC6.3.4.1 Design standards and reference documents

The planning and design of development within the Bundaberg Regional Council local government area must be undertaken in accordance with the current edition of the following key reference documents, unless specifically outlined in this section or other Council references dictate otherwise:

- (a) WBBROC Water Services Design and Construction Code (including relevant WSAA codes and Australia Standards)
- (b) DERM – Planning Guidelines for Water and Sewerage, (DERM, Queensland Government 2010)
- (c) Fire Hydrant and Vehicle Access Guidelines for Residential , Commercial and Industrial Lots (Queensland Fire and Emergency Services, , Queensland Government 2015)
- (d) Bundaberg Regional Council – Standard Drawings – See **Appendix SC6.3A (Standard drawings list)**.

### SC6.3.4.2 General design considerations

#### SC6.3.4.2.1 Easements

- (1) Council's requirements for easements are listed in WBBROC Water Services Design and Construction Code.
- (2) Council has a standard instrument of easement, for use by Developers. A copy of the document can be made available upon request.

#### SC6.3.4.2.2 Building over or near water or wastewater infrastructure

- (1) Developers and designers are advised that Council will not allow dwellings to be constructed over water and wastewater infrastructure.
- (2) Permissible clearances are given in WBBROC Water Services Design and Construction Code.
- (3) Part 1.4 of the Queensland Development Code (QDC MP 1.4) provides a mechanism for initial assessment of potential impact a building or structure may have on infrastructure assets and provide some acceptable solutions. These should be consider in association with the WBBROC Water Services Design and Construction Code.

#### SC6.3.4.2.3 Connection to existing water or wastewater infrastructure

- (1) Any works performed on live water or wastewater infrastructure will be undertaken by Council at the Developer's expense.
- (2) Council will proved a quotation to undertake the works at the written request of the Developer (FM-7-467 "Notice to Service Provider Application for Water & Sewer" is available at [www.bundaberg.qld.gov.au/council/forms](http://www.bundaberg.qld.gov.au/council/forms)). The request must be accompanied by plans marked 'For Construction'.

#### SC6.3.4.2.4 Alignment of water or wastewater mains

- (1) The alignment of water or wastewater mains shall be in accordance with WBBROC Water Services Design and Construction Code with further clarification as follows:
  - (a) *Road Reserve* – Refer Council's standard drawing number R1050,



- (b) *Allotments* – except where perpendicular to or intersecting with a property boundary, a water or wastewater main shall not be situated closer than 1.5 metres to a property boundary (fenceline).

#### **SC6.3.4.2.5 Water or wastewater mains within parks and reserves**

- (1) Water or wastewater mains within parks and reserves must be contained within an easement as outlined in WBBROC Water Services Design and Construction Code.
- (2) A Developer will be required to negotiate with DERM to obtain an easement over proposed water or wastewater infrastructure where the aforesaid infrastructure traverses an existing reserve. All costs associated with obtaining and registration of the easement will be at the Developer's expense.

#### **SC6.3.4.2.6 Replacement of existing water mains**

The Developer must replace existing water mains with ductile iron where:

- (a) Trench - it is necessary to trench under the main,
- (b) Subgrade - refer also section 11 of the Roads and Pathways chapter of the development manual.

#### **SC6.3.4.2.7 Flushing and sterilisation of water mains**

- (1) The Developer must provide flushing and sterilisation points as per WBBROC Water Services Design and Construction Code. The Council's preferred sterilisation point is a hydrant.
- (2) Council will undertake sterilisation of the water main prior to connection to the water infrastructure. Works will be conducted at the Developer's expense.

#### **SC6.3.4.3 Design programs for sizing mains**

The following computer programs are accepted for design of main sizing (also refer Table 3.2 of WSA 03):

- (a) SewGEMS, and
- (b) WaterGEMS

#### **SC6.3.4.4 Partial Water Services**

For greenfield development, Council requires the provision of partial water services in accordance with WBBROC standard drawing WBB-WAT-1109-2. The Developer/Applicant is to coordinate the tag and bagging of these services during Operational Works (see SC6.3.13.8)

#### **SC6.3.5 Stormwater**

- (1) The Queensland Urban Drainage Manual (QUDM) Fourth Edition, 2016 shall be the basis for the design of stormwater drainage, except as amended by this manual.
- (2) The design of the proposed drainage system and earthworks for a development commences with establishing a lawful point of discharge for the site. Once the lawful point of discharge has been established to the satisfaction of Council's development engineers then the Applicant/Developer must provide a drainage solution that does not adversely affect the upstream or downstream drainage systems. If the downstream system is not capable of carrying the increased discharge the Applicant/Developer must indicate what measures are proposed to mitigate the impact. The Applicant/Developer must also consider any trunk drainage identified in the Local Government Infrastructure Plan that is required to support future upstream or downstream developments.

#### **SC6.3.5.1 Design standards, reference documents and acceptable programs**

The planning and design of the developments within the Bundaberg Regional Council local government area must be undertaken in accordance with the current edition of the following key reference documents, unless specifically outlined in this chapter or other Council references dictate otherwise:

- (a) Queensland Government – at the time of writing this document the series was as listed below:
- (i) State Planning Policy - state interest guideline Water quality,
  - (ii) Urban Stormwater Quality – Planning Guidelines (2010),
  - (iii) Environmental Protection (Water) Policy 2009 – Burrum, Gregory, Isis, Cherwell and Elliott Rivers environmental values and water quality objectives – Basin 137 at <https://www.ehp.qld.gov.au/water/policy/pdf/documents/burrum-river-ev-2010.pdf>, and Plan WQ1371 at <https://www.ehp.qld.gov.au/water/policy/pdf/plans/burrum-river-ev-plan-2010.pdf>.
- (b) IPWEA – Queensland Urban Drainage Manual Fourth Edition, 2016
- (c) Environment Protection Agency’s (EPA) – Guideline – EPA Best Practice Urban Stormwater Management – Erosion and Sediment Control <http://www.derm.qld.gov.au/register/p02301aa.pdf>
- (d) Engineers Australia – at the time of writing this document, the series relating to development was as listed :
- (i) Australian Rainfall and Runoff (ARR) – 1987 and 2016,
  - (ii) Australian Runoff Quality – A guide to water sensitive urban design.
- (e) *EDAW – Ecological Engineering Practice Area* – Urban Stormwater – Queensland best practice environmental management guidelines 2009
- (f) *Water by Design* – at the time of writing this document, the series relating to development was as listed:
- (i) Music Modelling Guidelines (2010),
  - (ii) Construction and Establishment Guidelines – Swales, Bioretention Systems and Wetlands.
  - (iii) Bundaberg Regional Council Urban Stormwater Quality Management Plan (BMT WBM 2013).
- (g) The following Australian Standard:
- (i) AS1554 Structural Steel Welding
  - (ii) AS1597 Precast Reinforced Concrete Box Culverts
  - (iii) AS3725 Design for Installation of Buried Concrete Pipes
  - (iv) AS 4058 Precast Concrete Pipes
  - (v) AS4139 Fibre Reinforced Pipes
  - (vi) AS4671 Steel Reinforcing Materials
- (h) Austroads – Waterway Design – A Guide to the Hydraulic Design of Bridges, Culverts and Floodways
- (i) *Austroads - Guide to Pavement Technology* – at the time of writing this document, part relating to development was AGPT10-09 - Part 10: Subsurface Drainage
- (j) *Australian Institute for Disaster Resilience – Managing the floodplain – a guide to best practice in flood risk management in Australia – Handbook 7 - Floodplain Management in Australia: Best Practice Principles and Guidelines*
- (k) *John Argue – Storm Drainage Design in Small Urban Catchments – A handbook for Australian Practice – Special Report 34 Australian Road Research Board*
- (l) International Erosion Control Association – Best Practice Erosion and Sediment Control
- (m) *Lewis Rossman – Stormwater management model User’s Manual Version 5 – United States Environmental Protection Agency*
- (n) *Bundaberg Regional Council – Standard Drawings – See Appendix SC6.3A (Standard drawings list).*

## SC6.3.5.2 Environmental requirements

### SC6.3.5.2.1 Water quality

- (1) Designs must incorporate the principles of Water Sensitive Urban Design (WSUD) into the development at all stages of the development.
- (2) For urban catchments, the Bundaberg Regional Council Urban Stormwater Quality Management Plan (USQMP) has identified the Environmental Values (EVs) and Water Quality Objectives (WQOs) and key opportunities for implementing stormwater best management practices.
- (3) Developments are classified as being either high or low risk.
- (4) Developments are high risk if they:
  - (a) fall within the urban catchments identified in the USQMP, and
  - (b) have and a site area 2500m<sup>2</sup> or greater, and
  - (c) have 6 or more lots/dwellings, or an impervious area greater than 25% of the net developable area.
- (5) All other developments are low risk unless the development is deemed to be of a size and scale that is inconsistent with the planning scheme by the assessment manager. If in doubt, the catchment risk will be determined at the pre-lodgement meeting.
- (6) High risk developments trigger the necessity to identify Environmental Values (EVs) and Water Quality Objectives (WQOs) and demonstrate how they are achieved through the provision of site-based stormwater management plans (SBSMP).
- (7) SBSMP must aim to :
  - (a) address both quality and quantity control issues at pre-development (approval) stage;
  - (b) integrate permanent stormwater management features into overall development landscape plan;
  - (c) identify legal point(s) of discharge (these need to be identified before development approval is given);
  - (d) address ecological protection issues that are influenced by the management of stormwater (e.g., waterway corridor vegetation and habitat management issues);
  - (e) identify clearly pollutants of concern and their sources for both the construction and operational phases of development
  - (f) be updated and submitted for post-approval (operational works) stages, which will include Sediment and Erosion Control Plans (ESCP);
- (8) The format of SBSMP is to be determined along with the WQOs at a pre-development meeting, however, they can be generally in accordance with Brisbane City Council Subdivision and Development Guidelines Part C – Water Quality Management Guidelines.
- (9) The water quality objectives for low risk developments are usually achieved by best practice standards. Low catchment risk developments would provide controls such as in pit silt traps (e.g., Ecosol RSF 100 or equivalent) and sediment and erosion control measures pre- and post-construction.

### SC6.3.5.2.2 Erosion and sediment control

Erosion and Sediment Control must be designed in accordance with the recommendations contained within the Environment Protection Agency's (EPA) – *Guideline – EPA Best Practice Urban Stormwater Management – Erosion and Sediment Control* and International Erosion Control Association's (IECA) – *Best Practice Erosion & Sediment Control* and 'Queensland Urban Drainage Manual' (QUDM).

### SC6.3.5.3 Lawful point of discharge

#### SC6.3.5.3.1 General

- (1) QUDM defines the lawful point of discharge as:
 

*'A point of discharge of stormwater from an allotment that is considered to satisfy the requirements specifically outlined with the Queensland Urban Drainage Manual'*
- (2) Council's criteria for determining the lawful point of discharge are based on the QUDM. The criteria are as follows:
  - (i) Will the proposed development alter the site's stormwater discharge characteristics in a manner that may substantially damage a third party property?
    - a. If not, then no further steps are required to obtain tenure for a lawful point of discharge (assuming any previous circumstances and changes were lawful);
    - b. If there is a reasonable risk of such damage, then consider issue (ii) or (iii);
  - (ii) Is the location of the discharge from the development site under the lawful control of Council or other statutory authority from whom permission to discharge has been received? This will include a park, watercourse, drainage or road reserve, stormwater registered drainage easement, or land held by local government (including freehold land). Council will require information about the potential impact of the site's stormwater discharge characteristics on third party properties (particularly those downstream of the proposed discharge point) before it will consent to the discharge entering its land;
    - a. If so, then no further steps are required to obtain tenure for a lawful point of discharge;
    - b. If not, then consider issue (iii). A land owner or regulator may require that the developer obtain an authority to discharge as described in (iii) in order for the stormwater to ultimately flow to a location described in (ii);
  - (iii) An authority to discharge over affected properties will be necessary. In descending order of certainty, an authority may be in the form of:
    - a. Dedication of a drainage reserve or park;
    - b. A registered easement for stormwater discharge/works;
    - c. Written discharge approval via a formal agreement.
- (3) Developer/Applicant should refer to Section 3 of QUDM when assessing the potential damage and nuisance that may be caused by the proposed development. It is the Developer/Applicant's responsibility to not cause nuisance, rather than the regulator's responsibility to assess and condition works to prevent a nuisance. Further, as outlined in QUDM any assessment of the potential adverse impacts of stormwater changes on other properties should not only consider the current usage of the land, but also the value and/or potential of the land to be developed for future uses.

#### SC6.3.5.3.2 Due Diligence Assessment

- (1) The Developer/Applicant must submit to Council the Due Diligence Assessment undertaken as per Section 3.5 of QUDM. This will include determining the pre-development drainage situation. Clearly identifying proposed drainage works and determining the changes in volume, rate, frequency, duration, velocity, location and quality of the stormwater runoff. The assessment will also provide evidence that the post-development discharge can be managed without causing an actionable nuisance.
- (2) The Developer/Applicant is to notify Council where the pre-development drainage analysis has identified deficiencies in the existing drainage system. Older design standards and changes in modelling techniques (i.e., ARR87 to ARR16) may have resulted in parts of the drainage network no longer being able to cater for the design storm flows. Council will consider these issues as per Section 13.1 of QUDM.

#### SC6.3.5.3.3 Easements

- (1) The extent of an easement is determined by the necessity to obviate an actionable nuisance. Hence, this issue needs to be determined early in the development process.

Accordingly, it is beneficial to have a pre-submission meeting to determine the likelihood of a nuisance issue.

- (2) Generally, where an easement is required over downstream properties, Council will require the Developer/Applicant to obtain an in-principle agreement from effected property owners. The in-principle agreement would note the characteristics of the flow, the proposed solution, and the necessity for registration of easement(s) (prior to submission of the operational works approval).
- (3) Council has a standard instrument of easement for use by developers for Drainage (pipes) and Open Cut Drainage (open drains) for use by developers; a copy of the instrument can be made available upon request.

#### **SC6.3.5.4 Flood studies**

- (1) Development within the Flood Hazard Area will require a Flood Hazard Assessment and Mitigation Report as described in Section SC6.5.3.5. To aid in the development of this report and/or the Due Diligence Assessment (see SC6.3.5.3.2), Council has the following flood studies and their respective models:
  - (a) Burnett River Flood Study (GHD, 2013) – 1D/2D TUFLOW model;
  - (b) Kolan River and Gin Gin Creek (GHD, 2014) – 1D/2D TUFLOW model;
  - (c) Baffle Creek Flood Study (O2, 2014) - only draft report available;
  - (d) Burrum, Cherwell, Isis, Gregory River Flood Study – (GHD, 2015) – 1D/2D XPSWMM Model;
  - (e) Saltwater Creek Flood Study (Cardno, 2010) – 1D/2D XPSWMM Model;
  - (f) Bundaberg Creek Flood Study (Cardno, 2013) – 1D/2D XPSWMM Model;
  - (g) McCoys Creek Flood Study (GHD, 2015) - 1D/2D XPSWMM Model;
  - (h) Bundaberg Coastal Small Streams (BMT WBM, 2014) - 1D/2D XPSWMM Model;
  - (i) Apple Tree Creek Flood Study (Cardno 2004) – HEC-RAS Model;
  - (j) Palmer and O’Connell Creeks Drainage Study (GHD, 1997) – HEC-RAS Model;
  - (k) Non-urban Creeks and Overland Flow Path Flood Study – 2D TUFLOW Model; and
  - (l) Storm Tide Flood Study (BMT WBM, 2013) – only report available.
- (2) Copies of the flood studies and models are available on request.
- (3) New flood studies are commissioned regularly by Council. The Developer/Applicant should check for the availability of new flood studies prior to undertaking any modelling works.

##### **SC6.3.5.4.1 Design programs**

- (1) Council prefers the submission of major drainage studies undertaken by the following programs: XPSWMM, XPRAFTS, TUFLOW and HEC\_RAS.
- (2) The preferred hydrology for the major storm event involving larger catchment is the listed in **Section SC6.3.5.8.3 (Infiltration factors initial and continuing losses)**.

##### **SC6.3.5.4.2 Minor Hydraulic Designs**

Council has the ability to check design’s undertaken in: 12D, XPDRAINS and XPSTORM. Refer also to Section **SC6.3.5.10.10 (Drainage calculation presentation)** for standard of presentation.

#### **SC6.3.5.5 Design storms**

**Table SC6.3.6.5.1 (Design storms for major and minor drainage systems)** provides the design storms for developments within the Bundaberg Regional Council local government area.

**Table SC6.3.6.5.1 Design storms for major and minor drainage systems**

Major Drainage System		Design Storm
		100 year ARI (1% AEP) plus Climate Change
Minor Drainage System		
Development Category (QUDM)	BRC Planning Scheme – Zone	ARI (AEP)
Central business and commercial	Principal centre zone, Major centre zone, district centre zone, Local centre zone, Neighbourhood centre zone, Specialised centre zone	10 year ARI (10% AEP)
Industrial	Industry zone, High impact industry zone	10 year ARI (10% AEP)
Urban residential high density/High Density	High density residential zone	10 year ARI (10% AEP)
Urban residential low density	Medium density residential zone, Low density residential zone, Emerging community zone, Limited development zone, Community facilities zone	5 year ARI (18% AEP)
Rural Residential	Rural residential zone, Sport and recreation zone	2 year ARI (39% AEP)
Open space – parks, etc.	Rural zone, Open space zone, Environmental management and conservation zone	1 year ARI (63% AEP)
Roadway Criteria		ARI (AEP)
Major Road (i.e., Arterial, Sub-arterial, Trunk Collector (Suburban), Industrial Collector, Principal Rural Road)	Table Drain/Kerb & Channel	10 year ARI (10% AEP) <sup>(1)</sup>
	Cross Drainage (Culverts)	50 year ARI (2% AEP) <sup>(2,3)</sup>
All other Roads	Kerb and Channel	Use relevant Development Category above
	Cross Drainage (if Rural Culverts <sup>(4)</sup> )	10 year ARI (10% AEP) <sup>(3)</sup>

## Notes—

- The design storm for Major Road overrides the Development Category design storm
- Designer must ensure that the 100 year ARI (1% AEP) backwater does not enter properties upstream. In addition the downstream face of the causeway embankment may need protection where overtopping is likely to occur and d\*v checks must still be below maximum levels
- may change if the Roadways is deemed to be part of Council's emergency evacuation route
- Rural cross drainage requirement may be reduced to 2 year ARI (39% AEP) where risk level is medium in 50 year ARI (2% AEP) flood event as defined in SCARM 73. See also Section SC6.3.5.10.7.2 for further guidance on emergency evacuation routes.

**SC6.3.5.6 Catchment hydrology – rainfall intensity**

- Rainfall intensity-frequency-duration (IFD) data used must be in accordance with the following:
  - The IFD data stated within an adopted flood study from SC6.3.5.4 are to be used for developments utilising these existing adopted flood models. These IFD data will generally be consistent with ARR 1987; or
  - Where a new flood model is required the IFD data is to be obtained from the Bureau of Meteorology and is to utilise ARR 2016. These IFD are available here: <http://www.bom.gov.au/water/designRainfalls/revise-ifd/>.

### SC6.3.5.7 Catchment Hydrology – rational method design details

#### SC6.3.5.7.1 Coefficient of runoff

The fraction impervious for various development types must be in accordance with QUDM except as specifically mentioned in **Table SC6.3.6.7.1.1 (Fraction impervious – QUDM Table 4.5.1 exceptions)**.

**Table SC6.3.6.7.1.1 Fraction impervious – QUDM Table 4.5.1 exceptions**

Development Category	Fraction impervious ( <i>f<sub>i</sub></i> )
Urban Residential –	
High Density	0.9
Medium Density	0.75
Low Density	0.5

Note—refer to the planning scheme for the definition of the development category.

#### SC6.3.5.7.2 Time of concentration

- (1) The standard inlet times depicted in Table 4.6.1 QUDM may be used or alternatively sheet flow times are to be determined using Friend's Equation with the addition of pipe and channel flow times determined in accord with sections 4.6.7 and 4.6.8 of QUDM.
- (2) For sheet flow lengths outside the limitations of the Friend's Equation and for rural catchments, the time of concentration shall be calculated using the Bransby Williams or modified Friend's Equation (refer QUDM 4.6.11).

### SC6.3.5.8 Catchment hydrology – runoff method – design details

#### SC6.3.5.8.1 Temporal patterns – ARR 1987

The temporal patterns stated within an adopted flood study from SC6.3.5.4 are to be used for developments utilising these existing flood models. These temporal patterns will generally be consistent with ARR 1987.

#### SC6.3.5.8.2 Ensemble temporal patterns - ARR 2016

Where a new flood model is required the 10 ensemble temporal patterns from ARR 2016 are to be analysed (see Book 2, Chapter 5, Section 5, ARR 2016). These ensemble temporal patterns have been chosen to represent the variability in observed patterns. The median temporal pattern (i.e., 6th highest flow rate out of 10 ensemble temporal patterns) is to be used for design.

#### SC6.3.5.8.3 Infiltration factors initial and continuing losses

- (1) Hydrological data modelling should be based on the following:
  - (a) Routing Method – Laurenson (do not calculate B unless specifically approved),
  - (b) Infiltration Method – Uniform Loss –generally will be as follows:
    - (i) *Urban and Rural Impermeable* – initial 0 mm/h, absolute continuing 0 mm/h;
    - (ii) *Urban permeable* – initial 0 mm/h, absolute continuing 2.5 mm/h;
    - (iii) *Rural permeable* – initial 0 mm/h, absolute continuing 2.5 – 3.5 mm/h;
  - (c) Manning Roughness – impermeable 0.014, permeable 0.025 – 0.035 (this value may be adjusted to suit).
- (2) The above values allow for an embedded critical rainfall event occurring within a saturated catchment – which anecdotally represents the critical event within Bundaberg.

### SC6.3.5.9 General design considerations

#### SC6.3.5.9.1 Minimum grade on allotments

For minimum grade on allotments see section SC6.3.10.1.

**SC6.3.5.9.2 Overland flow paths**

- (1) An overland flow path is defined as follows:
  - (a) Where a piped drainage system exists, the path-of-travel of the floodwaters which exceed the capacity of the underground drainage system,
  - (b) Where no piped drainage system (or the outlet to the system) or other form of defined watercourse exists, the path taken by surface runoff from higher parts of the catchment. This does not include a watercourse or gully with well defined banks.
- (2) Overland flow paths must have velocity\*depth not greater than 0.4 m<sup>2</sup>/s in high risk areas and 0.6 m<sup>2</sup>/s elsewhere.
- (3) Any proposed development, especially those involving filling, needs to take account of existing or created overland flow paths and make due provision in the design. Overland flow paths must be clearly indicated on the drawings and supported by calculations, cross sections and plan layouts shown on the approved engineering drawings with due consideration of freeboard.
- (4) Developments within any overland flow paths are generally not permitted unless the Developer/Applicant can satisfactorily demonstrate compliance with all the flood immunity freeboard and trafficability (especially d\*v issues and emergency evacuation routes) requirements set out in this document.
- (5) In residential subdivisions, overland flow paths must be located in roadways, parks (in a combined park and drainage reserve) or pathways.
- (6) No overland flow paths will be permitted through urban allotments – unless specifically approved by Council. Where the overland flow path is approved such path must be covered by an easement with the preferred tenure i.e., easement or reserve, to be determined by Council.
- (7) In site developments such as apartment buildings or townhouses where the sites are filled to provide suitable falls to the roadway, the Developer must pay particular attention to the preservation of existing overland flow paths, the obstruction of which may cause flooding or ponding of stormwater on adjoining properties.
- (8) Where Overland flow paths should be located through commercial/industrial development such paths must be located along and through the car park/driveways and must be protected by an easement.

**SC6.3.5.10 Outlets – point of discharge – under control of Council**

- (1) The Developer/Applicant should not assume that drainage channels, overland flow paths, drainage outlets, energy dissipaters or stormwater detention/polishing basins will automatically be permitted in public space (newly created Council asset or existing Council asset).
- (2) Prior to the design of any stormwater discharge facility into Council controlled land, the Developer/Applicant should consult with the Council's development engineers to ensure that Stormwater outlets in any public space (existing or newly created Council asset) must be addressed at the development approval (conceptual design) stage.

**SC6.3.5.10.1 Tidal Effects**

Tidal levels must be in accordance with Council's storm tide model and QUDM.

**SC6.3.5.10.2 Pipe Considerations***SC6.3.5.10.2.1 Standard Alignment*

The standard alignment for stormwater drainage lines is given in Council Standard Drawing R1050 – Public Utilities Typical Service Conduit Alignment.

*SC6.3.5.10.2.2 Standard Requirements*

Pipes used may be either reinforced concrete or fibre reinforced concrete type and have the following properties:



- (a) Minimum pipe sizes:
  - (i) Low flow pipes 300mm diameter (unless inter-allotment drainage);
  - (ii) Other 300mm diameter – refer QUDM - Minimum pipe sizes;
  - (iii) Between manholes - 375mm diameter;
- (b) Minimum desirable grade refer QUDM;
- (c) Minimum Class 3 within roadways,
- (d) Minimum clear cover shall be 600mm to subgrade in all instances, unless approved otherwise by a Council development engineer;
- (e) Box culverts shall be precast reinforce concrete and shall have cast in-situ bases with subsurface drainage outlets at 15-10m intervals.

**SC6.3.5.10.2.3 Start HGL and Maximum Flows**

- (1) Start HGL will be, the maximum of, 150 mm below the invert of the kerb and channel (when entering an existing pit) otherwise, in accordance with QUDM – Tailwater levels.
- (2) Where a Development Approval promulgates a point of discharge into an existing inlet pit, the capacity of the pipe up to 100 year ARI (1% AEP) must be limited to the development’s proportional area percentage of the inlet capacity of the pit at 5 year ARI (20% AEP) (or value given in **Table SC6.3.6.5.1 (Design storms for major and minor drainage systems)**).

**SC6.3.5.10.3 Access Chambers**

- (1) Manhole or access chamber spacing shall be in accordance with Section 7.6 of QUDM.
- (2) Where a pre-cast gully pit is provided as an access chamber the chamber shall be constructed to the invert of the pipe.
- (3) Combined access chamber/gully pits shall only be used up to a 600mm RCP.
- (4) Chambers may be pre-cast or cast insitu concrete boxes, or pre-cast FRC or RCPs. Chambers may only be used for inter-allotment drainage below 300 mm diameter. Minimum dimensions of the pits are provided in **Table SC6.3.6.10.3.1 (Inter-allotment chamber pit dimensions)**. For inter-allotment drainage pits, junctions or changes in direction for pipes over 300 mm refer standard drawings for further details.

**Table SC6.3.6.10.3.1 Inter-allotment chamber pit dimensions**

Minimum Depth to Invert	Boxes – Internal Dimensions (mm)	FRC or RCP Systems
< 900 mm	600*600 <sup>(1)</sup>	600 mm Diameter
> 900 mm	600*900 <sup>(1)</sup>	750 mm Diameter

Note—<sup>(1)</sup> Minimum wall thickness 100 mm all cast insitu boxes

- (5) FRC and RCP systems shall be constructed by embedding the lower precast shaft section into a wet cast-insitu concrete base. Cut outs of pipe penetrations shall be made using concrete saws/drills in such a manner as to minimise damage to the adjacent pipe materials.
- (6) Lids to cast-insitu manholes shall be light duty in allotments, gardens etc., and heavy duty elsewhere. Close fitting cast iron galvanised steel or concrete infill type (Gatic Light Duty, Polycrete Broadstel or similar) of approximately the same internal dimensions as the manhole.
- (7) Lids to FRC and RCP manholes shall be the manufacturers’ proprietary concrete or concrete infill type.
- (8) Infill concrete shall be 25 MPa.
- (9) Lids must match finished surface ground slope and level.

**SC6.3.5.10.4 Pipe junctions – instead of access chambers**

Branch pipe connections are allowed without an access chamber subject to the following:

- (a) Branch size 150 mm on 450 – 900 mm pipe,
- (b) Branch size 300 mm on 900 – 1500 mm pipe,
- (c) Rocla (or equivalent) saddle slope junction is to be used,
- (d) Intercept angle is to be not less than 45 degrees in the direction of flow and always in direction of flow.

**SC6.3.5.10.5 Stormwater inlet pits**

- (1) Field inlet pits are to be constructed in accordance with the Standard Drawings all pits must be designed to accommodate a 50 percent blockage factor on the inlet calculations, unless the field inlet has a depression on all four sides as indicated on Council Standard Drawing D1002.
- (2) Council has approved the use of lip in line (with grate) drainage pits unless the pit is located in or near a bus crossing, refer Standard Drawings for further pit details.

**SC6.3.5.10.6 Floodways/open channels**

- (1) Floodways and open channels should generally be designed in accordance with section 9 of QUDM. Unless specifically approved otherwise Council requires open channels and floodways to be designed in accordance with the following:
- (2) Concrete low flow invert 1.2 metres wide falling to a type 3 MRD drive over kerb or equivalent (ignore effect on manning n),
- (3) Side slopes not greater than 1 in 6 unless approved by a Council development engineer,
- (4) Fall towards invert of 1 in 100 minimum in trapezoidal cross section,
- (5) Minimum fall of the channel is 0.1 percent, however, isolated seepage/French drains will be required at not less than 250 metre intervals,
- (6) Landscaping and tree planting to facilitate minimal visual impact of the open drain.
- (7) An open channel with critical or supercritical conditions is not acceptable. The velocity should be limited to less than 90% critical velocity in the major storm event (or Froude less than 0.8). The maximum velocity allowed in an unlined channel is set out in QUDM Section 8.07 for earth and vegetated channels and should not exceed 2 m/s unless approved by the relevant Council development engineer.
- (8) Have velocity\*depth not greater than 0.4 m<sup>2</sup>/s in high risk areas and 0.6 m<sup>2</sup>/s elsewhere.
- (9) Channel velocity checks should assume that downstream undersized drainage structures, such as culverts, will be upgraded to current design standards at some time in the future. The afflux caused by any roadway crossing over a watercourse should not affect the adjoining properties.

**SC6.3.5.10.7 Flow depths (freeboard) and flooded width limitation****SC6.3.5.10.7.1 Urban (including industrial and commercial)**

- (1) The flow depth and width limitations given in QUDM are adopted. However, the lower value of 0.4 m<sup>2</sup>/s must be adopted for all lateral drainage conditions or where loss of life situation occurs for longitudinal drainage conditions.
- (2) Freeboard given in Figure 7.3.1 for QUDM is also adopted, however, where an existing situation has a freeboard greater than the value given in QUDM the existing freeboard must be maintain, unless specifically approved by the relevant Council development engineer.

**SC6.3.5.10.7.2 Emergency evacuation routes**

At least one identified emergency exit route must be designed to the following considerations - derived in accordance with SCARM 73 (CSIRO 2000):

- (a) Medium Level Hazard – Adjusted Hazard Estimate for the 100 year ARI (1% AEP) event,
- (b) Low Level Hazard – Adjusted Hazard Estimate for the 50 year ARI (2% AEP) event.

#### **SC6.3.5.10.8 Detention basins**

- (1) It should be noted that *ad hoc* detention basins in public land are not a preferred drainage solution and may not be used without the prior approval of Council.
- (2) Detention basins shall be designed in accordance with Section 5 of QUDM and to criteria nominated by Development Approval.
- (3) Other conditions pertaining to the design and construction of detention basins are given as follows:
  - (a) Basins must be visually and physically integrated into the parkland. Landscape plans are to be supplied as part of the operational works approval,
  - (b) All batter slopes less than 1(V):6(H),
  - (c) Provision of concrete invert connecting all inlets to outlets – designed to accommodate the load of Council’s maintenance equipment,
  - (d) Provision of 1.5% crossfall to detention basin floor and 0.7% if pipes or underground storage,
  - (e) Provision of appropriate signage and depth markers,
  - (f) Provision of safety grilles on outlets,
  - (g) All outlet structures shall be designed to allow egress by small children.
- (4) Major detention systems, as determined by Council, on private land (on-site stormwater detention basin) will only be permitted in developments pertaining to material change of use such as Community Titles Scheme, commercial and industrial developments where such basin is covered by an appropriate easement and maintenance plan.
- (5) The detailed design submission must be prepared and certified by an RPEQ suitably qualified in the field of drainage/hydraulic investigations. The following information must be included in the submission:
  - (a) Calculations for each storage – major basins must be undertaken by an approved program using the documented runoff routing method described in this development manual,
  - (b) Where WSUD components are proposed the water depth must be limited to under 500 mm with maximum extended detention depth of not greater than 300 mm,
  - (c) Calculations verifying that the flow paths/floodways, drainage systems and any overflow weirs have sufficient capacity – to cater for the design storm event,
  - (d) Design plans and engineering plans.
- (6) Underground detention facilities are not a preferred drainage solution and may not be used without the prior approval of Council. However, in the event that an underground detention storage system is required, the design should address a number of public health, maintenance and pollution issues. The storage should be self-cleaning, well ventilated, does not cause accumulation of noxious gas, and facilitate easy maintenance and inspection. The design should incorporate the following requirements:
  - (a) The base has a suitable fall to the outlet (minimum grade 0.7%) and is appropriately shaped to prevent permanent ponding;
  - (b) Provision of a minimum 600 mm x 1000 mm maintenance access opening. The lifting weight of the grated lid should not exceed 20 kg;
  - (c) Installation of step irons to storage pits greater than 1.2 m depth;
  - (d) Where the storage is not sufficiently deep (< 1.2 m), access grates should be placed at the extremities of the tank and at intervals not exceeding 3 m. This should allow

any point in the tank to be flushed or reached with a broom or similar implement, without the need to enter the tank;

- (e) The minimum clearance height for accessible tanks is 1.2 m. Tanks less than 0.75 m high must be precast to avoid difficulties with removing formwork;
- (f) To enable visual observation of the entire base of the storage pit, at least 30% of the roof surface area should be grated. Grates should be a minimum of 600 mm wide by 1000 mm long, and arranged in a continuous lengths along the storage pit. Both the access point and the grated areas should be secured to prevent public access.

#### **SC6.3.5.10.9 Scour protection**

##### *SC6.3.5.10.9.1 General*

All outlets shall be designed to incorporate scour protection or energy dissipaters in accordance with QUDM.

##### *SC6.3.5.10.9.2 Energy dissipaters*

Energy dissipation shall be designed in accordance with QUDM section 8.6.

##### *SC6.3.5.10.9.3 Outlet channel*

- (1) Deemed to comply criteria for energy dissipation in outlet channels are as follows:
  - (a) Slope between 0.3% and 0.6%,
  - (b) Minimum length of outlet channel 10 metres long,
  - (c) Outlet channel velocity to conform to QUDM,
  - (d) Outlet channel to discharge to a quiescent water body or spread out evenly over flat well grassed ground with a slope no steeper than 3%.
- (2) Detailed hydraulic calculations are required for outlet channel that do not satisfy the above criteria.

#### **SC6.3.5.10.10 Drainage calculation presentation**

- (1) Calculations for rational method pipe design are to be presented in accordance with QUDM. Care must be taken to ensure that partial area effects are determined in the programs and that the dynamic values are calculated in accordance with QUDM.
- (2) All calculations are to be accompanied with catchment plans and other manual calculation sufficient to facilitate checking and approval of plans for minor and major storms.
- (3) The design hydraulic grade line is to be shown on the pipe longitudinal sections and where the pipes are flowing part full the grade line shall be adjusted to the upstream obvert of the part full pipe.

#### **SC6.3.5.10.11 Drainage reserves and easements**

The minimum widths of drainage reserves and easements are presented in **Table SC6.3.6.10.11.1 (Drainage reserve and easement considerations)**.

**Table SC6.3.6.10.11.1 Drainage reserve and easement considerations**

<b>Description</b>	<b>Title</b>	<b>Minimum Widths</b>
Inter-allotment drainage	Easement	Min 3.0 metres, where pipe is > 300 mm and shared with sewerage increase to 3.5 metres
Road drainage piped through private property without an overland flow path	Easement	The greater of - 3.0 metres or pipe(s) width plus 1.0 metre either side
Overland flow path – either with or without underground drainage component	Reserve or Easement	The greater of – 4.0 metre or sufficient drain width to contain 100 year ARI (1% AEP) plus freeboard in accordance with Table 9.03.1 of QUDM plus minimum 2.5 metre for linear access roads where requested

**SC6.3.5.11 Inter-allotment Drainage**

- (1) Inter-allotment drainage must be provided to:
  - (a) Residential/Rural Residential/Village and Township lots where land is developed on the high side and any part of the lot does not drain to the kerb frontage, refer **(Figure SC6.3.2 (Inter-allotment Drainage (stormwater shown as green lines))**).
  - (b) Residential/Rural Residential/Village and Township lots where developed land is the lower land and upper land has been developed prior to lower land, refer **Figure SC6.3.3 (Inter-allotment Drainage - Lower Land Development (note new lots were 2, 4, 6))**.

**Figure SC6.3.2 Inter-allotment Drainage (stormwater shown as green lines)**



**Figure SC6.3.3 Inter-allotment Drainage - Lower Land Development (note new lots were 2, 4, 6)**



- (2) Inter-allotment drainage systems must be designed to cater for 100 year ARI (1% AEP) (with Climate Change) flows unless specifically approved otherwise by Council's development engineer.

#### **SC6.3.5.12 Construction**

##### **SC6.3.5.12.1 Backfilling and bedding**

- (1) Backfilling and bedding will be in accordance with AS 3725. Guidance is also given in Austroads Part 5: Drainage Design.
- (2) Where backfill is 5mm spalls taken to a minimum 150mm above the pipe, every third EB may be replaced with geotextile band.

#### **SC6.3.6 Open space, public parks and land for community facilities**

This section defines the technical requirements for design and construction/preparation of the open space, public parks and land for community facilities. This section should be read in conjunction with Section 4.3 of the Planning Scheme which lists the desired standard of service for trunk public parks and land for community facilities. This policy is based on the Bundaberg Regional Council Parks and Open Space Study (Ross Planning, 2012).

##### **SC6.3.6.1 Reference documents**

The planning and design of open space, public parks and land for community facilities within the Bundaberg Regional Council local government area must be undertaken in accordance with the current edition of the following key reference documents, unless specifically outlined in this section or other Council references dictate otherwise:

- (a) The following Australian Standard:
  - (i) AS4685:2004 (Part 1 to 6) sets out the general and specific requirements for playground equipment;
  - (ii) AS/NZS 4422: 1996 Playground Surfacing – Specifications, Requirements and Test Methods;
  - (iii) AS/NZS 4486.1: 1997 Playgrounds and Playground Equipment - Part 1: Development, Installation, Inspection, Maintenance and Operation;
  - (iv) AS2155: 1982 Playgrounds: Guide to Siting and to Installation and Maintenance of Equipment;

- (v) AS2555: 1982 Supervised Adventure Playgrounds - Guide to Establishment and Administration;
  - (vi) AS 1428: 1992 Design for Access and Mobility;
  - (vii) AS1158.3.1 Prime Public Lighting Code;
  - (viii) AS4282 Control of Obtrusive Effects of Outdoor Lighting;
  - (ix) AS1798 Lighting Poles;
  - (x) AS3000 & 3008 Cabling.
- (b) Crime Prevention through Environmental Design: Guidelines for Queensland, Part A: Essential features of safer places, Queensland Government, 2007.
- (c) Bundaberg Regional Council – Standard Drawings – **Appendix SC6.3A (Standard drawings list)**.

### SC6.3.6.2 Hierarchy and classifications

- (1) The open space hierarchy is divided into two main categories:
- (a) Trunk public parks and land for community facilities that caters for higher order recreation, sport and community facilities.
  - (b) Non-trunk open space that caters for lower order recreational uses, cultural uses and nature reserves.
- (2) The classifications are shown in Table SC6.3.7.2.1 (Open space hierarchy).

**Table SC6.3.7.2.1 Open space hierarchy**

Classification	Sub-type	Description
<b>Trunk</b>		
Recreation Park	Local	These parks provide a limited range of recreation opportunities for local residents. These parks contain basic infrastructure for recreation use, but generally cater for short visits only.
	Neighbourhood	Larger sized recreation parks providing a significant range of facilities and activity spaces for recreation. These parks have facilities to cater for large groups and are appealing to a range of users. They can service several suburbs or a whole town depending on population density and are fairly well known destinations for those people living within their catchment.
	Regional	Major recreation parks that offer a wide variety of opportunities to a broad cross-section of the local government area's population and visitors. These parks are generally large in size, embellished for recreation and/or sport, well-known amongst residents and are major destinations.
Sport Park	Neighbourhood	Neighbourhood sports parks are suitable for local fixtures but may not have the quality of playing surface or amenities of a Regional-level facility. The facilities would be of a significant standard but may not comply with State regulations for the sport.
	Regional	Regional sports facilities could comfortably host regional (or potentially State) competitions. Factors such as quality of playing surface, amenities and canteen availability and lighting standards (where lights are provided) have been considered.
Land for Community Facilities	Neighbourhood and Regional	Land for community buildings such as libraries, public pools and halls.

Classification	Sub-type	Description
<b>Non-trunk</b>		
Linear Park	Local	Local linear parks are most commonly used to link residential areas to neighbourhood scale pedestrian links (either in linear parks or major pedestrian multi-modal routes). The land contains infrastructure to facilitate recreation use, primarily a formed path. Drainage
	Neighbourhood	These linear corridors are embellished to provide pedestrian linkages that connect recreation facilities, other types of open space, residences, community infrastructure and commercial areas or form a circuit. The land contains infrastructure to facilitate recreation use, including a formed path and offers an attractive recreation setting. Drainage
Iconic/Civic Park	Neighbourhood	Local civic parks are either landscaped areas such as town entrance statements or offer some amenity in terms of function such as monument/memorial parks and lookouts. They provide little, to no, recreation opportunities.
	Regional	An iconic landmark property used for general purpose, recreation or civic ceremony, which features high use by the neighbourhood community and its visitors. Assessed on values including iconic representation, recreational appeal, visibility, location and heritage significance. These properties may include a monument and provide unique facilities for civic events, festivals, major community events, families and people of all ages, and are considered significant landmarks in their own right.
Nature Park	Neighbourhood	These properties are planned and managed to protect environmental values, but may also include basic facilities that enable passive use, including seating, pathway or cycleway.
	Regional	A property primarily used for an ecological or conservation purpose, usually being the protection of an area of significant environmental value, protecting and enhancing biodiversity by providing habitat for flora and fauna, including wildlife movement corridors and riparian zones.

### SC6.3.6.3 Trunk open space infrastructure desired standards of service

Desired Standards of Service (DSS) is the level of open space that Council strives to provide as a minimum to all residents across the local government area. DSS can be categorised under four broad measures and are explained in more detail in the LGIP tables listed below:

- (a) Rate of land provision for public park and land for community facilities (see LGIP Table 4.4.5.2);
- (b) Accessibility standard (see LGIP Table 4.4.5.3);
- (c) Land characteristics (see LGIP Table 4.4.5.4);
- (d) Standard facilities/embellishments for parks (see LGIP Table 4.4.5.5).

### SC6.3.6.4 Waterways and foreshore land

- (1) The Developer must provide land for open space purposes along all waterways, wetlands, natural drainage lines and foreshores to protect environmental processes and natural drainage systems and facilitate public access.
- (2) Any Reconfiguration of Lot within the Central Coastal Urban Growth Area (as shown in Figure 7.2.1 (Central Coastal Urban Growth Area Structure Plan Concept)) must dedicate open space along the foreshore to provide a continuous linear park from the Burnett



Heads to Elliott Heads. This important recreational corridor will provide any missing links in the coastal Principal Pathway as shown in the LGIP mapping (i.e., LGIP-TNP-14, LGIP-TNP-17, LGIP-TNP-21 and LGIP-TNP-26). In addition, Council requires a road between this open space and development.

### **SC6.3.6.5 General treatment and preparation of site**

The following treatment and preparation of the site is required by Council:

- (a) All existing structures and associated fixtures are removed from the site;
- (b) Wells are filled and sealed;
- (c) Bores are registered and upgraded and maintained for future use;
- (d) Clearing of part or entire site as directed by Council's representative. No clearing of vegetation is to be carried out before a Council representative has inspected the site and approved such works.
- (e) Levelled as directed by Council to provide a final landform suitable for ease of maintenance and practical use by the public. Earthworks may be required to:
- (f) Re-profiling of existing dam/s, filling of minor depressions or, as a batter to approved roadworks:
- (g) Provide a 1 in 80 cross-fall on playing areas/ovals, 1 in 6 maximum batter slopes, catch drains and scour protection.
- (h) Sufficient topsoil is provided in order to support the growth of flora that is compatible with the proposed use of the site;
- (i) Turf grass used within the parkland areas is cut from a weed free environment and is to have no viable weed seed within the turf grass.
- (j) Installation of an extruded concrete hard edge to all planted/revegetated areas which adjoin turfed/grass seeded areas;
- (k) All declared and noxious weeds and trees are removed from the site as directed by Council's representative.

### **SC6.3.6.6 Bollards**

- (1) Bollards are to be provided along road frontages to open space to limit vehicular access. Bollards may also be required in association with infrastructure such as playground equipment as directed by a Council representative.
- (2) Bollards are to be constructed as per Council's standard drawing R1061 (see **Appendix SC6.3A (Standard drawings list)**). Where bollards are not incorporated within a footpath, an edge restraint is to be used between the posts (see ER2 on standard drawing R1020). The maximum spacing between bollards is as follows:
  - (a) 1.5m when used to limit vehicular access,
  - (b) 3m for all other areas (must be approved by Council's development engineer).

## **SC6.3.7 Landscaping**

### **SC6.3.7.1 General requirements**

- (1) Landscaping should be designed to be environmentally responsive and enhance the appearance of the development by:
  - (a) Being of an appropriate scale relative both to street reserve width and to the size and nature of the development;
  - (b) Incorporating significant existing vegetation, where possible being sensitive to site attributes such as streetscape character and natural landform;
  - (c) Maintaining existing vegetation (where possible);

- (d) Taking into consideration views, micro-climatic conditions and drainage;
  - (e) Maximising areas suitable for on site infiltration of stormwater;
  - (f) Allowing adequate lighting and pedestrian and vehicular safety;
  - (g) Effectively screening storage and service areas, such as garbage collection areas, from views outside the site, and provided with a suitable irrigation system fitted with an approved backflow prevention device.
- (2) In addition, where possible landscaping for residential development should:
- (a) Improve privacy and minimise overlooking between dwelling and/or rooming units,
  - (b) Provide an adequate screen to incompatible development on adjoining land,
  - (c) Integrate and form linkages with parks, reserves and transport corridors.

### SC6.3.7.2 Landscape Plans

- (1) The local government's standards are—
- (a) for applications seeking a preliminary approval for a material change of use or reconfiguring a lot—a *Landscape Concept Plan* is to be submitted;
  - (b) for applications seeking a development permit for reconfiguring a lot resulting in an increase in the number of lots—a *Limited Landscape Plan* is to be submitted; and
  - (c) for applications seeking a development permit for a material change of use—a *Full Landscape Plan* is to be submitted.
- (2) The local government may require the information to assess the application or in approving the application, subject the approval to a condition requiring that landscaping be carried out in accordance with satisfactory landscaping plans.

**Table SC6.3.8.2.1 Landscape plan standards**

Specific Information Required	Type of landscape plan		
	Concept	Limited	Full
Landscape areas defined	✓	✓	✓
Existing vegetation identified		✓	✓
Growth form and purpose of vegetation identified	✓	✓	✓
Surface treatments, fencing and other hardscape elements identified		✓	✓
Locations and species to be planted – plotted to scale		✓	✓
Additional details as shown in Section SC6.3.7.3			✓

### SC6.3.7.3 Additional information for full landscape plans

- (1) General information:
- (a) date;
  - (b) scale (1:100 is preferred);
  - (c) north point;
  - (d) project description and location;
  - (e) client's name, address and contact number;
  - (f) designer's name, address and contact number.
  - (g) General site and design information:
  - (h) extent of landscape areas;
  - (i) existing and proposed building and landscaped areas (where applicable);
  - (j) property boundaries, adjacent allotments, roads and street names;

- (k) location of drainage, sewerage and other underground services and overhead power lines;
  - (l) location and name of all existing trees, clearly nominating those trees which are to be removed;
  - (m) soil type (e.g., sand, clay, loam) and condition (e.g., well drained, low lying);
  - (n) locality plan, showing site boundaries in relation to adjacent properties and streets;
  - (o) vehicle movement areas, bin storage areas, vehicle and bin washdown areas, and service and utility areas.
- (2) Landscape area calculation:
- (a) calculation of the area of landscaping (measured in square metres) proposed as a means of complying with any applicable code;
  - (b) calculation of the area of landscaping (measured in square metres) disaggregated into component parts, including:
    - (i) garden beds;
    - (ii) turfed or grassed areas;
    - (iii) paved pedestrian areas;
    - (iv) nature conservation areas;
    - (v) effluent land application areas; and,
    - (vi) water areas.
  - (c) calculation of the square metre area of landscaping actually provided broken down into turfed and planted areas.
- (3) Detail design information:
- (a) surface treatment e.g. paving, mulch, turf, roadway;
  - (b) edge treatments, particularly garden edges;
  - (c) plant schedule including botanical name, quantity and staking;
  - (d) location and species of proposed plants;
  - (e) planting bed preparation;
  - (f) subgrade treatment of planting beds in areas of compaction, particularly involving vehicle parking areas.
  - (g) details and soil depths of planter boxes and podiums;
  - (h) mounding, contouring, levelling or shaping of the surface levels, particularly around areas of changes of levels;
  - (i) surface and subsurface drainage and collection points;
  - (j) method of erosion control on slopes steeper than 1:4;
  - (k) position of external elements, e.g. seats, bollards, bins, lights, walls and fences;
  - (l) fence height, material and finish;
  - (m) irrigation systems;
  - (n) paving type if area includes public footpaths;
  - (o) the arrangements proposed to be made for the future maintenance of the landscaping.

#### **SC6.3.7.4 Acceptable plant species**

The list of approved:

- (a) Street trees are shown in **Appendix SC6.3C (Approved street trees)**.
- (b) Coastal trees are shown in **Appendix SC6.3D (Approved coastal trees)**.

- (c) Open forest and woodland species are shown in **Appendix SC6.3E (Approved open forests and woodland species)**.
- (d) Shrubs and vines forest species are shown in **Appendix SC6.3F (Approved shrubs and vine forests species)**.
- (e) Species for banks of saltwater watercourses are shown in **Appendix SC6.3G (Approved species for banks of saltwater watercourses)**.
- (f) Species for banks of freshwater watercourses are shown in **Appendix SC6.3H (Approved species for banks of freshwater watercourses)**.
- (g) Small tree and tall shrub species are shown in **Appendix SC6.3I (Approved small trees and tall shrubs species)**.

#### **SC6.3.7.5 Unacceptable plant species**

The unacceptable plant species are shown in **Appendix SC6.3J (Unacceptable plant species)**.

#### **SC6.3.7.6 Composts and mulches**

The use of composts and mulches must comply with the following standards to ensure weeds and weed seed are not spread:

- (a) Australian Standard AS 4454 (2012). Composts, Soil Conditioners and Mulches.
- (b) Australian Standard AS 4419 (2003). Soils for Landscaping and Garden Use.

#### **SC6.3.7.7 Landscaping within road or drainage reserves**

Landscaping works that are not triggered in accordance with the Landscaping Code but are associated with road construction; including acoustic fences, or associated with drainage reserves must be prepared by a registered landscape architect and be approved as part of the Operational Works process.

##### **SC6.3.7.7.1 Planting areas and street trees**

###### *SC6.3.7.7.1.1 Planting areas*

- (1) Planting areas (or garden beds) on the verge/footpath will only be approved at feature locations or where the design of the site lends itself to a planting area or landscaped area. High maintenance plants will not be accepted. The planting area will usually consist of a tree, shrub and ground cover layer and must not impede important sight lines and be designed with CPTED (Crime Prevention Through Environmental Design) guidelines in mind.
- (2) Planting areas within the verge must usually not exceed 1.0 metre in width. All planting areas are to be contained within an approved garden edge.

###### *SC6.3.7.7.1.2 Plant characteristics*

Form, texture and colour of plants play an essential role in creating character and a unified landscape theme. Plant selection is to take into account location and site specific environmental conditions, such as soil type. The selection of plants should also reflect the purpose/function required, e.g., to screen an undesirable feature such as a pump station. The inclusion of indigenous species as the core element is promoted with remainder of planting made up of appropriate native species with inclusion of some non invasive exotic species for colour and interest considered.

###### *SC6.3.7.7.1.3 Maintenance aspects*

Maintenance aspects which would need to be considered within the design process would generally include:

- (a) The provision of long life plants;

- (b) Species chosen must be appropriate for the location and planting area provided. Adequate space must be provided to allow for root growth within the space, and not into adjacent surfaces /structures;
- (c) Minimum water and pruning;
- (d) No interference with existing services (above or below ground), signage, street lighting, footpaths, kerb and channel, structures, road pavement surfaces etc;
- (e) Sub-surface drainage from medians and traffic islands are to discharge into a sealed pipe system.

#### SC6.3.7.7.1.4 *Street trees general*

Proposed street trees should be in keeping with the following:

- (a) Significant existing trees are to be identified and incorporated within parkland and road reserve where possible. Prior to Council accepting these trees as an asset at Off Maintenance, the developer will be required to provide an Arborist report (at no cost to Council) outlining the current condition and long term viability of the trees.
- (b) The use of same species where possible creating avenue planting. Incorporation of individual feature trees at focal points like roundabouts, medians and main collector roads etc. Designing in this way can assist in way finding within a development.
- (c) Species chosen should reflect the local character of the area and where possible, use existing species which are appropriate for the available space allowing for future growth including root development and canopy spread.
- (d) Planting techniques should incorporate containment of root growth where necessary. Setback from kerb should be sufficient to enable safe access and egress for parked vehicles and not impede visibility at driveway crossovers and pedestrian crossings etc. Consideration must also be given to service location, street lights and traffic signage when planning the positioning of trees.

#### SC6.3.7.7.1.5 *Street tree locations*

- (1) Planting is to be avoided in the following situations:
  - (a) Where the footpath is less than 3 metres wide. Where an existing street footpath containing trees and shrubs contradicts this, than discretion maybe exercised to vary this provision in accordance with the other elements of this policy.
  - (b) Where kerb and channel has not yet been constructed, except with the written permission of the Council. The situation where this provision will be varied would be where the Council has an approved street design, or has determined a standard location of services/kerb and channelling for streets of a certain theme.
  - (c) Within 3 metres of and invert crossing, driveway, electricity pole, fire hydrants, water valves and inspection boxes.
  - (d) Within 7.5 metres of a street light.
  - (e) Within 1 metre to the back of kerb or any service to minimise conflict with such utilities with an absolute minimum of 600 mm.
  - (f) Within 7.5 metres of the property line for driveway access for the property.
  - (g) Within 20 metres of the property line for an access street intersection.
  - (h) Within 40 metres of the property line for a collector street intersection.
  - (i) Within 55 metres of the property line for a trunk collection street intersection.
  - (j) Within the sight triangle as defined by the aforementioned distance/footpath width. Trees and shrubs may be planted outside the sight triangle if no conflict with access drives or services is generated.
  - (k) Under any overhead powerlines **unless** trees are of an approved type.
- (2) Trees should be planted at a least 1 tree per allotment or on average 1 tree every 20 metres, whichever is lesser.

#### SC6.3.7.7.1.6 *Street tree characteristics*

- (1) This section outlines the preferred characteristics of the proposed street trees that are to be considered when selecting species for utilisation within the road reserve. The species are to be approved by Council and are to be in keeping with the following points:
  - (a) Minimum stock size - *General* - is to be minimum 45 litre bag.
  - (b) Minimum stock size - *High Profile Location* - is to be minimum 100 litre bag.
  - (c) Tree is to demonstrate a strong single leader with no bifurcation of the trunk.
  - (d) Tree is to show good trunk taper and calliper and be self supporting without the assistance of stakes (stakes being required for the establishment period).
  - (e) Tree is to have a minimum clear trunk of 1.2 metres as to maintain sightlines.
  - (f) Trees are **not** to be pot bound. Pot bound specimens are to be rejected.
  - (g) Any pruning has been carried out in accordance with AS 4373 – *Pruning of Amenity Trees*.
  - (h) Trees are to be true to form, disease and pest free and in vigorous healthy condition.
- (2) Tree is to be planted in accordance with best practice. Street tree species are selected in accordance with approved list shown in **Appendix SC6.3C (Approved street trees)**. An approved Root Barrier treatment to be installed where required by Council.
- (3) Note it is expected that only one type of tree would be used per street treatment zone and any other tree must be specifically approved by the relevant Council development engineer.
- (4) The 'Land Management Manuals' published by the Department of Environment and Resource Management must be referenced by Consultants to assist in plant species selection, planning strategies, design and site management decisions with regard to local environment and soil types.

#### SC6.3.7.7.1.7 *Removal and reinstatement*

- (1) The Council may approve requests from property owners for removal of trees and shrubs within the road reserve within the following guidelines:
  - (a) The request shall be made by the owner of the property having frontage to the footpath. Where the request is made by any other person, it shall be accompanied by the written consent of the property owner in which the tree fronts.
  - (b) The request shall clearly state the reasons for the removal. Matters to which Council shall give due consideration include:
    - (i) The species of tree or shrub;
    - (ii) Damage to the applicant's land and improvements;
    - (iii) Death or disease of tree or shrub;
    - (iv) Danger to person's using the road reserve;
    - (v) Interference with visibility of traffic.
  - (c) Where, in the opinion of the Council, the complaint could be alleviated by other means, the removal of tree or shrub shall not be approved until such remedies have been applied.
  - (d) Where practical, a tree or shrub which is removed shall be replaced, by the applicant/owner, with an advanced tree or shrub of an approved species.
- (2) All trees and shrubs within the road reserve, whom so ever planted, are considered the property of Council. Any interference with such trees and shrubs other than in strict compliance with the provisions of the policy shall be regarded as an offence for which a person may be prosecuted.

### SC6.3.7.7.2 Traffic islands

- (1) Landscaping of medians, traffic control devices etc. is to be carried out in accordance with the Main Roads Landscape Manual. Any proposals are to be documented in a landscape plan and submitted for approval. Medians and islands that will be planted must be designed to accommodate landscape works by providing:
  - (a) Adequate site preparation and soil depths,
  - (b) Root Barriers where needed,
  - (c) Conduit for future tap connection,
  - (d) Sub-soil drainage discharging to an enclosed pipe system.
- (2) Plant selection should take into account:
  - (a) Sight paths at intersections and speed control devices,
  - (b) Tree form, shape and location within the road reserve must not encroach into the space required for a vehicle to pass through a traffic control device.

### SC6.3.7.7.3 Planting of batters

#### SC6.3.7.7.3.1 Batters less than 1H in 6W

These batters can easily be mown and therefore maybe approved as being grassed. Each project will be assessed on a project by project basis with site location, accessibility, purpose and surrounding character being taken into account regarding the acceptability of grass as opposed to planting.

#### SC6.3.7.7.3.2 Batters Greater than 1H in 6W

These batters are not easily mown and therefore easily maintained landscape is required. Site location, accessibility, purpose and surrounding character will be taken into account when selecting plant species. Generally, these batters are densely planted and mulched with a suitable edge treatment installed. Very steep batters are to be constructed using a combination of retaining walls and gently sloped planting areas. Surface drainage should be managed by redirecting away from steep batters as to reduce erosion and batter destabilisation. Where there is a possibility of erosion, alternative mulching treatments are to be considered such as hydromulching or biodegradable matting product such as *Jutemat*.

### SC6.3.7.7.4 Irrigation systems within road reserve

Irrigation systems proposed for installation within the road reserve are not to be installed on a permanent basis. If proposed, an irrigation plan accompanying the landscape plans is to be submitted to Council for approval.

### SC6.3.7.7.5 Entrance features and fencing

- (1) Marketing features to the entry of a developments such as waterfalls, fountains, flagpoles, ornate entrance walls/structures, landscaping and the like are to be contained within the private property boundary and are not to protrude onto any footpath, road reserve etc.
- (2) Proposed fencing/acoustic fencing to the street frontage of a development is to be constructed within the private property boundary. The fencing is to have a maximum lineal run of no more than 20 metres without articulation. These articulations are to be setback a minimum of 1.5 metres into the block to provide an adequate planting area for soft landscaping to improve the aesthetics of the development frontage.

## SC6.3.8 Electrical and Lighting

### SC6.3.8.1 General

- (1) Electrical Reticulation and Street Lighting shall be designed and installed to the requirements of the Electrical Safety Act 2002, Regulations and associated Australian Standards. All work shall be designed, constructed, supervised and certified by competent electrical engineers qualified to undertake such work. All lighting must be the

most energy efficient lighting available in the National Electricity Market Load Tables for Unmetered Connection Points (AEMO 2015). LED lights are Council's preferred technology, other types of lightings must be approved by Council's Development Engineers.

#### **SC6.3.8.2 Urban and Rural Residential reticulation**

- (1) Underground electrical reticulation to each and every lot shall be provided in all new residential, commercial and industrial developments unless otherwise agreed to by Council.
- (2) Where minor subdivisional development occurs within an area which has existing overhead reticulation, Council may approve overhead connection subject to Ergon approval.
- (3) Conduit location and alignments shall be in accordance with the following requirements:
  - (a) Shared trenching with telephone reticulation at road crossings and on footpaths is permissible;
  - (b) No sharing of trenches is to occur with water reticulation;
  - (c) Crossing of existing roads are generally to be bored;
  - (d) Council's senior development engineer may approve open trenching to roads below collector standard dependent on the condition of the existing pavement and surfacing or where subsoil conditions or site specific constraints prohibit the use of boring equipment;
  - (e) Road crossings are to be at right angles to the road centre line;
  - (f) Electrical crossings are generally to be to the opposite boundary to water service crossings; and
  - (g) Electrical crossings are not permitted within the area defined as an intersection under the *Traffic Regulations 1962*, unless on standard 0.3 metre to 0.9 metre alignment of protected intersecting property line.
- (4) Electrical pillar locations shall be in accordance with the following requirements:
  - (a) Pillars shall be located at side boundaries wherever possible;
  - (b) Pillars shall be located on alternative boundaries to water hydrants;
  - (c) No pillars shall be located on truncated boundaries at intersections; and
  - (d) Placement of pillars on tangent points may be accepted if necessary.
- (5) Pad mount transformers shall be located within the road reserve fronting proposed or existing parkland or drainage reserves unless otherwise approved by Council.
- (6) A Certificate of Electricity Supply from Ergon Energy is to be submitted to Council prior to approval of a plan of subdivision. A property note may be entered in Council's system to alert the property owner or prospective purchasers that the property may not be serviced by electricity until a Certificate of Acceptance for the development has been issued by Ergon Energy and it is energised.

#### **SC6.3.8.3 Rural reticulation**

- (1) Electrical reticulation will generally not be required for sustainable rural lots, or lots created from a rural boundary realignment. Where electricity is not provided at the time of subdivision, a property note may be entered in Council's system to alert the property owner or prospective purchasers that –

*At the time of its creation, Council did not require this lot to be connected to the reticulated electricity network. The owner and potential purchasers should investigate whether the lot has since been connected to the network or if alternative power arrangements have been made. Connecting to the reticulated electricity network provided by Ergon Energy or another provider is only one way of providing electricity to this lot.*



- (2) Electrical reticulation will be required for new lots that are not deemed sustainable for rural production, and which are not created from a rural boundary realignment, unless otherwise agreed to by Council.
- (3) Council will generally accept overhead supply to rural allotments, however the developer shall install underground supply where required by Ergon Energy.
- (4) Where electrical reticulation is required, a Certificate of Electricity Supply from Ergon Energy is to be submitted to Council prior to approval of a plan of subdivision. A property note may be entered in Council's system to alert the property owner or prospective purchasers that the property may not be serviced by electricity until a Certificate of Acceptance for the development has been issued by Ergon Energy and it is energised.
- (5) For the purposes of this Policy, any lot that does not comply with the 100 hectare minimum area shall be considered unsustainable for rural production purposes, unless otherwise accepted as being sustainable for rural production through Council's assessment of the reconfiguring a lot application. To remove any doubt, any rural lot likely to be used primarily as a rural home site, is not considered sustainable for rural production.

#### **SC6.3.8.4 Street lighting design requirements**

##### **SC6.3.8.4.1 General**

All works are to be designed to the requirements of the following Ergon Energy standards and approval:

- (a) Australian Standard Code of Practice AS1158.2005,
- (b) Queensland Department of Main Roads requirements and approvals for State Controlled roads,
- (c) Bundaberg Regional Council requirements.

##### **SC6.3.8.4.2 Street lighting requirements**

**Table SC6.3.9.4.2.1 (Lighting standards for various road classifications)** references street lighting requirements against road classifications.

**Table SC6.3.9.4.2.1 Lighting standards for various road classifications**

Zones/Uses	Road Type	Street Lighting Standard
<i>Residential</i>	Access Place	P4
	Access Street	P4
	Collector (Neighbourhood)	P4
	Trunk Collector (Suburban)	V4
<i>Commercial</i>	All	P2
<i>Industry</i>	All	P4

##### **SC6.3.8.4.3 Street lighting in rural/ village/ township residential areas**

Street lighting requirements for rural residential developments will be assessed on a case by case basis, but will generally be designed with 'flag' lighting at intersections and at other locations determined on safety issues. The standard for a Village/Township collector will be nominated with the development approval.

##### **SC6.3.8.4.4 Pedestrian and bikeway pathway lighting**

- (1) Lighting of pedestrian and bikeway pathways between streets is to be achieved by arranging for a street light to coincide with the walkway entrance, such that the light is visible from every point within the walkway.
- (2) Lighting of pedestrian and bikeway pathways will be assessed on a case by case basis and will generally be in accordance with the relevant Australian Standards.

#### **SC6.3.8.4.5 Open space lighting**

Lighting of open space and park areas will be undertaken on a case by case basis.

#### **SC6.3.8.4.6 Pedestrian crossings and refuge lighting**

Pedestrian crossings and refuges shall be lit to the requirements of AS1158.4 *"Supplementary Lighting at Pedestrian Crossings"*.

#### **SC6.3.8.4.7 Intersection and roundabout lighting**

Intersections and roundabouts shall be lit to the requirements of AS1158.1 *"Vehicular Traffic Lighting"*.

#### **SC6.3.8.4.8 Alignment of street lighting**

- (1) Where underground power is provided, the light pole location is to generally be 600 mm behind the back of kerb.
- (2) Street light poles are to be located at side boundaries wherever possible.
- (3) Street light poles shall not be located adjacent to water crossings.
- (4) Offset of one (1) metre from physically located conduits is acceptable provided access to properties is not affected.

#### **SC6.3.8.4.9 Lighting materials**

All lighting poles and fittings shall comply with the following Australian Standards:

- (a) AS1158 - "The lighting of urban roads and other public thoroughfares";
- (b) AS1798 - "Lighting poles and bracket arms - preferred dimensions";
- (c) AS3771 - "Road lighting luminaries with integral control gear";
- (d) AS4065 - "Concrete poles for overhead lines and street lighting".

#### **SC6.3.8.4.10 Turtle friendly lighting**

Within an identified Sea Turtle Sensitive Area (as shown on the Coastal protection overlay map), all street lighting, park lighting and outdoor lighting shall be the most energy efficient, dark sky compliant, and amber lighting available in the National Electricity Market Load Tables for Unmetered Connection Points (AEMO 2015). Dark sky compliant lighting prevents light from escaping upward, where necessary lights may be shrouded to direct light down and away from the beach (e.g., aeroscreen light fittings).

#### **SC6.3.8.4.11 Process**

At the time of seating of the Plan of Survey, Council will accept that satisfactory arrangements have been made for the supply of electricity if a letter from Ergon Energy verifying such arrangements, is provided.

#### **SC6.3.8.4.12 Controls**

Electrical reticulation and street lighting shall be assessed during the Operational Works stage of a development.

### **SC6.3.9 Environmental requirements**

#### **SC6.3.9.1 Dust**

Dust control measures must include minimising exposure of site areas, staging of earthworks and setting wind speed limits for site operation. Where works are considered to be operating in high winds or causing a sufficient dust nuisance, Council shall require development works to cease until conditions are favourable.

### SC6.3.9.2 External surfaces

A Developer must ensure that during construction the external pavement surfaces are swept or washed regularly and maintained in good condition.

### SC6.3.9.3 Erosion and sediment control

Erosion and sediment control must be designed in accordance with the recommendations contained within the Environment Protection Agency's (EPA) – *Guideline – EPA Best Practice Urban Stormwater Management – Erosion and Sediment Control* and International Erosion Control Association's (IECA) – *Best Practice Erosion & Sediment Control* and 'Queensland Urban Drainage Manual' (QUDM).

### SC6.3.9.4 Protection of vegetation

- (1) The identification and protection of trees on or in close proximity to a development site must be in accordance with AS4970 – Protection of trees on development sites. Trees requiring pruning are to be pruned in accordance with AS4373 - Pruning of amenity trees and must be agreed with Council's development engineer prior to commencement of works. No earthworks must be undertaken within the Tree Protection zone of protected vegetation or vegetation to be retained.
- (2) The development site must be cleared of all weeds listed in the following documents or as otherwise specified in a weed management plan for the site:
  - (a) Land Protection (Pest and Stock Route Management) Regulation 2003;
  - (b) Council's Pest Management Plan;
  - (c) Invasive Naturalised Plants in Southeast Queensland, alphabetical by genus (Queensland Herbarium, 2002).
- (3) The developer is to prevent the establishment of potential weeds as well as the spread of weeds and other pests through the movement of soil, weed seeds and contaminants through machinery, vehicular, building materials and other vectors.

## SC6.3.10 Earthworks

### SC6.3.10.1 General

General earthworks must be as follows:

- (a) The minimum fall on residential or rural residential must be 1 in 200 to the street or other approved stormwater lawful point of discharge;
- (b) The minimum fall on commercial or industrial allotments must be 1 in 400 to the street or other approved stormwater lawful point of discharge;
- (c) A testing regime must be submitted for approval with the operational works approval.

### SC6.3.10.2 Batter treatment

Batter treatments must comply with the following:

- (a) Cut and fill batters must not exceed 1 in 6 in urban drains on overflow drainage paths (except rural road table drains where 1 in 4 is acceptable) which in all areas unless specifically approved otherwise;
- (b) The toe of any fill batter and the top of any cut batter must be a minimum 300mm clear of the boundary line of an adjoining property.
- (c) In certain circumstances it may be advantageous to construct cut or fill batters on adjoining property. In these situations, permission from adjoining property owner/s and Council's development engineer will be required.
- (d) Batter treatments are preferred to retaining walls in parkland and other public owned lands (see **Section SC6.3.10.3 (Retaining walls and structures)**).

### SC6.3.10.3 Retaining walls and structures

Retaining walls must be designed in accordance with the following:

- (a) In residential areas, retaining walls and structures over 1.5 metres in height are to be stepped 1.0 metre (horizontally) for each 1.5 metres in height to a maximum height of 3.0 metres and landscaped appropriately, unless approved specifically otherwise;
- (b) Retaining walls over 1.5 metres require approval by Council in the Development Approval;
- (c) All retaining walls and structures abutting existing or proposed road reserves, parkland or other public owned lands must be contained within the proposed allotments, unless approved specifically otherwise;
- (d) Design drawings for retaining walls and structures higher than 0.9 metres or subject to surcharge loadings must be certified by a RPEQ for compliance with AS4678- Earth-retaining structures.

### SC6.3.10.4 Suitable material for embankments and earthworks (allotment fill)

Material suitable for earthworks and embankments will be as follows:

- (a) In *Roads (Embankment and leads)* – refer to Austroads Part 4I: Earthworks Materials
- (b) *Allotment Earthworks* – refer to AS3798 with further qualifications:
  - (i) No rock within 600 mm of finished surface – with rock defined as stone with a dimension greater than 2/3 the layer thickness;
  - (ii) In top 600 mm of fill - not greater than 20 percent retained on 37.5 mm sieve;
  - (iii) Any fill that is defined as Moderately Expansive in Table 3.2 of Austroads 4I: Embankment Materials (2009, p.10) is deemed to be unsuitable, unless specifically approved for use by the relevant Council development engineer.

### SC6.3.11 Telecommunications

- (1) The Developer is required to enter into an agreement with a telecommunications infrastructure provider for the provision of telecommunications infrastructure to the development as per the Telecommunications Act 1997. More information about the Developer's responsibilities under the Telecommunications Act 1997 is available at <https://www.communications.gov.au/policy/policy-listing/telecommunications-new-developments>.
- (2) Telecommunications conduits (fibre-ready pit and pipe) will be required for all new developments unless the development is exempt from the requirement to install fibre-ready pit and pipe under Part 20A of the Telecommunications Act 1997. The Developer will be required to provide evidence to Council that the development complies with any relevant exemption criteria. Information about the exemption process is available at <https://www.communications.gov.au/policy/policy-listing/exemption-pit-and-pipe-requirements>.
- (3) The provision of connectivity and all other works (including operational works approvals) shall be entirely at the Developer's expense unless otherwise arranged under contract with the telecommunications infrastructure provider.

### SC6.3.12 Gas supply

The Developer is encouraged to enter into an agreement with a gas distribution authority for the provision of a gas supply network within the development (e.g., especially commercial and industrial developments within existing gas supply service areas).

### **SC6.3.13 Operational works, construction, inspection, maintenance and bonding procedures**

This section outlines the responsibilities, requirements and obligations on Developers and their consultants when undertaking operational works within the Bundaberg Regional Council local government area. The intent is to streamline the process of finalising a project to the 'on maintenance' and 'off maintenance' stages.

#### **SC6.3.13.1 General**

- (1) The working hours for construction activities are only permitted between 7:00am and 5:00pm, Monday to Friday, unless otherwise approved by Council's development engineers.
- (2) The location of all existing infrastructure services must be identified before operational works commence.
- (3) Consultation with Council 's development engineers is encouraged, especially in areas involving design variations and certification this will assist in the early identification and resolution of matters and issues that may cause delays where a compliance assessment process is required (ROL - obtaining signed survey plans).
- (4) Road closures must be undertaken in accordance with Bundaberg Regional Council's road closure policy.
- (5) Asignit software must be used if works require the erection of traffic control signs on the road reserve. Asignit software is used to manage the documentation and reporting of roadworks, road closures (including signage placement), floods and other traffic events on Council's road network. It will also provide reporting to Council when internal staff, suppliers and contractors are working on Council's road network. Council provides Asignit software and training free of charge. Please contact Asignit directly at [admin@asignit.com](mailto:admin@asignit.com) or through their website [www.asignit.com](http://www.asignit.com) for the software to be delivered to your business. Prior to commencing work in the road reserve, Traffic Management Control Plans must be uploaded to the Asignit system and confirmation sent to [development@bundaberg.qld.gov.au](mailto:development@bundaberg.qld.gov.au).
- (6) Public Liability Insurance must be maintained at the greater of the value given in the contract or \$20 Million

#### **SC6.3.13.2 Works supervision and responsibilities**

- (1) The Developer must engage the services of suitably qualified professionals to ensure all development work is designed and constructed to;
  - (a) the engineering standards set out in this Planning Scheme Policy;
  - (b) all relevant Australian Standards and Building Codes;
  - (c) approved drawings and nominated standard drawings; and
  - (d) the requirements outlined within all relevant technical specifications.
- (2) The Developer must appoint a Developer's Superintendent to be the single point of contact for Council during the operational works. Typically, the Developer's Superintendent will be the civil Supervising Engineer or main civil contractor (i.e., Principal Contractor). The Developer's Superintendent has the following responsibilities:
  - (a) Overall management, control and operation of the construction site;
  - (b) Coordinating the development of the Construction Management Plan (see SC6.3.13.3);
  - (c) Ensuring compliance with the Construction Management Plan;
  - (d) Coordinating the supervision, construction and certification of all engineering, building, landscaping and minor works;
  - (e) Coordinating Council inspections and testing;

- (f) Coordinating resolution for non-conforming works;
  - (g) Implementing complaint management procedures;
  - (h) Coordinating meetings and record keeping (i.e., minuting meetings);
  - (i) Coordinating all reporting and submission of all as-constructed information.
- (3) Where operational works requires engineering certification, the follow responsibilities apply:
- (a) The Developer must appoint a Supervising Engineer, who is a Registered Professional Engineer of Queensland (RPEQ), for each area of engineering requiring certification. For example, a development requiring both electrical and civil works will require a Civil Supervising Engineer (RPEQ Civil) and an Electrical Supervising Engineer (RPEQ Electrical) in accordance with the Professional Engineers Act 2002. Each Supervising Engineer is responsible for the supervision and certification of engineering works in their respective engineering field.
  - (b) The Supervising Engineer is responsible for developing a Quality Plan (including inspection and test plans). The Supervising Engineer is responsible for compliance with the Quality Plan.
  - (c) A construction superintendent may be nominated or appointed by a Supervising Engineer but must be supervised by the Supervising Engineer at all times throughout the construction period. The Supervising Engineer is to take full responsibility for all construction work related to the infrastructure they are certifying.
- (4) Where operational works requires building certification, the Developer must appoint a licensed Building Certifier to ensure works are designed and constructed to appropriate building standards.
- (5) Where operational works requires landscape works, the Developer must appoint a suitably qualified person to ensure works are designed and constructed to the approved landscape plan.
- (6) Council's development engineers are available to provide advice on the level of supervision required for development works.

#### **SC6.3.13.3 Construction Management Plan**

- (1) The purpose of the Construction Management Plan (CMP) is to ensure:
- (a) the operational works are undertaken in a safe and efficient manner,
  - (b) minimise the impact on surrounding properties,
  - (c) protects the environment,
  - (d) maintains the levels of service of existing infrastructure, and
  - (e) ensures new infrastructure is built to an appropriate quality.
- (2) The CMP will include
- (a) Key Contact Information,
  - (b) Construction Program,
  - (c) Safety Plan,
  - (d) Environmental Management Plan,
  - (e) Quality Plans, and
  - (f) Traffic Management Plan.
- (3) The level of detail in the CMP will depend on the scope of the operational works. It is unlikely that one consultant will provide all components of the CMP, however, it is the responsibility of the Developer's Superintendent to coordinate the development of the entire document.

**SC6.3.13.3.1 Key Contact Information**

- (1) The Key Contact Information will include the following:
  - (a) Developer's Superintendent (name and contact details);
  - (b) List of all Supervising Engineers (name, contact details, RPEQ details, engineering area and scope of works under their supervision)
  - (c) Principal Contractor (name and contact details);
  - (d) A list of nominated site personnel and contact details;
  - (e) Workplace Health and Safety Officer/Contact (name and contact details).
- (2) Depending on the scope of the operational works the additional contacts may also be required:
  - (a) Building Certifier/s (name and contact details);
  - (b) Landscape Consultant (name and contact details);

**SC6.3.13.3.2 Construction Program**

- (1) The Construction Program will be a broad overview of the significant milestones and their respective timings. The Construction Program should allow Council to program its staff to provide inspection and testing.
- (2) The Construction Program will include two (2) sets of A3 "for construction" drawings incorporating any changes required by the Operational Works Approval. These drawings are to be provided in ADAC compliant XML files too.

**SC6.3.13.3.3 Safety Plan**

Council encourages a culture of safe working environments and procedures. A Safety Plan must be completed for a construction 'workplace' in accordance with the Work Place Health and Safety Act 2011. The CMP must clearly state that a Safety Plan has been completed for the workplace. The CMP must include an extract from the Safety Plan that outlines the induction process for Council staff entering the workplace. If requested the Safety Plan must be made available to Council at any time during the works.

**SC6.3.13.3.4 Environmental Management Plan**

The Environmental Management Plan must be completed in accordance with the Environmental Protection Legislation. The Environmental Management Plan must be submitted with the CMP for Council's information. The Environmental Management Plan will include the following:

- (a) Hours of work;
- (b) Access and site restrictions;
- (c) Procedures to ensure that the external road surfaces remain in a clean state, free of detritus generated from the site,
- (d) Noise and vibration;
- (e) Air quality, dust and odour;
- (f) Acid sulphate soils;
- (g) Cultural Heritage;
- (h) Management of adjacent fauna;
- (i) Storage of fuel and other hazardous goods;
- (j) Fuelling and maintenance of vehicles and equipment;
- (k) Disposal of waste (including fuel, oil, chemicals and sewage);
- (l) Disposal of excess spoil;
- (m) Water quality and surface water runoff;
- (n) Management of Site Dewater;

- (o) Sedimentation and erosion control;
- (p) Stockpile management;
- (q) Re-vegetation and reinstatement of disturbed areas;
- (r) Management of weeds and pests;
- (s) Waste management;
- (t) Handling and reporting of complaints and environmental incidents (including dispute resolution procedures).

#### **SC6.3.13.3.5 Quality Plans**

- (1) The Quality Plans must be completed for all works being undertaken as part of the operational works. The Quality Plans may cover a range of activities where different levels of supervision and certification are required.
- (2) For contributed assets (i.e., future Council assets), Quality Plans must be submitted for Council's approval with the CMP. The Quality Plan for contributed assets will include the following:
  - (a) Details of who is responsible for supervision and certification of each component of the works (e.g., engineer, building certifier and/or landscape architect);
  - (b) Inspection and Test Plans (ITP) for all relevant components of the works. The ITPs must include the proposed test frequencies and Council inspection hold points as listed in section SC6.3.13.4. This will include provision on the ITP to allow Council's inspectors to sign attendance at hold points (see SC6.3.13.4.1);
  - (c) For all other assets, the CMP must state who is responsible for the Quality Plans of these assets. If requested the Quality Plans must be made available to Council at any time during the works.

#### **SC6.3.13.3.6 Traffic Management Plan**

The Traffic Management Plan (TMP) must be completed in accordance with the requirements of the Manual for Uniform Traffic Control Devices (MUTCD). The TMP and supporting Traffic Guidance Scheme (TGS) must be submitted with the CMP for Council's information and feedback. The TMP must be undertaken by a qualified Traffic Management Designer (TMD) and uploaded to the Asignit system and with a confirmation sent to [development@bundaberg.qld.gov.au](mailto:development@bundaberg.qld.gov.au).

#### **SC6.3.13.4 Council Inspections and testing standards**

It is the responsibility of the Supervising Engineer to arrange all inspections, testing and certifications. The Supervising Engineer must be present during all Council inspections. Council officers will not deal directly with Contractors.

##### **SC6.3.13.4.1 Inspections (Council Hold Points)**

- (1) Provide at least 48 hours notice for Council officers to inspect:
  - (a) Placement of reinforcement, formwork and areas of construction jointing prior to pouring of all concrete;
  - (b) Installation of root barriers and trees;
  - (c) All pavement layer proof rolls (i.e., sub-grade, sub-base and base);
  - (d) All prepared pavement prior to prime (i.e., after brooming);
  - (e) Location of each electrical light pole within the works;
  - (f) Bedding, pipelaying and backfilling for water supply, sewerage and stormwater drainage features, including sewer points of connection, water service connections and stormwater connections to existing network;
  - (g) Pressure testing for all water and sewerage mains segments;
  - (h) Sewerage and stormwater access chambers for the following:



- (i) Prior to pouring/placement of access chamber bases;
- (ii) Formwork/placement for access chambers prior to pouring;
- (iii) Vacuum testing for wastewater access chambers.

#### **SC6.3.13.4.2 Testing**

- (1) The Supervising Engineer is responsible for ensuring all works are tested in accordance with the appropriate standards. All costs associated with testing are to be borne by the Developer.
- (2) Tests may include, but are not limited to, the following:
  - (a) Closed circuit television (CCTV) report and footage of all sewerage and stormwater infrastructure prior to the commencement of the maintenance period and again prior to the conclusion of the maintenance period;
  - (b) Vacuum testing of the required proportion of sewerage access chambers as per the relevant standard;
  - (c) Proof rolls and compaction testing of all pavement layers (i.e., sub-grade, sub-base and base) as per the relevant standard;
  - (d) Geotechnical tests and quality/uniformity of fill tests for all earthworks.

#### **SC6.3.13.4.3 Tag and Bag Procedure for Partial Water Services**

- (1) Provide at least 2 weeks notice for Council officers to organise tags for partial water services.
- (2) Provide at least 48 hours notice for Council officers to undertake Tag and Bag of partial water services. Prior to contacting Council, the Developer's Superintendent is to ensure the following:
  - (a) Sterilisation and pressure testing of all water mains associated with the partial service have been undertaken;
  - (b) the partial services are live;
  - (c) lots to be serviced are at their finished surface level; and
  - (d) final survey and pegging of all lots is completed.

#### **SC6.3.13.5 On-Maintenance Report**

- (1) The Developer's Superintendent is required to provide an On-Maintenance Report prior to acceptance of on-maintenance. This report must include the following:
  - (a) Certification signed by the relevant Supervising Engineer/s (i.e., an RPEQ for each area of engineering) that all works have been undertaken, completed and inspected in accordance with:
    - (i) the operational works approval,
    - (ii) the relevant conditions of any higher order Material Change of Use approval or Reconfiguring a Lot approval, and
    - (iii) requirements of Bundaberg Regional Council Planning Scheme Policy for Development Works and associated standard drawings.
  - (b) Certification signed by the relevant Supervising Engineer/s (i.e., RPEQ) confirming any variations to the design that result in Operational Work being outside of design tolerance will not result in a failure of the Operational Work to perform as intended by the design;
  - (c) "As Constructed" information as listed in Section SC6.3.13.7. Including certification signed by a engineering or cadastral surveyor confirming the "As Constructed" information has been collected and documented in accordance with standard industry practice and is accurate to within 20mm.
  - (d) Certification of building work signed by a licensed Building Certifier.

- (e) Certification that landscape works are constructed as per the approved landscape plan by the landscape architect/designer.
- (f) Completed quality plans, including:
  - (i) A plan identifying where and when inspections and testing occurred;
  - (ii) All ITPs associated with contributed assets (any variations from the ITPs submitted at pre-start should be justified);
  - (iii) Test results from CCTV for all sewerage and stormwater infrastructure (including WSA compliant Infrastructure Condition Reports and all CCTV data);
  - (iv) Test results from pressure testing water and sewerage mains;
  - (v) Road compaction testing and proof test rolling results; and
  - (vi) All tests associated of earthworks including drawing/s identifying fill depth and location on the site.
- (2) If required, an exceptions report with rectification timeframes will be provided by the Developer's Superintendent to Council after the inspection.

### **SC6.3.13.6 Amendment to approved drawings**

The relevant Council development engineer must approve all design variations on a project. Where amendments are carried out without Council approval, the change is to be substantiated by the Developer's Superintendent. Council reserves the right to order variations to the works where they don't meet design standards provided in this Planning Scheme Policy. Where rectification works are required, such works will be carried out at the Developer's expense.

### **SC6.3.13.7 As Constructed information**

#### **SC6.3.13.7.1 Minor projects**

- (1) *Electronic* - collated "As Constructed" information is required as follows:
  - (a) Formatted as AutoCAD 2004 or later 'model space',
  - (b) Scaled to 1 unit = 1 metre,
  - (c) Tied to a minimum of two permanent survey marks with 2nd order horizontal accuracy (MGA94 Zone 56 coordinates) or better (to enable linking of the "As Constructed" information to Council's GIS system),
  - (d) With finished surfaces (spot heights and contours) to 5m outside the plan area of the Operational Work,
  - (e) With separate layers for each type of infrastructure (water main, water service, electricity, telecommunication, lighting, stormwater drainage, roadwork, sewerage, footpath within the plan area of the Operational Work,
  - (f) That highlights infrastructure within the plan area of the Operational Work that has not been affected by the Operational Work and therefore may not be accurately located,
  - (g) Compiled using AutoCAD's eTransmit function resulting in one file (\*.zip) that contains all "As Constructed" information relevant to the Operational Work and all plot style tables, font maps, etc that are necessary to successfully extract the eTransmit file and access the "As Constructed" information.
- (2) Hard Copies - Two (2) complete sets of scale drawings on A1 or A3 paper, complete with annotations and amendments, presented in a clear & legible form.
- (3) PDF Copies – 'As Constructed' signed drawings in .pdf format

#### **SC6.3.13.7.2 Major projects - as design as construct (ADAC) submission**

- (1) *Electronic* - Council has adopted the ADAC system of presentation of 'as constructed' information for major projects. Refer to Council's Guidelines on the Implementation of ADAC for Major Projects with the Bundaberg Regional Council Local Government Area.

- (2) Hard Copies - Two (2) complete sets of scale drawings on A1 or A3 paper, complete with annotations and amendments, presented in a clear & legible form.

### **SC6.3.13.8 Pre-start procedure**

- (1) A pre-start meeting must be held on site prior to any works commencing. The following people are required to attend the pre-start meeting:
- (a) Developer's Superintendent (i.e., Single point of contact for works)
  - (b) Supervising Engineer/s (i.e., Civil RPEQ and other RPEQs as required - see SC6.3.13.2)
  - (c) Principal Contractor (i.e., Main Civil Contractor)
  - (d) Council's representatives (i.e., Development Engineer and Technical Officer), and
  - (e) Developer (where appropriate).
- (2) At least 48 hours notice must be given prior to the pre-start meeting. This notice will include the submission of a CMP for approval (see SC6.3.13.3). Where the components of the CMP cannot be completed before the pre-start meeting, the Developer's Superintendent must seek approval to provide an incomplete CMP.
- (3) The Developer's Superintendent is responsible for organising and minuting the pre-start meeting. The draft minutes are to be forwarded to the Council for approval within one week of the meeting. Once approved, the Developer's Superintendent is responsible for distribution of the approved minutes to all attendees of the pre-start meeting.

### **SC6.3.13.9 On-Maintenance procedure**

#### **SC6.3.13.9.1 On-Maintenance meeting and inspection**

- (1) An On-Maintenance meeting must be held on site prior to commencing the maintenance period. The following people are required to attend the On-Maintenance meeting:
- (a) Developer's Superintendent (i.e., Single point of contact for works),
  - (b) Supervising Engineer/s (i.e., Civil RPEQ and other RPEQs as required - see SC6.3.13.2),
  - (c) Principal Contractor (i.e., Main Civil Contractor),
  - (d) Council's representatives (i.e., Development Engineer and Technical Officer), and
  - (e) Developer (where appropriate).
- (2) At least 48 hours notice must be given prior to the On-Maintenance meeting. This notice will include the submission of an On-Maintenance Report for approval (see SC6.3.13.5).
- (3) The Developer's Superintendent is responsible for organising and minuting the On-Maintenance meeting. The draft minutes are to be forwarded to the Council for approval within one week of the meeting. Once approved, the Developer's Superintendent is responsible for distribution of the approved minutes to all attendees of the On-Maintenance meeting.

#### **SC6.3.13.9.2 Works accepted On-Maintenance**

Council will provide written confirmation that a project has been accepted On-Maintenance. The letter may include a list of outstanding minor works.

#### **SC6.3.13.9.3 On-Maintenance period**

- (1) The On-Maintenance period for a project will generally be 12 months except for bioretention areas which will have a period of 24 months. The On-Maintenance period may be extended in part or in whole where outstanding works have not been finished or maintenance is undertaken by the contractor, delaying acceptance of the Operational Work Off-Maintenance.
- (2) The On-Maintenance period is to commence on the date nominated in Council's On-Maintenance acceptance letter and is to conclude on the date nominated in the Council's

Off-Maintenance acceptance letter. During the On-Maintenance Period, the Developer's Superintendent must:

- (a) Ensure Operational Work is maintained at no cost to Council;
  - (b) Footpaths, street trees and landscaping, drainage reserves and Parks are kept in a tidy manner by seeding and mowing; and
  - (c) Ensure defects (if any) are rectified within a reasonable time (generally 2 weeks from when they are identified).
- (3) The On-Maintenance period is between Council and the Developer should not be confused with any Defects Liability Period that may exist.

#### **SC6.3.13.10 Off-Maintenance procedure**

Prior to the Operational Work being accepted Off-Maintenance:

- (a) Ensure grass coverage of at least 80% (per square metre) is obtained over all public access land,
- (b) Confirm with Council's representative that temporary erosion and sediment control measures are no longer required and, if warranted, arrange for their disposal, and
- (c) Ensure any defects (if any) raising during the maintenance period are rectified.

#### **SC6.3.13.10.1 Off-Maintenance meeting and inspection**

- (1) An Off-Maintenance meeting must be held on site prior to Council accepting the Operational Work as Off-Maintenance. The following people are required to attend the 'Off Maintenance' meeting:
  - (a) Developer's Superintendent (i.e., Single point of contact for works),
  - (b) Supervising Engineer/s (i.e., Civil RPEQ and other RPEQs as required - see SC6.3.13.2),
  - (c) Principal Contractor (i.e., Main Civil Contractor),
  - (d) Council's representatives (i.e., Development Engineer and Technical Officer), and
  - (e) Developer (where appropriate).
- (2) At least 48 hours notice must be given prior to the Off-Maintenance meeting. This notice will include the following:
  - (a) Confirmation signed by the Supervising Engineer (i.e., RPEQ) that all infrastructure are in a satisfactory condition;
  - (b) Identification of remedial works undertaken during the maintenance period (including test reports if required);
  - (c) Final test results from CCTV for all sewerage and stormwater infrastructure (including WSA compliant Infrastructure Condition Reports and all CCTV data);
- (3) The Developer's Superintendent is responsible for organising and minuting the Off-Maintenance meeting. The draft minutes are to be forwarded to the Council for approval within one week of the meeting. Once approved, the Developer's Superintendent is responsible for distribution of the approved minutes to all attendees of the Off-Maintenance meeting.

#### **SC6.3.13.10.2 Works accepted Off-Maintenance**

Council will provide written confirmation that the operational works have been accepted Off-Maintenance.

#### **SC6.3.13.11 Bonding**

##### **SC6.3.13.11.1 Preliminary**

Bonding is the lodgement of a financial security to Council by the Developer in one or more of the following circumstances:

- (a) to cover all development construction works during the maintenance period;
- (b) as security to ensure the completion and fulfilment of specific conditions/works;
- (c) to cover the costs of uncompleted works to enable early approval of the plan of survey or commencement of a use.

#### **SC6.3.13.11.2 Performance Bonds**

- (1) Council may require a Performance Bond to provide surety of completion and fulfilment of works or conditions of approval and/or mitigate risk of damage to Council infrastructure or the environment. The bond may be required as a condition of approval or at the discretion of the Council.
- (2) The Performance Bond must be to a value of 130% of the value of the expected works.
- (3) Performance Bonds are refundable once the development is formally accepted On-Maintenance.
- (4) Where Performance Bonds are for a considerable amount of monies Council will consider a staged reduction of the bond monies.
- (5) Where the conditions/works are not completed to the satisfaction of Council and in accordance with any relevant standards, the bond may be forfeited to cover the costs of the works and/or repairs to Council infrastructure.

#### **SC6.3.13.11.3 Maintenance Bonds**

- (1) The Developer is required to submit a Maintenance Bond to Council to guarantee satisfactory maintenance of the works and rectification of defective works during the maintenance period.
- (2) The Maintenance Bond must be to the value of 5% of the total construction cost of Operational Work, including all variations, or \$2,000, whichever is higher.
- (3) The Maintenance Bond will be held by the Assessment Manager until the Operational Work is accepted Off Maintenance.

#### **SC6.3.13.11.4 Uncompleted Works Bonds**

- (1) In general, Council requires all works to be completed prior to the approval of the plan of survey. However, where exceptional circumstances exist, Council may accept a bond to secure uncompleted works associated with reconfiguring a lot to enable early approval of the plan of survey.
- (2) Council will generally only accept an uncompleted works bond (to enable approval of the plan of survey or commencement of the use) where the following works have been completed (where applicable):-
  - (a) 100 percent of bulk earthworks are completed and stabilised to the local government's satisfaction;
  - (b) Where for works associated with reconfiguring a lot, 100 percent of works within the proposed lots must be completed to the local government's satisfaction;
  - (c) All major stormwater drainage works must be completed to the local government's satisfaction;
  - (d) An appropriately qualified surveyor has certified that the roads are within the correct alignment, where applicable;
  - (e) 100 percent of sewerage and water supply works, including external and internal reticulation, are completed to the local government's satisfaction;
  - (f) All testing results and "As Constructed" information of the completed works is provided to the local government's satisfaction;
  - (g) Certificate of Electrical Supply must be provided to the local government;

- (h) An agreement has been entered into between the Developer and a telecommunications infrastructure provider for the provision of telecommunications infrastructure to the development;
- (3) The uncompleted works bond must be to a value of 130% of the value of the estimated uncompleted works costs, or \$2000, whichever is higher.
- (4) The Developer must lodge a formal request with Council which must include the following (where applicable):
  - (a) The relevant bond submission form;
  - (b) Certification signed by the relevant Supervising Engineer (i.e. RPEQ) which must include the following (where applicable):
    - (i) A fully priced bill of quantities detailing the works completed and the works still outstanding;
    - (ii) Written confirmation that the completed works have been constructed on the correct alignments and to the required standards, in accordance with the conditions of the development approval; and
    - (iii) Written confirmation that all works and services will be completed and operational within 3 months of the date of approval of the plan of survey or commencement of the use, or further period agreed to by Council.
- (5) After the bond submission is reviewed, Council will confirm agreement of the proposed security bond amount with the Developer.
- (6) Where Council agrees to accept an uncompleted works bond, prospective purchasers of the land or part of the land the subject of the uncompleted works bond must be advised of the relevant uncompleted works (including a description of the uncompleted works) through a special condition in the contract of sale for the land. A property note may also be entered in Council's system to alert prospective purchasers of the relevant uncompleted works.
- (7) Upon satisfactory completion of all works and acceptance of the works On-Maintenance, the uncompleted works bond will be released by Council. The Developer must submit to Council the relevant request for bond release form.
- (8) Where the works are not completed to the relevant standard within a reasonable timeframe (generally not more than 3 months from approval of the plan of survey or commencement of the use), the bond may be forfeited to cover the cost of the works.

#### **SC6.3.13.11.5 Form of security bonds**

- (1) The security bond given is to be in the form of either: -
  - (a) Cash (held in Trust); or
  - (b) Bank guarantee.
- (2) Bank Guarantees must be:
  - (a) Unconditional and irrevocable;
  - (b) Exclude a termination date;
  - (c) Be financial security from either:
    - (i) An Authorised Deposit-Taking Institution (ADI) with a minimum Long Term Credit Rating of BBB with Standard & Poor's (or equivalent rating agencies); or
    - (ii) An Authorised Insurer with a Standard & Poor's rating of A+ or better; and
  - (d) Detail the full and correct name of the Developer, the real property description(s), relevant development approval number(s) and the purpose of the security bond(s).

## Appendix SC6.3A Standard drawings list

Council's standard drawings are shown in **Table SC6.3A.1 (Standard drawings)**.

**Table SC6.3A.1 Standard drawings**

Drawing Number	Description
<b>Roads - Bundaberg Regional Council</b>	
R1002	Residential Roads – Optional Type Plans & Cross Section to suit WSUD
R1004	Typical Cross Sections – Industrial Collector and Access Street
R1010	Driveways – Residential Driveway Slabs
R1011	Driveways – Industrial and Commercial Driveway Slabs – Two Way Access
R1012	Driveways – Rural and Urban Accesses Requiring Culverts – No Kerb and Channel
R1013	Driveways - Rural and Urban Accesses – No Kerb and Channel
R1014	Driveways – Residential Invert Crossings (Layback & Standard Kerb & Channel)
R1015	Driveways – Residential Invert Crossing – Steep Driveways
R1016	Driveways – Residential Driveway Slabs for Brown Streets
R1020	Kerb and Channel – Kerbs, Channels and Inverts – Profiles and Dimensions
R1021	Kerb and Channel – Kerb and Channel Drainage Connections
R1030	Footpaths and Cycle Paths – Concrete Strip Footpaths
R1031	Footpaths and Cycle Paths – Bicycle Deflection Rail
R1032	Footpaths and Cycle Paths – Chicane Entrance Treatment
R1040	Signage – Street Name Sign and Post
R1041	Signage – Sign – Footings and Locations
R1042	Signage – Location Plan or Rural Addressing Number Post
R1043	Signage – Bus Stop Sign Details
R1050	Public Utilities – Typical Service Conduit Alignment
R1051	Public Utilities – Conduit/Service Road – Crossing Details
R1060	Road Edge Guide Posts and Bollards – Posts Types and Spacings
R1061	Road Edge Guide Posts and Bollards – Standard Bollard Treatment with 4 PVC Casing
R1062	Road Edge Guide Posts and Bollards – Standard Bollard Treatment
R2001	Road Type cross sections – Urban Road – Sub-arterial
R2002	Road Type cross sections – Urban Road – Trunk Collector
R2003	Road Type cross sections – Urban Road – Collector Street
R2004	Road Type cross sections – Urban Road – Access Street
R2005	Road Type cross sections – Urban Road – Access Place
R2006	Road Type cross sections – Urban Road – CBD/Commercial Access
R2007	Road Type cross sections – Urban Road – Industrial Collector
R2008	Road Type cross sections – Urban Road – Industrial Access
R3001	Road Type cross sections – Rural Road – Principal Rural Road
R3002	Road Type cross sections – Rural Road – Collector Roads
R3003	Road Type cross sections – Rural Road – Access Roads
R3004	Road Type cross sections – Rural Road – Unsealed Roads
<b>Roads - Institute of Public Works Engineering Australasia Queensland Division (IPWEAQ) Standard Drawings</b>	
SEQ R - 090	Kerb Ramp – Ramped Pedestrian Crossings
SEQ R - 091	Kerb Ramp – Ramped and Cut Through Treatments for Pedestrian Crossings Slip Lanes and Medians
SEQ R - 092	Kerb Ramp – Installation of TGSI's on Ramped Kerb Crossings (Sheet 1 of 2)
SEQ R - 093	Kerb Ramp – Installation of TGSI's on Ramped Kerb Crossings (Sheet 2 of 2)
SEQ R - 094	Kerb Ramp – Locations and Configurations
SEQ R - 140	Subsoil Drains - Detail

## Schedule 6 – Planning Scheme Policies

Drawing Number	Description
SEQ R - 142	Subsoil Drains – Access Points
SEQ R – 180	Typical Bus Stop layout
SEQ R – 181	Typical Bus Stop layout – Guidelines for the Layout of a Rural Bus Stop
<b>Stormwater - Bundaberg Regional Council</b>	
D1001	Field Inlet - Filed Inlet/Grated Gully Pit – Profiles and Dimensions
D1002	Field Inlet -Field Inlet pit Dome Top Cover Partially Submerged Inlet
R1002	Residential Roads – Optional Type Plans & Cross Section to Suit WSUD
37133	WSUD – Bioretention – Infill Sites
<b>Stormwater - IPWEAQ</b>	
SEQ D-010	Stormwater Access Chamber Details – 1050 – 2100 diameter
SEQ D-014	Manhole Frame – (Roadway and Non-Roadway) - 1050 to 1500 diameter
SEQ D-018	Manhole Riser Details – (Roadway)
SEQ D-019	Manhole Cover – (Roadway) – 1050 – 1500 diameter
SEQ D-020	Manhole Cover – (Non Roadway) – 1050 – 1500 diameter
SEQ D-021	Manhole Cover Concrete Infill – (Pedestrian Traffic) – 1050 – 1500 diameter
SEQ D-060	Drainage Pits Kerb inlet – Kerb in Line General Arrangements
SEQ D-061	Drainage Pits - Kerb Inlet – Precast Lintel Details
SEQ D-062	Drainage Pits – Kerb Inlet – Grate and Frame
SEQ D-082	Drainage Details – Culvert Inlet Screens
D-0011	Access Chamber – Roof Slabs – Dia 1050 - 2100
D-0012	Access Chamber – Roof Slabs – Dia 1500 Extended 600 and 900
D-0013	Access Chamber – Roof Slabs – Rectangular Standard Reinforcement
D-0017	Access Chamber – Roof Slabs – Rectangular Fabric Reinforcement
D-0030	Excavation, Bedding and Backfill of Stormwater Drainage Pipes
D-0031	Excavation, Bedding and Backfill of Precast Box Culverts
D-0040	Sediment Control Devices – Sediment Fence – Entry/Exit Sediment Trap
D-0041	Sediment Control Devices – Kerb and Field Inlets – Check Dams & Straw Bale Bank
D-0080	Inlets and Outlets to Stormwater Drains (Concrete)
D3201	Residential Property Access Standard Box Culvert Base Slabs
D3202	Residential Property Access Standard Box Culvert Wings/Headwalls
<b>Water and wastewater - WBBROC</b>	
WBB-GEN-1100-1	General Standard Drawing – Water Supply, Sewerage, Vacuum Sewerage and Pressure Sewerage Legend
WBB-SEW SET	Sewerage Standard Drawing Set
WBB-SPS SET	Sewage Pump Station Standard Drawing Set
WBB-WAT SET	Water Supply Standard Drawing Set
<b>Open space, public parks and land for community facilities</b>	
16566	Picnic shelter shed
16567	Picnic shelter table and seating
16568	Picnic table with roof
16478-S01	Picnic shelter – layout and construction details
<b>Tree Planting Details – Bundaberg Regional Council</b>	
P6111	Standard Street Planting Details - Typical detail – Road shoulder planting
P6211	Standard Street Planting Details - Typical detail – Back of kerb planting
P6311	Standard Street Planting Details - Typical detail – Tree protection requirements



## Appendix SC6.3B Street and park naming procedure

### SC6.3B.1 Park names

- (1) Park names shall reflect respected persons and families who have made a significant contribution to the well being of the region where the park is located. The Council at its sole discretion may determine contrary to this requirement.
- (2) The Council shall consider suggestions from developers of new parks for park names.

### SC6.3B.2 Street names

- (1) Street names shall reflect aspects of the area they are located, including historical names. The Council at its sole discretion may determine contrary to this requirement.
- (2) Council's order of preference in allocating street names shall be:
  - (a) Historical Persons/Historical Place Names,
  - (b) Other relevant aspects (e.g., local flora and fauna) ,
  - (c) Themed Street Names.
- (3) The Council shall consider up to 3 suggestions per street from Developers of new streets for street names.
- (4) The Council will consider developments where street and park names follow a particular theme.
- (5) Street names shall be nouns and generally contain one (1) word. Composite words may be acceptable when they supplement the primary name. Names shall be unique and un-ambiguous to the Bundaberg Regional Council Local Government Area.
- (6) Where a street is extended, the new section created will retain the name of the extended street.

### SC6.3B.3 Definition of terms

Table SC6.3B.3.1 (Street name – Nomenclature description) provides the road definitions which apply in the naming of streets.

Table SC6.3B.3.1 Street name – Nomenclature description

Type	Definition
Road	An Arterial, Sub Arterial, Trunk Collector, Collector Road;
Street	An Arterial, Sub Arterial, Trunk Collector, Collector or Access Road;
Drive	Collector or Access Road of substantial length;
Avenue	A tree lined Collector or Access Road;
Boulevard	A Collector or Access Road with significant landscape;
Terrace	Collector or Access Road with significant topographical features;
Crescent	A Loop Road;
Circuit	A Loop Road that rejoins itself;
Way	Similar to Drive or Avenue;
Lane	A narrow public right of way of reserve width;
Court	A cul-de-sac less than 100 metres in length;
Close	A cul-de-sac less than 100 metres in length;
Place	A cul-de-sac greater than 100 metres in length.

### SC6.3B.4 Process of approval of names of park or streets

The process for approval of Park and Street names is as follows:

- (e) Council will keep a list of suggested names for streets which will be updated when requests are received from the public. The list will be available to developers and the public on request;
- (f) Prior to the sealing of a Plan of Survey creating a road, the developer shall submit 3 suggested road names for each new street in their development;
- (g) Prior to the sealing of a Plan of Survey creating a park, the developer may submit a suggested park name for each new park in their development;
- (h) For "themed" developed the developer shall submit a list of potential street and park names for the entire development prior to the sealing of the Plan of Survey for Stage 1 of the development;
- (i) The Council will consider suggested street and park names at its Planning and Development Committee Meetings guided by this Policy;
- (j) The Council has the sole right to determine street and park names;
- (k) The developer will be advised of Council's chosen street and park names and shall provide appropriate signage in accordance with the relevant policies and guidelines.

## Appendix SC6.3C Approved street trees

The following is a list of approved street trees for developments in the Bundaberg Regional Council area.

**Table SC6.3E.1 Approved street trees (not under powerlines)**

Botanical Name	Common Name	Use	Comments
<i>Agathis robusta</i>	Kauri Pine	Rural Street Tree	Large tree, Pine like in form, large fruit when mature makes this unsuitable for urban location.
<i>Banksia integrifolia</i>	Coastal Banksia	Coastal Street Tree	Gnarled form, Yellow flowers, woody seed pods.
<i>Brachychiton acerfolius</i>	Illawarra Flame Tree	Urban/Rural Street Tree	Deciduous tree to approximately 15m, red flowers in spring/summer. Best suited to larger road reserve.
<i>Brachychiton rupestris</i>	Qld Bottle Tree	Urban/Rural Street Tree	Semi deciduous tree to 15m. Large swollen bottle trunk a feature. Creamy flowers in spring/summer. Best suited to larger road reserve.
<i>Buckinghamia celsissima</i>	Ivory Curl	Urban Street Tree	Masses of creamy flowers
<i>Callistemon viminalis</i>	Weeping Bottlebrush	Urban/Rural Street Tree	Masses of red flowers, weeping in form, can look untidy.
<i>Cupaniopsis anacardiodes</i>	Tuckeroo	Coastal Street Tree	Lime green foliage, orange berries, lollipop form, mature specimens have buttressed trunk.
<i>Elaeocarpus eumundii</i>	Eumundi Quandong	Urban/Rural Street Tree	Med rainforest tree, red new growth a feature, columnar in form.
<i>Elaeocarpus obovatus</i>	Hard Quandong	Urban/Rural Street Tree	Med rainforest tree, small cream flowers followed by blue berries, peach coloured new growth a feature.
<i>Flindersia australis</i>	Crows Ash	Urban/Rural Street Tree	Green foliage, woody seed pods, columnar in form, many mature specimens within Bundaberg streetscape.
<i>Grevillea baileyana</i>	White Oak	Urban/Rural Street Tree	Masses of white/cream flowers, Lobbed leaves with gold undersides.
<i>Harpullia pendula</i>	Tulipwood	Urban Street Tree	Lime green foliage, orange berries, light coloured bark, many examples within the Bundaberg streetscape.
<i>Hymenosporum flavum</i>	Native Frangipani	Urban/Rural Street Tree	Narrow evergreen tree to 10m. Fragrant yellow flowers in spring. Grows in sun or shade, prefers good quality well drained soil. Does not like to be too exposed.
<i>Lophostemon confertus</i>	Brush Box	Rural Street Tree	Dense crown of shiny leaves, Columnar in habit
<i>Stenocarpus sinuatus</i>	Qld Firewheel Tree	Urban/Rural Street Tree	Tall evergreen tree 15-20m tall. Variable dark green leaves. Orange red flowers in summer. Best suited to larger road reserve
<i>Syzygium luehmannii</i>	Small Leaved Lilly Pilly	Urban Street Tree	Dense tree requiring lift pruning within streetscape, red berries, red/pink new growth a feature.

Botanical Name	Common Name	Use	Comments
<i>Waterhousea floribunda</i>	Weeping Lilly Pilly	Urban/Rural Street Tree	Bushy tree, weeping habit, white/cream flowers followed by berries, found naturally along creek lines.

Table SC6.3E.2 Approved street trees (under powerlines)

Botanical Name	Common Name	Use	Comments
<i>Acmena hemilampra</i>	Satin Ash	Urban Street Tree	Cream flowers followed by white berries. Lush green tree, Can require periodic lift pruning.
<i>Acronychia imperforata</i>	Fraser Island Apple	Coastal Street Tree	
<i>Alectryon coriaceus</i>	Beach Birds Eye	Coastal Street Tree	
<i>Backhousea myrtifolia</i>	Grey Myrtle	Urban/Rural Street Tree	
<i>Backhousea citriodora</i>	Lemon Scented Myrtle	Urban/Rural Street Tree	Small tree, creamy flowers, lemon scented leaves used in cooking
<i>Corymbia ptychocarpa</i>	Swamp Bloodwood	Urban/Rural Street Tree	Small tree, large leaves flowers Pink or Red (Winter/Spring)
<i>Elaeocarpus reticulatus</i>	'Prima Donna' cultivar	Urban/Rural Street Tree	Small evergreen tree, this cultivar has small pink frilled flowers
<i>Phaleria clerodendron</i>	Scented Daphne	Urban/Rural Street Tree	Small tree to 6m large, glossy green leaves. White fragrant flowers on trunk and branches predominantly in summer.
<i>Xanthostemon chrysanthus</i>	Golden Penda	Urban Street Tree	Small evergreen tree. Bright yellow pom pom flowers a feature.

## Appendix SC6.3D Approved coastal trees

The following is a list of approved coastal trees for developments in the Bundaberg Regional Council area.

**Table SC6.3F.1 Approved coastal trees development**

Botanical Name	Common Name	Comments
<i>Araucaria cunninghamii</i>	Hoop pine	Very tall and erect pineshaped tree with symmetrical branches. Frost tender.
<i>Banksia integrifolia</i>	Coast banksia	Shapely tree with large dull green leaves with white underneath. Strongly scented yellow flowers in thick dense spikes
<i>Banksia serrata</i>	Red honeysuckle	Small tree with hard, toothed leaves. Widely cultivated as a coastal ornamental. Bird attractant.
<i>Callistemon viminalis</i>	Weeping bottlebrush	A large shrub or small tree 3-8m high with a graceful, weeping appearance that produces brilliant red flowers in spring and early summer.
<i>Callitris columellaris</i>	Coast cypress pine	A tall dense, evergreen pine that can be cut back to form a dense hedge. Prefers deep sandy loams.
<i>Casuarina equisetifolia</i>	Coast she-oak	Small she-oak with sparse drooping needle-like foliage. Highly resistant to wind and salt spray and grows on raw sand.
<i>Cupaniopsis anacardioides</i>	Tuckeroo	Excellent shade tree with dark green foliage. Will stand planting in exposed situations on poor soils along the coastal strip.
<i>Eucalyptus ptychocarpa</i>	Swamp bloodwood	A small spreading ornamental tree bearing masses of spectacular crimson, pink or white flowers. Has large leathery leaves.
<i>Eucalyptus tereticornis</i>	Blue gum	Eucalypt with smooth bluey grey trunk with irregular blotches. An important hollow producing tree. Flowers used by native birds and bats and leaves used by koalas.
<i>Eucalyptus tessellaris</i>	Moreton Bay Ash	A tall, slender, attractive eucalypt with smooth, white bark on the upper trunk and hard, chunky, tessellated bark around the base. White flowers attract parrots.
<i>Eugenia reinwardtiana</i>	Beach cherry	Shrub to 3m producing edible red fruits about 2cm in diameter.
<i>Harpullia pendula</i>	Tulipwood	Shade tree with large, glossy leaves and clusters of yellow flowers followed by red or yellow seed cases containing two shiny black seeds. Widely used as a street tree on a variety of soils where it rarely exceeds 10m.
<i>Leptospermum petersonii</i>	Lemon-scented teatree	Bushy shrub to 5m bearing masses of white flowers. Excellent for hedges and screens. Grows on most soil types.
<i>Livistona decipiens</i>	Weeping cabbage palm	Tall native palm with a dense head of fan-shaped leaves and slender trunk. Requires warm conditions for best growth and moist, shady conditions when young.
<i>Melaleuca dealbata</i>	Silver-leafed paperbark	Common tree on coastal creeks north of Maryborough. Greyish green leaves that fade to red with age. Bears white flowers attractive to birds and bees.
<i>Melaleuca leucadendra</i>	Broad-leaved tea-tree	Weeping tree with a fairly straight trunk covered with layers of papery white bark. Bird attracting when in flower.

## Appendix SC6.3E Approved open forests and woodland species

The following is a list of approved open forests and woodland species for developments in the Bundaberg Regional Council area.

**Table SC6.3G.1 Approved open forest and woodland species**

Botanical Name	Common Name	Comments
<i>Acacia disparrima</i> ( <i>syn aulacocarpa</i> )	Hickory wattle	Small fast growing tree with a height range of 6-20m. Produces sweetly scented yellow flowers in autumn. Good pioneer species widely used by native wildlife.
<i>Acacia maidenii</i>	Maiden's wattle	Small, compact, fast growing wattle bearing yellow flowers.
<i>Alphitonia excelsa</i>	Soap tree or red ash	Tree with a layered, spreading canopy and leaves distinctly white on the underside. Fast growing and widely used by native fauna.
<i>Casuarina littoralis</i>	Forest oak	Small tree usually with a conical shape and branches characteristically curving upwards. Usually found on stony or sandy soils.
<i>Corymbia citriodora</i>	Lemon-scented gum	A clean, straight tree of graceful appearance with smooth pinkish grey trunk. Leaves have a strong lemon scented smell when crushed. Food tree for greater gliders.
<i>Corymbia intermedia</i>	Pink bloodwood	A medium to tall tree covered with brownish-chunky bark. Flowers used by fruitbats and lorikeets.
<i>Eucalyptus tereticornis</i>	Blue gum	Eucalypt with smooth bluey grey trunk with irregular blotches. An important hollow producing tree. Flowers used by native birds and bats and leaves used by koalas.
<i>Eucalyptus tessellaris</i>	Moreton Bay Ash	A tall, slender, attractive eucalypt with smooth, white bark on the upper trunk and hard, chunky, tessellated bark around the base. White flowers attract parrots.
<i>Grevillea banksii</i>	Red flowered silky oak	An attractive small shrub with heads of red or white blooms and fern-like foliage.
<i>Lophostemon confertus</i>	Brush box	Tree with a dense crown of dark green, shiny leaves often used for street and park planting as a shade tree.
<i>Lophostemon suaveolens</i>	Swamp mahogany	A medium sized tree with rough, flaky bark and attractive white flowers. Fast growing and suitable for wet soils.
<i>Melia azedarach</i>	White cedar	A deciduous tree with attractive compound leaves and blue flowers, and clusters of yellow berries. Berries are poisonous to some domestic animals but eaten by possums and native birds.

## Appendix SC6.3F Approved shrubs and vine forests species

The following is a list of approved shrubs and vine forests species for developments in the Bundaberg Regional Council area.

**Table SC6.3H.1 Approved shrubs and vine forest species**

Botanical Name	Common Name	Comments
<i>Alchornea ilicifolia</i>	Holly bush	Shrub or small tree with sharply toothed, stiff leathery leaves.
<i>Alectryon connatus</i>	Bird's eye alectryon	Small tree with young parts and flowers densely hairy. Pale blue-green colour under the leaves.
<i>Aphananthe philippinensis</i>	Rough-leaved elm	Small to medium-sized tree with rough-surfaced leaves and branchlets, and prickly toothed leaves.
<i>Bridelia leichhardtii</i>	Small-leaved brush ironbark	Shrub or small tree with small leaves and red fruit 4-5mm across.
<i>Canthium coprosmoides</i>	Coast canthium	Tall shrub or small tree with orange-red 2-lobed fruit 8mm across.
<i>Cassine melanocarpa</i>	Black olive plum	Small tree with thick and leathery leaves with shiny black fruit 1 ½ -2 ½ cm across.
<i>Cleistanthus cunninghamii</i>	Cleistanthus	Small tree with branchlets having raised protuberances. Fruit a 3-lobed capsule.
<i>Clerodendrum floribundum</i>	Lolly bush	Small tree or shrub with branchlets often purplish. Attractive black fruit are seated in a bright red petal like calyx.
<i>Cupaniopsis anacardioides</i>	Tuckeroo	Excellent shade tree with dark green foliage. Will stand planting in exposed situations on poor soils along the coastal strip.
<i>Drypetes deplanchei</i>	Yellow tulip	Medium sized tree with young leaves sharply toothed. Fruit a red/orange coloured drupe.
<i>Ficus obliqua</i>	Small-leaved Moreton Bay fig	Tall tree growing to 40m. Fruit a yellow to orange coloured fig. Fruit eaten by birds.
<i>Flindersia australis</i>	Crows ash	Large shade tree reaching to about 18m in open plantings. Foliage is dark green in a dense rounded crown. An excellent shade and avenue tree native to Queensland.
<i>Flindersia collina</i>	Leopard ash	Queensland native tree with slender trunk and glossy green crown and white flowers. Trunk has leopard like blotches. Ideal as a medium sized shade tree.
<i>Harpullia pendula</i>	Tulipwood	Shade tree with large, glossy leaves and clusters of yellow flowers followed by red or yellow seed cases containing two shiny black seeds. Widely used as a street tree on a variety of soils where it rarely exceeds 10m.
<i>Jagera pseudorhus</i>	Foambark	Small tree with capsules covered with rusty brown irritating hairs, splitting into 3 segments. Seeds eaten by ground-dwelling native fauna.
<i>Melia azedarach</i>	White cedar	A deciduous tree with attractive compound leaves and blue flowers, and clusters of yellow berries. Berries are poisonous to some domestic animals but eaten by possums and native birds.
<i>Mischocarpus pyriformis</i>	Yellow pear-fruit	Medium tree with yellow/orange, pear-shaped capsules. Slow growing.
<i>Pleiogynium timorense</i>	Burdekin plum	Medium to large tree with a large, spreading crown that produces an edible reddish purple plum.
<i>Rapanea variabilis</i>	Muttonwood	Small tree to about 5m. Produces mauve to blue small drupes about 5mm in diameter. Has attractive foliage and decorative fruit.

## Appendix SC6.3G Approved species for banks of saltwater watercourses

The following is a list of approved species for banks of saltwater watercourses within developments in the Bundaberg Regional Council area.

**Table SC6.31.1 Approved species for banks of saltwater watercourses**

Botanical Name	Common Name	Comments
<i>Acacia disparrima</i> ( <i>syn aulacocarpa</i> )	Hickory wattle	Small fast growing tree with a height range of 6-20m. Produces sweetly scented yellow flowers in autumn. Good pioneer species widely used by native wildlife.
<i>Alphitonia excelsa</i>	Soap tree or red ash	Tree with a layered, spreading canopy and leaves distinctly white on the underside. Fast growing and widely used by native fauna.
<i>Callitris columellaris</i> *	Coast cypress pine	A tall dense, evergreen pine that can be cut back to form a dense hedge. Prefers deep sandy loams.
<i>Casuarina equisetifolia</i> *	Coast she-oak	Small she-oak with sparse drooping needle-like foliage. Highly resistant to wind and salt spray and grows on raw sand.
<i>Casuarina glauca</i>	Swamp oak	Fast growing sheoak native of saline and wet sites but used for windbreaks and shelter belts in heavy soils. Seeds eaten by pigeons.
<i>Clerodendrum floribundum</i>	Lolly bush	Small tree or shrub with branchlets often purplish. Attractive black fruit are seated in a bright red petal like calyx.
<i>Cupaniopsis anacardioides</i>	Tuckeroo	Excellent shade tree with dark green foliage. Will stand planting in exposed situations on poor soils along the coastal strip.
<i>Eucalyptus tereticornis</i>	Blue gum	Eucalypt with smooth bluey-grey trunk with irregular blotches. An important hollow-producing tree. Flowers used by native birds and bats and leaves used by koalas.
<i>Eucalyptus tessellaris</i>	Moreton Bay Ash	A tall, slender, attractive eucalypt with smooth, white bark on the upper trunk and hard, chunky, tessellated bark around the base. White flowers attract parrots.
<i>Ficus opposita</i>	Sandpaper fig	Small tree with sandpapery rough leaves. Figs eaten by native birds.
<i>Glochidion ferdinandi</i>	Coast glochidion	Small densely growing tree to 10m. Green to red roundish, ribbed capsule.
<i>Jagera pseudorhus</i>	Foambark	Small tree with capsules covered with rusty brown irritating hairs, splitting into 3 segments. Seeds eaten by ground-dwelling native fauna.
<i>Livistona decipiens</i>	Weeping cabbage palm	Tall native palm with a dense head of fan-shaped leaves and slender trunk. Requires warm conditions for best growth and moist, shady conditions when young.
<i>Melia azedarach</i>	White cedar	A deciduous tree with attractive compound leaves and blue flowers, and clusters of yellow berries. Berries are poisonous to some domestic animals but eaten by possums and native birds.
<i>Pleiogynium timorense</i>	Burdekin plum	Medium to large tree with a large, spreading crown that produces an edible reddish purple plum.

Note— \* Found mainly in coastal river areas rather than saltwater river areas.



## Appendix SC6.3H Approved species for banks of freshwater watercourses

The following is a list of approved species for banks of freshwater watercourses within developments in the Bundaberg Regional Council area.

**Table SC6.3J.1 Approved species for banks of freshwater watercourses**

Botanical Name	Common Name	Comments
<i>Acacia disparrima</i> ( <i>syn aulacocarpa</i> )	Hickory wattle	Small fast growing tree with a height range of 6-20m. Produces sweetly scented yellow flowers in autumn. Good pioneer species widely used by native wildlife.
<i>Alphitonia excelsa</i>	Soap tree or red ash	Tree with a layered, spreading canopy and leaves distinctly white on the underside. Fast growing and widely used by native fauna.
<i>Clerodendrum floribundum</i>	Lolly bush	Small tree or shrub with branchlets often purplish. Attractive black fruit are seated in a bright red petal-like calyx.
<i>Cupaniopsis anacardioides</i>	Tuckeroo	Excellent shade tree with dark green foliage. Will stand planting in exposed situations on poor soils along the coastal strip.
<i>Eucalyptus tereticornis</i>	Blue gum	Eucalypt with smooth bluey-grey trunk with irregular blotches. An important hollow-producing tree. Flowers used by native birds and bats and leaves used by koalas.
<i>Ficus coronata</i>	Creek sandpaper fig	Small fig growing along creek banks. Fruit edible, purplish and hairy.
<i>Glochidion sumatranum</i>	Cheese tree	Small to medium fast growing tree. Fruits are flattened and fluted similar to round cheese.
<i>Jagera pseudorhus</i>	Foambark	Small tree with capsules covered with rusty brown irritating hairs, splitting into 3 segments. Seeds eaten by ground-dwelling native fauna.
<i>Leptospermum polygalifolium</i>	Wild may	Slender, twiggy shrub with small, narrow scented leaves and white flowers.
<i>Melaleuca quinquenervia</i>	Paper bark	Medium sized-tree that likes wet and wallum-like areas. Birds, bats and ants feed on the nectar.
<i>Melia azedarach</i>	White cedar	A deciduous tree with attractive compound leaves and blue flowers, and clusters of yellow berries. Berries are poisonous to some domestic animals but eaten by possums and native birds.
<i>Pleiogynium timorense</i>	Burdekin plum	Medium to large tree with a large, spreading crown that produces an edible reddish-purple plum.
<i>Waterhousea floribunda</i>	Weeping cherry	Excellent spreading tree with decorative yellow flowers and dense green foliage. Suited to moist soils. Fruit attractive to birds and bats.

## Appendix SC6.3I Approved small trees and tall shrubs species

The following is a list of approved small trees and tall shrubs species for developments in the Bundaberg Regional Council area.

**Table SC6.3K.1 Approved small tree and tall shrub species**

Botanical Name	Common Name	Comments
<i>Barklya syringifolia</i>	Barklya, Golden shower tree	Slow growing, very showy, evergreen small tree with heart-shaped leaves. Bears masses of brilliant, yellow flowers in early summer.
<i>Buckinghamia celsissima</i>	Ivory curl	Showy small tree bearing masses of grevillea-like white flowers. Excellent tree for avenue planting. Rarely exceeds 6m in amenity plantings.
<i>Callistemon polandii</i>	Red bottlebrush	A bushy small tree growing to 5m that is noted for its long lasting 9cm long, bright red, gold-tipped flowers.
<i>Callistemon Viminalis</i>	Weeping bottlebrush	A large shrub or small tree 3-8m high with a graceful, weeping appearance that produces brilliant red flowers in spring and early summer.
<i>Eucalyptus ptychocarpa</i>	Swamp bloodwood	A small spreading ornamental tree bearing masses of spectacular crimson, pink or white flowers. Has large leathery leaves.
<i>Euodia muelleri</i>	Little euodia	Small tree to about 5m. Colourful reddish-pink flowers grow from trunk.
<i>Harpullia pendula</i>	Tulipwood	Shade tree with large, glossy leaves and clusters of yellow flowers followed by red or yellow seed cases containing two shiny black seeds. Widely used as a street tree on a variety of soils where it rarely exceeds 10m.
<i>Leptospermum petersonii</i>	Lemon-scented tea-tree	Bushy shrub to 5m bearing masses of white flowers. Excellent for hedges and screens. Grows on most soil types.
<i>Melaleuca leucadendra</i>	Broad-leaved tea-tree	Weeping tree with a fairly straight trunk covered with layers of papery white bark. Bird attracting when in flower.
<i>Melaleuca viridiflora</i>	Red-flowering tea-tree	Medium sized paperbark that has pale lemon to pink and occasionally red flowers.
<i>Pittosporum rhombifolium</i>	White pittosporum	Usually grows to about 6m in cultivation. Has a dense crown of glossy, dark green, toothed leaves and small white flowers which produces clusters of orange berries in winter.
<i>Xanthostemon chrysanthus</i>	Golden penda	Small tree that occurs in coastal north Qld. Flowers are bright yellow, very prominent and bird attracting. Excellent specimen tree where ample moisture is available.

## Appendix SC6.3J Unacceptable plant species

The following plant species are unacceptable for landscaping within the Bundaberg Regional Council area.

**Table SC6.3L.1 Unacceptable plant species**

Botanical Name	Common Name
<i>Acacia farnesiana</i>	Mimosa Bush
<i>Acalypha sinensis</i>	Chinese Acalypha
<i>Acetosa sagittata</i>	Rambling Dock
<i>Agave americana</i>	Century Plant
<i>Agave sisalana</i>	Sisal
<i>Agave vivipara</i> var. <i>vivipara</i>	Sisal
<i>Ageratina adenophora</i>	Crofton Weed
<i>Ageratina riparia</i>	Mistflower
<i>Ageratum houstonianum</i>	Blue Billygoat Weed
<i>Alternanthera philoxeroides</i>	Aligator Weed
<i>Anredera cordifolia</i>	Madeira Vine, Lamb's Tail, Potato Vine
<i>Araujia horotum</i>	White Moth Vine
<i>Ardisia crispa/crenata</i>	Coral Berry, Ardisia
<i>Ardisia humilis</i>	Spice Berry
<i>Arecastrum</i> (syn. <i>Syagrus</i> ) <i>romanzoffianum</i>	Cocos Palm
<i>Aristolochia elegans</i>	Dutchman's Pipe or Calico Flower
<i>Arunda donax</i>	Giant Reed
<i>Asclepias curassavica</i>	Red Cotton Bush
<i>Asparagus africanus</i>	Asparagus fern
<i>Asparagus</i> ( <i>Myrsiphullum</i> ) <i>asparagoides</i>	Bridal Creeper
<i>Asparagus densiflora</i>	Asparagus fern
<i>Asparagus plumosus</i>	Ferny Asparagus
<i>Baccharis halimifolia</i>	Groundsel Bush
<i>Bidens pilosa</i>	Cobbler's Pegs
<i>Brachiaria decumbens</i>	Signal Grass
<i>Brachiaria multica</i>	Para Grass
<i>Bryophyllum delagoense</i> (Syn. <i>B. diagremonianum</i> x <i>tubiflorum</i> )	Mother-of-Millions Hybrid
<i>Bryophyllum pinnatum</i>	Live Plant
<i>Bryophyllum tubiflorum</i>	Mother-of-Millions
<i>Caesilpinia decapetala</i>	Thorny Poinciana
<i>Callisia fragrans</i>	Purple Succulent
<i>Canna species</i> ( <i>indica</i> and <i>generalis</i> )	Canna Lilly
<i>Cardiospermum grandiflorum</i>	Balloon Vine
<i>Cascabela thevetia</i> syn. <i>Thevetia peruviana</i> )	Yellow Oleander
<i>Cassia coluteoides</i>	Easter Cassia
<i>Catharanthus roseus</i>	Pink Periwinkle
<i>Celtis sinensis</i>	Chinese Elm, Chinese Celtis
<i>Cenchrus caliculatis</i>	
<i>Cenchrus echinatus</i>	Mossman River Grass
<i>Cestrum parqui</i>	Cestrum
<i>Chloris gayana</i>	Rhodes Grass
<i>Chrysanthemoides monilifera</i> subsp. <i>rotunda</i>	Bitou Bush
<i>Cinnamomum camphora</i>	Camphor Laurel
<i>Commelina benghalensis</i>	Hairy Wandering Jew

## Schedule 6 – Planning Scheme Policies

Botanical Name	Common Name
<i>Conyza bonariensis</i>	Flax-leaf Fleabane
<i>Conyza canadensis</i>	Canadian Fleabane
<i>Conyza sumatrensis</i>	Tall Fleabane
<i>Corymbia torelliana</i>	Cadaga or Cadaghi
<i>Cynodon dactylon</i>	Bahama Grass / Green Couch
<i>Cyperus brevifolius</i>	Mullumbimy Couch
<i>Cyperus involucratus</i>	African Sedge
<i>Cyperus rotundus</i>	Nut Grass
<i>Desmodium intortum</i>	Green-leaved Desmodium
<i>Desmodium uncinatum</i>	Silver-leaved Desmodium
<i>Digitaria eriantha</i>	Pangola Grass
<i>Duranta erecta</i>	Duranta, Blue Sky Flower
<i>Eichornia crassipes</i>	Water Hyacinth
<i>Eleusine indica</i>	Crowsfoot Grass
<i>Eragrostis curvula</i>	African Lovegrass
<i>Erythrina crista-galli</i>	Cockspur Coral Tree
<i>Eugenia uniflora</i>	Brazilian Cherry
<i>Euphorbia cyathophora</i>	Painted Spurge
<i>Euphorbia heterophylla</i>	Milk Weed
<i>Furcrea foetida</i>	Cuban Hemp
<i>Furcrea seloa</i>	Hemp
<i>Gleditsia triacanthos (+ all ornamental varieties)</i>	Honey Locust Tree
<i>Gloriosa superba</i>	Glory Lilly
<i>Gomphocarpus physocarpus</i>	Balloon Cotton Bush
<i>Gymnocoronis spilanthoides</i>	Senegal Tea
<i>Hymenachne amplexicaulis</i>	
<i>Hypoestes phyllostachya</i>	Polka-dot Plant
<i>Impatiens walleriana</i>	Balsam
<i>Ipomoea cairica</i>	Mile a Minute
<i>Ipomoea indica</i>	Morning Glory
<i>Juncus articulatus</i>	Jointed Rush
<i>Koelreuteria elegans</i>	Golden Rain Tree
<i>Lantana camara var. camara</i>	Lantana
<i>Lantana montevidensis</i>	Creeping Lantana
<i>Leucaena leucocephala</i>	Leucaena
<i>Ligustrum lucidum</i>	Privet Broad Leaf
<i>Ligustrum sinense</i>	Privet Small Leaf, Chinese Privet
<i>Lilium formosanum</i>	Taiwan Lily
<i>Lonicera japonica</i>	Japanese Honeysuckle
<i>Ludwigia ochoualis</i>	
<i>Lycium ferocissimum</i>	African Boxthorn
<i>Macfadyena unuis-cati</i>	Cats Claw Creeper
<i>Macroptilium atropurpureum</i>	Sirato
<i>Macrotyloma axillare</i>	Perrenia Horse Gram
<i>Melinis minutiflora</i>	Molasses Grass
<i>Melinis repens</i>	Red Natal Grass
<i>Mimosa pudica</i>	Common Sensitive Plant
<i>Murraya paniculata cv. Exotica</i>	Murraya, mock orange
<i>Myriophyllum aquaticum</i>	Parrot's Feather
<i>Nasella neessiana</i>	Chilean Needle Grass

Botanical Name	Common Name
<i>Neonotonia wightii</i>	Glycine
<i>Nephrolepis cordifolia</i>	Fish bone fern
<i>Nymphaea caerulea subsp. zanzibarensis</i>	Blue Lotus
<i>Ochna serrulata</i>	Ochna, Mickey Mouse Bush
<i>Oenothera drummondii subsp. drummondii</i>	Beach evening Primrose
<i>Olea africana</i>	African Olive
<i>Olea europea</i>	Olive
<i>Optunia spp.</i>	Drooping Pear Tree, prickly pears
<i>Oxalis corniculata</i>	Creeping Oxalis, Yellow Wood Sorrell
<i>Panicum maximum</i>	Green Panic / Guinea Grass
<i>Parkinsonia aculeata</i>	Jerusalem Thorn
<i>Paspalum conjugatum</i>	Paspalum
<i>Paspalum dilatatum</i>	Paspalum
<i>Paspalum mandiocanum</i>	
<i>Paspalum notatum</i>	Bahia Grass
<i>Passiflora edulis</i>	Passion Fruit
<i>Passiflora foetida</i>	Stinking Passion Vine
<i>Passiflora suberosa</i>	Corky Passion Vine
<i>Passiflora subpeltata</i>	White Passion Fruit
<i>Parthenium hysterophorus</i>	Parthenium Weed
<i>Paulownia spp</i>	Paulownia
<i>Pennisetum alopecuroides</i>	Swamp Foxtail
<i>Pennisetum clandestinum</i>	Kikuyu Grass
<i>Pennisetum purpureum</i>	Elephant Grass
<i>Pennisetum setaceum</i>	African Fountain Grass
<i>Phyla canescens</i>	Condamine Couch / Lippia
<i>Phyllostachys aurea</i>	Fishpole Bamboo
<i>Phytolacca octandra</i>	Inkweed
<i>Pinus caribaea</i>	Caribbean Slash Pine
<i>Pinus elliottii</i>	Slash Pine
<i>Pistia stratiotes</i>	Water Lettuce
<i>Prosopis pallida</i>	Algaroba
<i>Prunus munsoniana</i>	Wild Goose Plum
<i>Psidium guajava</i>	Guajava, Guava
<i>Pueraria lobata</i>	Kudzu
<i>Pyrostegia venusta</i>	Flame Vine
<i>Raphiolepis indica</i>	Indian Hawthorn
<i>Ricinus communis</i>	Castor Oil Plant
<i>Rivina humilis</i>	Spice Berry
<i>Rorippa nasturtium-aquaticum (syn. Nasturtium officinale)</i>	Watercress
<i>Rubus bellobatus</i>	Kittatinny Blackberry
<i>Rubus discolor (R. fruticosus complex)</i>	a Blackberry
<i>Rubus ellipticus</i>	Yellow Berry
<i>Rubus fruticosus</i>	Blackberry
<i>Ruellia malacosperma</i>	Ruellia
<i>Ruppia maratima</i>	Sea Tassel
<i>Salvia coccinea</i>	Red Salvia
<i>Salvinia molesta</i>	Salvinia
<i>Sansevieria trifasciata</i>	Mother in Laws Tongue

Botanical Name	Common Name
<i>Scheffera actinophylla</i>	Umbrella Tree
<i>Schinus molle</i>	Pepper Tree
<i>Schinus terebinthifolia</i>	Broad Leafed Pepperina Tree, Pepper Tree
<i>Senecio madagascariensis</i>	Fire Weed
<i>Senecio tamoides</i>	Canary Creeper
<i>Senna pendulina</i>	Easter cassia, Winter senna
<i>Senna septentrionalis (syn. floribunda)</i>	Arsenic Bush
<i>Setaria sphacelata</i>	South African Pigeon Grass
<i>Sida rhombifolia</i>	Paddy's Lucerna
<i>Solanum erianthum</i>	Tobacco Bush
<i>Solanum hispidum</i>	Giant Devil's Fig
<i>Solanum mauritianum</i>	Wild tobacco tree
<i>Solanum seaforthianum</i>	Brazilian nightshade
<i>Solanum torvum</i>	Devil's Fig
<i>Solidago canadensis var. scabra</i>	Canadian Goldenrod
<i>Spathodea campanulata</i>	African Tulip Tree
<i>Sphagneticola (syn. Wedelia) trilobata</i>	Singapore Daisy
<i>Sporobolus africanus</i>	Paramatta Grass
<i>Sporobolus fertilis</i>	Giant Paramatta Grass
<i>Sporobolus jacquemontii</i>	American rat's tail Grass
<i>Stylosanthes scabra</i>	Shrubby Stylo
<i>Tagetes minuta</i>	Stinking Roger
<i>Stenolobium stans</i>	Yellow Bells, Yellow Bell Flower
<i>Themada quadrivalvis</i>	Grader Grass, Thatch Grass
<i>Thunbergia alata</i>	Black-eyed Susan
<i>Thunbergia grandiflora</i>	Blue Thunbergia
<i>Tithonia diversifolia</i>	Mexican Sunflower
<i>Tradescantia albiflora</i>	Wandering jew
<i>Tradescantia zebrina</i>	Zebrina
<i>Triumfetta rhomboidea</i>	Chinese Burr
<i>Verbesina enceloides</i>	Crownbeard
<i>Xanthium spinosum</i>	Bathurst Burr



# Planning Scheme Policy for **Waste Management**

Bundaberg Regional Council  
Planning Scheme 2015

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## Contents of Schedule SC6.4

<b>SC6.4</b>	<b>Planning scheme policy for waste management .....</b>	<b>S6.4-1</b>
SC6.4.1	Purpose.....	S6.4-1
SC6.4.2	Application .....	S6.4-1
SC6.4.3	Terminology .....	S6.4-1
SC6.4.4	General requirements .....	S6.4-1
SC6.4.5	Access and manoeuvrability.....	S6.4-2
SC6.4.6	Residential refuse bin arrangements .....	S6.4-2
SC6.4.7	Residential storage area.....	S6.4-4
	SC6.4.7.1    Bin storage areas and rooms .....	S6.4-4
SC6.4.8	Residential collection point .....	S6.4-4
	SC6.4.8.1    Dedicated road frontage.....	S6.4-4
	SC6.4.8.2    On-site collection.....	S6.4-5
SC6.4.9	Non-residential development.....	S6.4-6

## Tables in Schedule SC6.4

Table SC6.4.1	Refuse bin number and type per development.....	S6.4-3
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## SC6.4 Planning scheme policy for waste management

### SC6.4.1 Purpose

The purpose of this planning scheme policy is to provide information required for a development application and guidance and advice for assessment benchmarks for the provision of adequate waste collection facilities for development.

### SC6.4.2 Application

This planning scheme policy applies to development identified as requiring assessment against the **Planning scheme policy for waste management**.

### SC6.4.3 Terminology

In this planning scheme policy unless the context of the subject matter otherwise indicates or requires, a term has the following meaning:-

**bin storage area:** an enclosed area designated for storing on-site refuse bins or a refuse compactor within the property;

**bulk bin:** a receptacle that is greater than 240 litres in capacity generally being 1m<sup>3</sup> – 4.5m<sup>3</sup> used for the temporary storage of refuse that is used for on-site refuse collection;

**collection point:** the identified position where refuse bins are presented for collection and emptying. Where bulk bins, the collection point could be the bin storage area;

**mobile garbage bin:** a bin used for the temporary storage of refuse that is up to 240 litres in capacity and may be used in kerbside refuse collection or on-site collection. Commonly known as a 'wheelie bin';

**refuse:** includes general waste (including bulky items), and recyclables;

**refuse bin:** a receptacle (mobile garbage bin or bulk bin) used for the temporary storage of refuse;

**refuse chute:** a tubular chute penetrating each floor of a building to dispose of waste and/or recycling material into a bulk bin or compaction unit at a level to be determined at design stage.

**refuse compactor:** a receptacle that provides for the mechanical compaction and temporary storage and reduces bin numbers and collection frequency;

**refuse collection vehicle:** a vehicle that is specifically designed for the collection and emptying of refuse bins and refuse compactors;

**storage area:** an area identified for storing on-site mobile garbage bins or bulk bins within the property.

### SC6.4.4 General requirements

- (1) The collection of refuse is to be considered during the planning phase of a development or subdivision. Once the aesthetic and physical limitations of dedicated road kerbside collection is exhausted, the development shall make allowance for on-site collection.
- (2) The waste collection system is to achieve the following outcomes:-
  - (a) the number and location of mobile garbage bins does not negatively impact on streetscape character or pedestrian movement and safety presented from kerbside collection.
  - (b) both the customer and service provider can access the bin storage area and collection point conveniently.
  - (c) the location, design and operation of the bin storage and collection system does not have adverse acoustic, odour or visual impacts on the development or surrounding properties.

- (d) the manoeuvring of the refuse collection vehicle within a site, can be undertaken in a safe and efficient manner, without detrimental impacts to any infrastructure. Designs that require the refuse collection vehicle to reverse more than 20m from the point of collection are avoided.
  - (e) for residential developments, the supply and servicing of either mobile garbage bins or bulk bins or refuse compactors complies with the requirements of, and is approved by Bundaberg Regional Council's Waste Services.
- (3) Council advises designers that not all bin options are available within the Bundaberg Region and encourages local research with service providers prior to finalising development design.

#### SC6.4.5 Access and manoeuvrability

- (1) If refuse collection is on-site:-
  - (a) the pavement/carrageway trafficked by the refuse collection vehicle is a minimum 5.5m wide;
  - (b) turning and manoeuvring facilities are provided with an unimpeded 12.5m turning radius for refuse collection vehicles; and
  - (c) Where refuse collection is on-site the internal road design is to make provision for the refuse collection vehicle to enter and leave the site in a forward gear.
- (2) All entry and exit gate are a width and design that allows for sufficient ingress and egress for the refuse collection vehicle including a 6m wide crossover.
- (3) Unimpeded turnaround facilities for a refuse collection vehicle are provided for no through roads and staged subdivision developments.
- (4) For mobile garbage bins, if it is necessary to wheel them to a collection point from a bin storage area:-
  - (a) the mobile garbage bin transfer path is free of steps or other obstructions and does not exceed a 1:14 grade; and
  - (b) the distance does not exceed 75m; or
  - (c) for a residential care facility or retirement facility, the distance does not exceed 50m.
- (5) Bulk bins of 1.5m<sup>3</sup> or less are positioned so that collection personnel do not have to move bins for more than 5m. The maximum gradient of the manoeuvring and loading areas (which may extend to the access ramp) is 5% (1:20).
- (6) Bulk bins greater than 1.5m<sup>3</sup> are positioned so that front lift refuse vehicles can drive directly to the container without relocating the bulk bin. If this cannot be achieved due to physical constraints, then the bulk bins are not moved more than 3m from the storage to the collection point. The maximum gradient of the manoeuvring and loading areas (which may extend to the access ramp) is 5% (1:20).
- (7) In instances where the gradient of the internal roads are greater than 5% (1:20), areas of maximum grade 1:50 are provided at the collection points for mobile garbage bins or bulk bins.

#### SC6.4.6 Residential refuse bin arrangements

- (1) The number and type of mobile garbage bins at residential properties is provided in accordance with **Table SC6.4.1 (Refuse bin number and type per development)** and the following:-
  - (a) if kerbside collection along a dedicated road frontage is feasible (in accordance with **SC6.4.8.1 (Dedicated road frontage)** of this policy), each dwelling is provided with one general refuse mobile garbage bin and one recyclable mobile garbage bin.

- (b) if the refuse collection vehicle can enter a multiple dwelling, retirement village, or other medium density residential use site and provide kerbside collection service from the internal road, each dwelling is provided with:-
  - (i) one general refuse mobile garbage bin and one recyclable mobile garbage bin if the collection service is direct from the kerbside of the internal road; or
    - a. the individual general mobile garbage bin can be substituted with bulk bin(s) for the property at a common collection point on the internal road if approved by Council due to space limitations;
- (c) if the refuse collection vehicle enters a multiple dwelling site such as an apartment building or attached dwellings a bulk service for waste and recycling is provided with:-
  - (i) bulk bins of a capacity to suit the servicing as deemed adequate by Council based on usage and volumes of refuse generated;
    - a. on-site provision for the storage of bulk bins for both waste and recycling in a position that is easily accessible for residents or alternatively it can be a chute room or chute and compaction unit room;
    - b. a suitable collection point for bulk bins waste and recycling as determined by Council;
- (d) if the refuse collection is for a mixed use development:-
  - (i) residential waste and recycling bulk bins are securely stored separately from the commercial waste and recycling bulk bins;
    - a. bins for other than residential will vary from mobile garbage bins to large compaction units. The number and size of bins required will depend on the uses of the intended commercial use(s) and waste contractor used.

**Table SC6.4.1 Refuse bin number and type per development**

No. of dwellings	Mobile garbage bin	Small bulk bin (1.0 – 1.5m <sup>3</sup> )	Large bulk bin (>1.5m <sup>3</sup> )	Min. no. of bin storage areas per development
<b>Less than or equal to 8 dwellings</b>				
General waste	1 per unit	N/A	N/A	Contained within individual unit entitlement or a common bin storage area <sup>B</sup>
Recyclable waste	1 per unit	N/A	N/A	
<b>9 – 16 dwellings</b>				
General waste	D or	2 x 1.5m <sup>3</sup> or	1 x 3m <sup>3</sup>	Min. 1 common bin storage area <sup>B C</sup>
Recyclable waste	D or	2 x 1.5m <sup>3</sup> or	1 x 3m <sup>3</sup>	
<b>17 – 23 dwellings</b>				
General waste	D	N/A	2 x 3m <sup>3</sup>	Min. 1 common bin storage area <sup>B C</sup>
Recyclable waste	D	N/A	2 x 3m <sup>3</sup>	
<b>24 dwellings or more</b>				
General waste	D	N/A	Min 2 bins (1 bin per 12 units or part thereof)	Min. 1 common bin storage area <sup>B C</sup>
Recyclable waste	D	N/A	Min 2 bins (1 bin per 12 units or part thereof)	
<sup>A</sup> Small and large bulk bins will be collected onsite. <sup>B</sup> A common onsite bin storage area shall contain both general and recycle refuse bins. <sup>C</sup> Where the development is unable to provide a common bin storage area of sufficient size to accommodate the minimum bin provision for the development, Council may increase the frequency of the waste collection services to offset the bin capacity. <sup>D</sup> A development may be serviced by individual 240L mobile garbage bins in lieu of bulk bins if the design layout includes an internal road (minimum of 5.5m wide) that accommodates side loading bin collection and forward site exit only (no reversing should be involved).				

### SC6.4.7 Residential storage area

- (1) The storage area for bulk and mobile garbage bins are provided and comply with all the following:-
  - (a) bulk bins are contained in an enclosure or room in accordance with section **SC6.4.7.1 (Bin storage areas and rooms)**;
  - (b) mobile garbage bins are located:-
    - (i) outside the individual or attached dwelling space that can accommodate two bins and is contained within the lot; or
    - (ii) within a garage or in an external enclosure in a common area for individual dwellings. External enclosures are provided in accordance with section **SC6.4.7.1 (Bin storage areas and rooms)**; or
    - (iii) within a communal enclosure or room. Communal bin enclosures and rooms are provided in accordance with section **SC6.4.7.1 (Bin storage areas and rooms)**.
  - (c) if a refuse chute is provided:-
    - (i) is to be constructed to allow refuse to fall into the centre of the bin;
    - (ii) separate chutes for general waste refuse and recyclables is to be provided, with separate bulk bins provided for each waste stream;
    - (iii) a room containing a chute and bin or compactor is accessible by authorised personnel only; and
    - (iv) the storage area is kept clear of obstructions such as fixed bay separators that impede the ability to change from existing bin sizes or which otherwise limit future refuse collection options.
- (2) Environmental best practices may also include the installation of a trapped waste connection to the sewer system and the provision of a roof canopy over the designated storage area.

Note—Contact Council's Waste Services for advice on the number and size of bins.

#### SC6.4.7.1 Bin storage areas and rooms

- (1) If a bin storage area or room is provided:-
  - (a) is of sufficient size for the required quantity of bin(s) to be stored and manoeuvred for servicing;
  - (b) is easily accessible for residents and for the required servicing of bins;
  - (c) is screened from neighbouring properties, roads and other public spaces for odour, amenity and noise;
  - (d) ensures contaminants (spilled waste and liquids) are not released into the environment, particularly the stormwater system;
  - (e) is designed to limit vermin and other animal infestation; and
  - (f) is designed with natural or temperature controlled ventilation.

### SC6.4.8 Residential collection point

The collection point for mobile garbage bins is located either on the dedicated road frontage of the site (if sufficient kerb space is available), or, where appropriate, within the site if the refuse collection vehicle can access the site and kerbside collection is not feasible. All bulk bins are serviced on site.

#### SC6.4.8.1 Dedicated road frontage

- (1) The number of mobile garbage bins presented for collection outside any property is to be limited to (including all general refuse and recyclables), the adequate length of kerbside available. Length of kerbside is the length of footpath frontage in which bins can be

presented assuming each mobile garbage bin requires 1m (bin width plus operational clearance) minus footpath frontage utilised by other infrastructure and landscaping (i.e. crossovers, bus stops, street trees and electricity poles) or is inaccessible because of traffic management (i.e. proximity to an intersection or traffic calming).

- (2) Dedicated road frontage collection is typically provided for the following cases:-
  - (a) Dwelling houses;
  - (b) Dual occupancies;
  - (c) Multiple dwellings when individual dwellings have their own road frontage and appropriate access; and
  - (d) Small scale Multiple dwelling sites where sufficient kerbside is available to cater for the number of mobile garbage bins.
- (3) The collection point for a dwelling house fronting a dedicated road is at the kerbside, in front of the property alignment.
- (4) The collection point for a dwelling house located on a rear lot (hatchet lot) is the kerbside either side of the property's access point.
- (5) Collection points are not located:-
  - (a) within 6m of an intersection;
  - (b) near roundabouts or traffic calming devices (or other traffic management devices);
  - (c) within 1m of electricity poles;
  - (d) within 1m of street trees/landscaping;
  - (e) in narrow lanes (where refuse collection vehicle access is difficult or impossible); and
  - (f) within 1m of bus stops, phone booths, letterboxes and other like obstacles.

#### **SC6.4.8.2 On-site collection**

- (1) For mobile garbage bins, the refuse collection vehicle enters the site to service the bins at the designated collection points within the internal road reserve. For bulk bins, the refuse collection vehicle enters the site to service the bin at the designated collection point(s), such as a car park, within the property.
- (2) On-site collection is typically provided for the following cases:-
  - (a) the dedicated frontage of the property is too narrow to permit kerbside collection; and
  - (b) industrial and commercial premises.
- (3) If the collection point is at the kerbside of the internal road, it is preferred that mobile garbage bins are placed in front of each dwelling (minimum road width is 5.5m). If there are short dead end streets off the main internal road, sufficient level areas are to be provided beside the main internal road (near the intersection) for a collection point for the mobile garbage bins required for those units.
- (4) If required the collection point for bulk bins is to be located within 30m of the front access with suitable on-site manoeuvring for the truck.
- (5) The minimum vertical clearance for movement of a refuse collection vehicle in a residential development is 4.5m for a side lift or rear lift truck or 6.5m for a front lift truck.
- (6) All development applications are to include a written design proposal for waste collection giving full details of the proposed system, bin sizes, number of bins, frequency of collection and the refuse collection vehicle size.

### **SC6.4.9 Non-residential development**

- (1) The requirements for refuse and recycling bins or refuse and recycling compactors for non-residential development will be assessed on a case by case basis and will be based on the type and amount of waste generated by the development, which is dependent on the operational activities of the development.
- (2) Development applications for non-residential uses are required to provide sufficient information to demonstrate that refuse and recycling collection can occur in an efficient and safe manner on-site without adverse impacts on amenity (acoustic, odour and visual impacts) and pedestrian and vehicular traffic.
- (3) Minimum vertical operational clearance required for refuse and recycling collection vehicles are:-
  - (a) 6.5m for a frontload refuse collection vehicle;
  - (b) 4.5m for a side loaded refuse collection vehicle; and
  - (c) 5.1m for a rear (roll off) refuse collection vehicle.
- (4) Any development application proposing to utilise clearances less than the minimum vertical clearances is to include written confirmation from the proposed waste collection contractor giving full details of the proposed system, bin sizes, number of bins, frequency of collection, the refuse collection vehicle size, and clearances required.





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## Contents of Schedule SC6.5

<b>SC6.5</b>	<b>Planning scheme policy for information Council may request, and preparing well made applications and technical reports .....</b>	<b>S6.5-1</b>
<b>SC6.5.1</b>	<b>Purpose.....</b>	<b>S6.5-1</b>
<b>SC6.5.2</b>	<b>Standard well made application content.....</b>	<b>S6.5-1</b>
<b>SC6.5.3</b>	<b>Technical plans and reports content.....</b>	<b>S6.5-2</b>
SC6.5.3.1	Acid sulfate soils (ASS) investigation and management plan .....	S6.5-2
SC6.5.3.2	Acoustic assessment report.....	S6.5-3
SC6.5.3.3	Bushfire hazard assessment report and management plan .....	S6.5-4
SC6.5.3.4	Ecological assessment .....	S6.5-5
SC6.5.3.5	Flood hazard assessment and mitigation report .....	S6.5-8
SC6.5.3.6	Traffic impact assessment report.....	S6.5-9

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## **SC6.5 Planning scheme policy for information Council may request, and preparing well made applications and technical reports**

### **SC6.5.1 Purpose**

- (1) The purpose of this planning scheme policy is to provide guidance to applicants:-
  - (a) on information Council may request within an information request;
  - (b) on how to make a well made application; and
  - (c) on the content of technical plans and reports that support a planning application.
- (2) This Planning Scheme Policy provides advice and guidance about the circumstances when the following types of technical plans and reports may be required and the typical content to be included in such plans and reports:-
  - (a) acid sulfate (ASS) investigation and management plan;
  - (b) acoustic assessment report;
  - (c) bushfire hazard assessment report and management plan;
  - (d) ecological assessment;
  - (e) flood hazard assessment and mitigation report; and
  - (f) traffic impact assessment report.
- (3) Typically, a well made application will have identified the need for such reports through a thorough planning investigation and/or as has been identified as pertinent to the application during a pre-lodgement meeting with Council officers.
- (4) In instances where technical reports are not provided with the submitted application, Council may require such reports to be supplied as part of an information request.

### **SC6.5.2 Standard well made application content**

- (1) A well made application is the first step to an efficient and successful assessment of a proposed development. As a minimum a well made application needs to contain:-
  - (a) mandatory information under the Act, such as correct forms, prescribed fee and land owners consent (when required);
  - (b) a planning report that includes a detailed assessment against the assessment benchmarks - this report should:-
    - (i) address the Acceptable outcomes of the applicable codes. If the proposal complies, explain why and move onto the next Acceptable outcome;
    - (ii) if the proposal does not comply with an Acceptable outcome, then explain why it does not and address the corresponding Performance outcome and explain how it complies;
    - (iii) if the proposal does not comply with either the Acceptable outcome or its corresponding Performance outcome, then address the Purpose and overall outcomes of the relevant code and explain how the proposal satisfies these elements;
    - (iv) for impact assessable development, if the proposal does not comply with the Purpose and overall outcomes of a code, then a comprehensive assessment against the Strategic intent of the Planning scheme is required and explain how the proposal satisfies these elements;
    - (v) for impact assessable development, assessment may be carried out against any other relevant matter (other than a person's personal circumstances, financial or otherwise). For example, if the proposal is contrary to the outcomes of the Strategic intent, then consideration needs to be given as to

whether the proposal is in conflict with the planning scheme and if so, how the conflict can be justified.

This planning report should be provided whether an application is code or impact assessable. An impact assessable application should provide an assessment against all applicable parts of the planning scheme;

- (c) professionally prepared plans that satisfy the mandatory information under the Act and clearly demonstrate what the proposal is trying to achieve;
  - (d) supporting technical studies as identified through a thorough planning assessment or pre-lodgement advice from Council;
  - (e) more complex applications such as variation requests and their content should be determined on a case by case basis. It is recommended ongoing contact with Council should be undertaken during the preparation of any planning report relating to a complex application to determine the detail of its content.
- (2) Simplify the report as much as possible through the effective use of appendices and utilise the body of the report to focus on critical issues such as performance solutions proposed.

### SC6.5.3 Technical plans and reports content

- (1) In certain circumstances technical plans and reports may be required to satisfy outcomes nominated within a planning scheme code. The details contained with **Sections SC6.5.3.1 through to SC6.5.3.5** of this policy provide advice and guidance about the typical content that is to be included in such plans and reports.
- (2) In instances where such plans or reports are not provided as part of the submitted application, Council may request them to be provided as part of an information request.

#### SC6.5.3.1 Acid sulfate soils (ASS) investigation and management plan

- (1) Where a development is subject to the Acid sulfate soils overlay code, a well made application will include an acid sulfate soils (ASS) investigation and management plan.
- (2) In the event where a development is subject to the Acid sulfate soils overlay code and no acid sulfate soils (ASS) investigation and management plan is provided with the initial application Council may ask for one to be provided at the information request stage.
- (3) The purpose of an ASS investigation and management plan is to provide additional information regarding the existence/location, treatment and management of acid sulfate soils (ASS) or potential acid sulfate soils (PASS) on a development site.
- (4) An ASS investigation is required to include the following information:-
  - (a) the lowest point in metres AHD of the proposed excavation and the volume of excavation below 5m AHD;
  - (b) the height in metres AHD of land to be filled, and the volume and thickness of the fill to be placed below 5m AHD;
  - (c) a detailed acid sulfate soils investigation which, as a minimum, is to include sufficient details on the following:-
    - (i) whether ASS/PASS are present in the area to be disturbed, and if so, the location, depth and existing/potential acidity of ASS/PASS relative to the proposed disturbance;
    - (i) the testing results;
    - (ii) methodology used for sampling and analysis (both field and laboratory);
    - (iii) an assessment of the potential for acid sulfate soils to be disturbed either through drainage or excavation; and
    - (iv) potential impacts on adjoining areas.

Note—the level of testing undertaken in the acid sulfate soils investigation should be commensurate with the level of risk.

- (5) Sampling and analysis included in an ASS investigation is to be carried out in accordance with the procedures described in the *Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils (ASS) in Queensland*, produced by the Department of Natural Resources (1998). For the purposes of the performance outcomes and acceptable outcomes in the Acid sulfate soils overlay code, the following are also relevant guidelines:-
- (a) *Acid sulfate soils laboratory methods guidelines* (Department of Natural Resources and Mines, 2004);
  - (b) Soil management guidelines – Queensland acid sulfate soils technical manual (Department of Natural Resources and Mines, 2002); and
  - (c) Australian Standard AS 4969 Analysis of acid sulfate soil – Dried samples – Methods of test.
- (6) If ASS or PASS identified in an ASS investigation is proposed to be disturbed by the development, an ASS management plan should be prepared. As a minimum, the ASS management plan is to detail the following:-
- (a) the methods of treating/managing soils;
  - (b) details of any pilot project or field trial to be undertaken to prove the effectiveness of any new technology or innovative management practice being proposed;
  - (c) details of the monitoring and reporting procedures to be established and implemented; and
  - (d) details of contingency procedures including accident/emergency response procedures, and performance criteria to be used to assess the effectiveness of the ASS management and monitoring measures.

### **SC6.5.3.2 Acoustic assessment report**

- (1) An acoustic assessment report may be required where a proposed development is likely to cause noise impacts or where a proposed development site is located in close proximity to a land use or infrastructure which may cause noise impacts on the proposed development (often referred to as reverse amenity impacts).
- (1) An acoustic assessment report should provide an assessment of:-
- (a) the potential noise impacts associated with the proposed development; and
  - (b) the measures proposed to avoid or minimise adverse noise impacts.
- (2) The acoustic assessment report should have regard to:-
- (a) Australian Standards AS 1055.2 Acoustics – Description and measurement of environmental noise – Application to specific situations and AS 2107 Acoustics – Recommended design sound levels and reverberation times for building interiors;
  - (b) *Environmental Protection Act 1994* and *Environmental Protection (Noise) Policy 1997* (EPP Noise);
  - (c) *Planning for Noise Control, Department of Environment and Resource Management, 2004*; and
  - (d) *Road Traffic Noise Management Code of Practice, Department of Transport and Main Roads, 2008*.
- (3) The acoustic assessment report should include identification of:-
- (a) noise standards;
  - (b) nature of the noise;
  - (c) times of operation of the noise source and use/development on site;
  - (d) the type of occupancy/activity categories from AS 2107 that may apply;
  - (e) type of occupancy/activity and proximity of adjacent land uses;

- (f) details of any prescribed planning levels in the EPP (Noise) that may apply to the adjacent land uses; and
  - (g) whether any noise data exists for those adjacent land uses.
- (4) The report should include justification of the appropriate noise planning assessment methodology to determine the noise impacts on and from the land uses and structures both on the subject site and adjacent sites. The report should also provide an assessment of whether the noise emission complies with the calculated limiting criteria. If noise is likely to be unacceptable, the report should describe the control measures that will be used to ensure compliance.

### **SC6.5.3.3 Bushfire hazard assessment report and management plan**

- (1) Where a development is subject to the Bushfire hazard overlay code, a well made application will include a bushfire hazard assessment report and management plan.
- (2) In the event where a development is subject to the Bushfire hazard overlay code and no bushfire hazard assessment report and management plan is provided with the initial application Council may ask for one to be provided at the information request stage.
- (3) In particular, compliance with the Bushfire hazard overlay code may be demonstrated (in part) by the submission of a bushfire hazard assessment report and/or a bushfire hazard management plan prepared by a competent person in accordance with the following guidelines.

#### Bushfire hazard assessment report

- (4) The level of bushfire hazard shown on the SPP interactive mapping system (plan making) needs to be confirmed via the preparation of a site-specific bushfire hazard assessment report. A bushfire hazard assessment report is to:-
  - (a) include detailed site specific calculations of the bushfire hazard score(s) for the development site based upon:-
    - (i) a quantitative assessment of predicted bushfire behaviour including calculation of predicted fire intensity and rate of spread using McArthur's equation and radiant heat flux using a recognised model (i.e. the View Factor Model or the Leicester Model). Calculations should be based on an forest fire danger index (FFDI) of 50 and maximum predicted fuel loads to determine appropriate setbacks;
    - (ii) a quantitative assessment including discussion of past fire behaviour/history, any prescribed burning undertaken on the site or adjoining sites, likely fire paths, site factors that would minimise or maximise fire behaviour, fuel arrangements and loads, potential ignition points, fire run distances towards houses (or proposed house sites), slopes and any other matter considered important in respect to the issue; and
  - (b) include a bushfire hazard management summary detailed on an A3 size map/s at a scale of 1:500; and
  - (c) be informed by consultation with the local Fire Brigade and where the land adjoins Council, State or Commonwealth land, the relevant land manager.

#### Bushfire hazard management plan

- (5) Where a site-specific bushfire hazard assessment confirms that a development site is subject to a medium or high bushfire hazard, a bushfire hazard management plan may need to be prepared to mitigate the adverse impacts of the hazard.
- (6) A bushfire hazard management plan is to:-
  - (a) state the purpose, aim and objectives of the bushfire hazard management plan (e.g. having regard to the level of hazard on the land, identify measures, actions and responsibilities for the management of the hazard);



- (b) summarise the results of the bushfire hazard assessment undertaken for the land, including identification of the various parts of the land that have been determined to be high, medium and low bushfire hazard area;
- (c) be informed by consultation with the local Fire Brigade and where the land adjoins Council, State or Commonwealth land, the relevant land manager;
- (d) include consideration of potential off-site sources of fire hazard including particular land uses or physical features of the surrounding area (including details of properties within 100m of the land);
- (e) address the impacts of the proposed development on the level of fire hazard experienced by other land in the surrounding area, including any land containing water, electricity, gas or telecommunications infrastructure;
- (f) address any implications for areas of environmental significance, areas of cultural heritage significance or areas of landscape significance, including steps taken to minimise the potential impacts of specified fire hazard mitigation measures;
- (g) address the potential impacts of bushfire hazard mitigation measures on slope stability, and on water quality in local receiving waters;
- (h) specify fire hazard mitigation measures, such as:-
  - (i) elements of the development design, including the layout of roads and driveways, and the location, size and orientation of lots and buildings;
    - a. specifications and materials for building design and construction in accordance with the Building Code of Queensland;
    - b. fire fighting infrastructure, including water supply and storage, equipment and fittings, fire breaks and maintenance/access trails;
    - c. potential areas of clearing of native vegetation based on an ecological assessment report or environmental management plan recently prepared for the site;
    - d. details of landscape design requirements, including installation and maintenance requirements;
    - e. information for occupants, including required training for persons employed on the site during both construction and operational phases;
    - f. details of long term management requirements, including the frequency, extent and intensity of burning in areas proposed to be subject to regular controlled ignitions;
    - g. details of areas to be subject to mosaic or patch burning techniques and manual fuel reduction zones; and
    - h. any other measures based on or identified in a recently approved ecological assessment report or environmental management plan for the site;
  - (i) identify the parties to be responsible for specific actions taken under the terms of the bushfire management plan; and
  - (j) provide justification for any variation from the bushfire hazard mitigation measures outlined in the Bushfire hazard overlay code.

#### **SC6.5.3.4 Ecological assessment**

- (1) Where development is subject to the Biodiversity areas overlay code, a well made application will include an ecological assessment.
- (2) In the event where a development is subject to the Biodiversity area overlay code and no ecological assessment is provided with the initial application Council may ask for one to be provided at the information requestion stage.
- (3) In particular, compliance with the Biodiversity areas overlay code may be demonstrated (in part) by the submission of an ecological assessment report prepared by a suitably qualified and competent person in accordance with the following guidelines.

- (4) Persons preparing or undertaking field work for detailed ecological reports must have relevant tertiary qualifications in ecology, biology, environmental science or other appropriate disciplines. Assessment and mapping of remnant vegetation must be carried out by accredited persons trained in regional ecosystem identification by the Queensland Herbarium. Tree management inspections, reports and plans must be carried out and produced by an arborist with a tertiary qualification in arboriculture or a person with a minimum of 5 years arboriculture experience and possessing a Level 4 Diploma in Arboriculture.

Ecological assessment report

- (5) The purpose of an ecological assessment is to:-
- (a) identify the ecological values and ecosystem processes on and adjacent to the site;
  - (b) determine the potential impacts of the proposed development on the values and processes;
  - (c) identify measures required for long-term protection of areas of environmental significance and ecosystem processes; and
  - (d) provide measures to mitigate potential impacts identified.
- (6) An ecological assessment report is required to include the following parts and sub-parts, although Council accepts that the level of detail and the scale of assessment will be dependent on the specifics of the site and the development. Any specific information requested during a pre-lodgement meeting or within an information request will take precedence over these guidelines.
- (a) Desktop assessment:-
    - (i) identification of records of flora and fauna species known to occur, currently occurring and likely to occur on and surrounding the site. Records may include published and unpublished reports, local knowledge and anecdotal reports, Wildnet database searches, Queensland Museum and Queensland Herbarium records;
    - (ii) review of the available commonwealth, state and local habitat and vegetation mapping for the area;
    - (iii) identification of the history of land use on and surrounding the site; and
    - (iv) identification of broad habitat types and ecological corridors on and surrounding the site.
  - (b) Field assessment must (noting that when designing and conducting the field assessment adequate consideration needs to be given to seasonal variation, timing and duration and climatic conditions):-
    - (i) utilise the results of the desktop assessment to design the field survey. The field assessment should be comprehensive enough to cover all habitat types within the subject site including ecotones;
    - (ii) undertake ground survey and map areas of remnant vegetation and high value regrowth. Methodology for mapping is to be consistent with the Regional Ecosystem mapping methodology adopted by the Queensland Herbarium and accepted by the Department of Environment and Heritage Protection under the *Vegetation Management Act 1999*;
    - (iii) undertake a fauna and flora survey for the species known to, or likely to, occur in the area, including a targeted survey in habitats that may support significant species from the region;
    - (iv) identify and map pest species declared under the current state pest management legislation and the Bundaberg Regional Council Pest Management Plan;
    - (v) identify and map wetlands and waterways on site. For wetlands the wetland Mapping and Classification Methodology Version EPA 2005 is to be used;
    - (vi) map any ecological corridors present on or adjacent to the site; and

- (vii) identify and map key habitat features or evidence of fauna species, for example:-
  - a. trees supporting scratch marks and hollows;
  - b. location and identification of scats, tracks and other traces;
  - c. fruit and seed falls;
  - d. fauna trails;
  - e. fallen logs;
  - f. termite mounds;
  - g. ground diggings;
  - h. rock outcrops;
  - i. nests in banks; and
  - j. roost/nest/den trees.
- (c) Conservation status assessment:-
  - (i) identify the conservation significance of the ecological values. The Department of Environment and Heritage Protection uses the *Method for Mapping Ecological State Interests for Land-use Planning and Development Assessment DERM 2010* to determine conservation status of terrestrial habitat areas and the *Aquatic Biodiversity Assessment and Mapping Method (EPA, 2006)* for wetlands and waterways; and
    - a. identify spatial and temporal ecological processes operating on and adjacent to the site.
- (d) Impact assessment:-
  - (i) outline the proposed development and identify relevant statutory and non-statutory planning mechanisms that affect the development site and adjacent lands or trigger development controls; and
    - a. provide details of potential spatial and temporal (short, long-term and cumulative) impacts of the operational and construction phases of the development on the ecological values and ecological processes identified on and adjoining the site.
- (e) Mitigation and management:-
  - (i) prepare proposal plans and management plans detailing the location, extent and nature of all measures designed to prevent, avoid, mitigate and/or manage the identified impacts;
    - a. determine an appropriate buffer to protect identified ecological values. For wetlands, the Department of Environment and Heritage Protection has developed the *Queensland Wetland Buffer Planning Guidelines (EHP, 2011)*. For terrestrial areas, the buffer needs to mitigate the impacts of edge effects, ensure adequate bushfire management buffers and provide long-term protection for vegetation to be protected (a minimum setback of at least 1.5 times the mature height of the vegetation is considered an appropriate buffer for individual trees unless otherwise determined by an arborist);
    - b. design appropriate ecological corridors. As a guide, local ecological corridors are to be a minimum of 100m in width, regional corridors a minimum of 200m in width and state corridors 500m in width;
    - c. incorporate tree protection measures as outlined in *AS4970 – Protection of Trees on Development Sites*;
    - d. if an environmental offset is proposed it is to be undertaken in accordance with the *Environmental Offsets Act 2014*; and
    - e. in some circumstances, a Construction and Environmental Management Plan that contains a Flora and Fauna Management Plan may be required.
- (f) Reporting is to include:-

- (i) a scaled map showing the location of all ecological values including corridors, fauna species habitat including habitat trees, remnant, high value regrowth and non-remnant vegetation overlaying a plan of development. The plan is to include any Water Sensitive Urban Design features, associated stormwater infrastructure, services, roads (noting that a differential GPS or Total Station-EDM must be used to accurately map ecological features);
  - a. a detailed description of the methods used and assumptions made; and
  - b. a scaled drawing showing areas surveyed across the site.

### **SC6.5.3.5 Flood hazard assessment and mitigation report**

- (1) This component of the planning scheme policy applies to development which requires assessment against the Flood hazard overlay code.
- (2) This component of the planning scheme policy is intended to identify and provide guidance about information that may be required to support a development application where subject to the Flood hazard overlay code.
- (3) In particular, compliance with the Flood hazard overlay code may be demonstrated (in part) by the submission of a flood hazard assessment report and/or a flood hazard mitigation report prepared by a competent person in accordance with the following guidelines.

#### Flood hazard assessment report

- (4) A flood hazard assessment report is to:-
  - (a) consider Council's adopted flood and drainage studies for the relevant catchment(s); and
  - (b) as relevant, include accurate hydrological and hydraulic modelling of the waterway network and assessment of existing flooding and flood levels of major water systems, including modelling of the 50%, 10%, 5%, 1%, 0.5% and 0.2% AEP flood events and the PMF.

Note—Throughout the Bundaberg region, Council owns and maintains a number of hydraulically and hydraulic modeling. On request and signing of a usage agreement this modeling can be made available.

#### Flood hazard mitigation report

- (5) A flood hazard mitigation report is to:-
  - (a) assess the potential impacts of the development on flood hazard;
  - (b) assess the potential impacts of flood hazard on the development;
  - (c) recommend strategies to be incorporated into the proposed development to satisfy the outcomes of the Flood hazard overlay code;
  - (d) describe and evaluate the impact of the proposed mitigation strategies on the existing and likely future use of land and buildings in proximity to the proposed development; and
  - (e) address the following:-
    - (i) water quality;
      - a. waterways, including bank stability;
      - b. impacts on adjacent properties both upstream and downstream;
      - c. preferred areas and non-preferred areas on site for various activities, based on the probability of inundation and the volume and velocity of flows;
      - d. the use of flood resistant materials and construction techniques able to withstand relevant hydraulic and debris loads where appropriate;
      - e. the location and height of means of ingress and egress, including possible flood-free escape routes;

- f. the location and height of buildings, particularly habitable floor areas;
  - g. structural design, including the design of footings and foundations to take account of static and dynamic loads (including debris loads and any reduced bearing capacity owing to submerged soils);
  - h. the location and design of plant and equipment, including electrical fittings;
  - i. access requirements for maintenance of proposed infrastructure;
  - j. the storage of materials which are likely to cause environmental harm if released as a result of inundation or stormwater flows;
  - k. the appropriate treatment of water supply, sanitation systems and other relevant infrastructure;
  - l. relevant management practices, including flood warning and evacuation measures;
  - m. details of any easements or reserves required for stormwater design; and
  - n. details of detention/retention storages.
- (6) The level of detail required for a particular development application should be determined in consultation with Council's development assessment officers.

### SC6.5.3.6 Traffic impact assessment report

- (1) Performance outcome PO2 of **Table 9.3.5.3.2 (Benchmarks for assessable development only)** of the Transport and parking code requires that development involving high trip generating land uses minimises any adverse impacts on surrounding land uses and the external transport network, including by the provision of infrastructure and services to increase the use of public and active transport.
- (2) Compliance with this performance outcome of the Transport and parking code may be demonstrated (in part) by the submission of a traffic impact assessment report prepared by a competent person in accordance with the following guidelines.
- (3) As a minimum, the traffic impact assessment report should provide:-
  - (a) an assessment of the traffic generation and movements and/or on-site manoeuvring associated with the proposed development;
  - (b) an assessment of the proposal and its impacts in the context of the surrounding road network; and
  - (c) recommendations and/or design solutions to mitigate any traffic impacts associated with the development.
- (4) Depending on the nature and scale of the proposed development and the location and characteristics of the development site, the traffic impact assessment report may also need to consider:-
  - (a) specific measures to ensure the proposal will contribute towards encouraging walking, cycling and greater use of public transport in preference to using private cars;
  - (b) the need to improve public transport services and infrastructure as a result of the development;
  - (c) measures to ensure maximum accessibility to public transport, including future expanded services;
  - (d) a review of the existing and proposed traffic network and traffic operating conditions based on an appropriate planning horizon (with a minimum of 10 years);
  - (e) the amount of other traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect of traffic on the movement of other traffic on the road system. This includes the impact of generated traffic on:-
    - (i) key nearby intersections;

- a. local streets in the neighbourhood of the development;
  - b. the environment;
  - c. existing nearby major traffic generating development;
  - d. the major road network;
- (f) existing parking supply and demand in the vicinity of the proposed development;
  - (g) level of provision for parking in the development based on land use and public transport provision;
  - (h) whether the proposed means of ingress to or egress from the site of the development are adequate and located appropriately according to the Council's road hierarchy;
  - (i) adequate provision to be made for the loading, unloading, manoeuvring and parking of vehicles within that development or on that land;
  - (j) movements of freight carrying vehicles associated with the proposal and how these are to be minimised;
  - (k) the possibility of integration with adjacent development;
  - (l) the effects on public transport, traffic operations and parking, of any temporary works required during construction;
  - (m) any comments made by the Department of Transport and Main Roads that are in accordance with the rights and powers of this agency;
  - (n) the existing and likely future amenity of the surrounding area; and
  - (o) a statement of all of the assumptions made in the preparation of the report and the design parameters adopted in the technical analysis.

# Planning Scheme Policy for **Agricultural Buffers**

Bundaberg Regional Council  
Planning Scheme 2015

1300 883 699  
[bundaberg.qld.gov.au](http://bundaberg.qld.gov.au)

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# Contents of Schedule SC6.6

<b>SC6.6 Planning scheme policy for agricultural buffers.....</b>	<b>S6.5-1</b>
<b>SC6.6.1 Purpose.....</b>	<b>S6.5-1</b>
<b>SC6.6.2 Application .....</b>	<b>S6.5-1</b>
<b>SC6.6.3 What is an agricultural buffer? .....</b>	<b>S6.5-1</b>
SC6.6.3.1 Agricultural buffer characteristics and design considerations .....	S6.5-2
SC6.6.3.1.1 General .....	S6.5-2
SC6.6.3.1.2 Buffer height.....	S6.5-2
SC6.6.3.1.3 Buffer width .....	S6.5-2
SC6.6.3.1.4 Buffer density .....	S6.5-2
SC6.6.3.1.5 Buffer length.....	S6.5-3
SC6.6.3.2 Buffer types.....	S6.5-3
SC6.6.3.2.1 Static buffer.....	S6.5-3
SC6.6.3.2.2 Transitional buffer.....	S6.5-4
SC6.6.3.3 Agricultural buffer classifications.....	S6.5-4
<b>SC6.6.4 Buffer attributes and design .....</b>	<b>S6.5-5</b>
SC6.6.4.1.1 Buffer attributes .....	S6.5-5
SC6.6.4.2 Buffer Type A.....	S6.5-5
SC6.6.4.3 Buffer Type B.....	S6.5-6
SC6.6.4.4 Buffer Type C.....	S6.5-7
<b>SC6.6.5 General requirements .....</b>	<b>S6.5-8</b>
SC6.6.5.1 Recommended plant species.....	S6.5-8
SC6.6.5.2 Buffer establishment .....	S6.5-9
SC6.6.5.3 Buffer maintenance.....	S6.5-9
SC6.6.5.4 Buffer aesthetics .....	S6.5-10
<b>SC6.6.6 Buffer tenure and responsibility .....</b>	<b>S6.5-10</b>
SC6.6.6.1 Establishment and maintenance periods .....	S6.5-10
SC6.6.6.2 On-going responsibility .....	S6.5-11
<b>Appendix SC6.6A Recommended plant species for buffers.....</b>	<b>S6.5-12</b>

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## SC6.6 Planning scheme policy for agricultural buffers

### SC6.6.1 Purpose

- (1) The purpose of this planning scheme policy is to:-
  - (a) Provide guidance for the design, construction and ongoing maintenance of agricultural buffers to minimise conflicts between agricultural operations and sensitive land uses (e.g. residential uses and urban development).
  - (b) Inform the design of new residential development proposed adjacent to agricultural land uses in order to limit impact on lawful agricultural operations.
  - (c) Provide appropriate design considerations and maintenance advice to ensure buffers are effective in mitigating off-farm impacts adjacent to sensitive land uses.
  - (d) To support applicants in satisfying the requirements of the planning scheme, and to assist development assessment officers in their assessment of new development applications that require agricultural buffers.

### SC6.6.2 Application

- (1) This policy applies to development that requires the establishment of an agricultural buffer to satisfy the requirements of the *State Planning Policy Guideline: State Interest—Agriculture*.

Editor's Note—Council will consider this policy where a proposal adjoins an existing agricultural activity, and when adjoining land that could foreseeably be used for agriculture, including land identified as ALC Class A and B or within the Rural zone.

- (2) This policy provides supporting requirements to assist in achieving acceptable outcomes within the Bundaberg Regional Council Planning Scheme (planning scheme) and is read in conjunction with the planning scheme.

### SC6.6.3 What is an agricultural buffer?

Separation areas and buffers are commonly used as part of effective land use planning and conflict management against incompatible land uses. Agricultural buffers provide an area of separation between conflicting agricultural, residential and sensitive land uses and are typically vegetated to form a physical and visual barrier.

Agricultural operations are regulated by specific environmental laws and codes. Regulations vary between agricultural industries and seek to protect specific environmental values. While these regulations do deal with mitigating impacts to surrounding environments, they are not specific to management of impact to interfacing residential and sensitive land uses. It is therefore necessary to consider how the land use regulatory framework provides guidance on how to manage this type of impact between uses. The requirement for vegetated buffers on the encroaching land use is an effective method of mitigation.

Agricultural operations can generate various off-farm impacts such as dust, smoke, ash, noise, smell, light, contaminants, chemical spray drift and irrigation overspray. These agricultural activities can be intermittent, seasonal, or continual.

Where development for a residential or sensitive land use is introduced into an area where agricultural operations exist then the residential or sensitive land use should include an appropriate buffer that mitigates the risk to amenity, health and safety that may arise from the interface with the established agricultural activities.

Agricultural buffers are incorporated into the design of the proposed development to limit impact to the existing agricultural activity.

Agricultural buffer design, size and suitability will vary depending on the agricultural operations and impacts it is mitigating. This policy provides design considerations and provisions to ensure an agricultural buffer is suitable and effective for its context.

### SC6.6.3.1 Agricultural buffer characteristics and design considerations

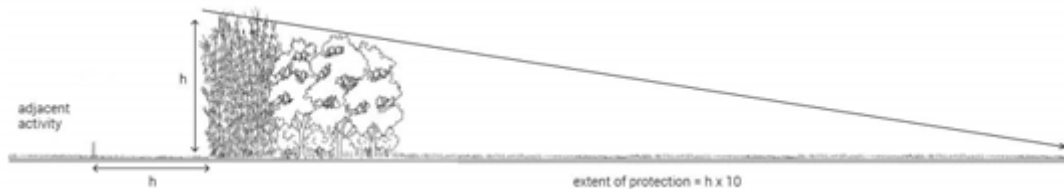
#### SC6.6.3.1.1 General

- (1) Buffer design is influenced by the critical farming operations that can generate off-farm impacts on adjacent urban land.
- (2) Various agricultural practices and industries have divergent off-farm impacts that need to be considered when designing buffers that are suitable and effective.
- (3) This section outlines the general attributes that need to be considered when designing and implementing a buffer, including buffer height, width, density and length.

#### SC6.6.3.1.2 Buffer height

- (1) The height of a buffer determines the level of protection given to the leeward side of the buffer. The height of the buffer will offer protection downwind for approximately ten (10) times the buffers height.
- (2) Due to the potential for the buffer to cast shade or draw away water and nutrients from the production area, the height of the buffer will typically influence the distance it should be located away from the production area.

**Figure SC6.6.3A Buffer height effect (indicative only - not to scale)**



#### SC6.6.3.1.3 Buffer width

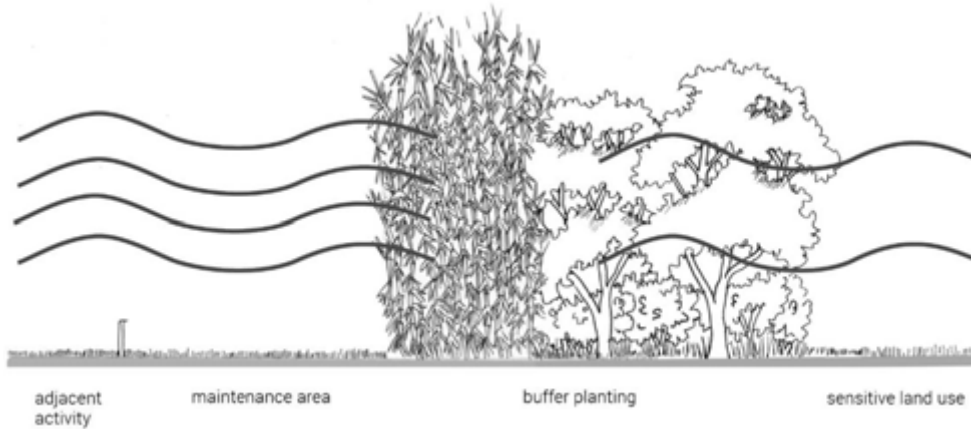
- (1) The width of a buffer includes the overall distance of planting and maintenance access, between the property boundary (production area) and the protected zone (sensitive land use).
- (2) The buffer width should provide adequate room to facilitate multiple rows of vegetation to effectively mitigate pollutants.
- (3) The vegetation is made up from two components:
  - (a) Rows of quick growing vegetation to establish an initial screen; and
  - (b) Multi-layered rows of longer-term trees and shrubs that give a thicker and more effective buffer to the adjacent sensitive land use.
- (4) The overall buffer width is dependent on the density of planting which relates specifically to the agricultural use of the adjacent production area.

#### SC6.6.3.1.4 Buffer density

- (1) The density of planting within a buffer is relative to the agricultural use located on the adjacent land and what potential off-farm impacts are being produced.
- (2) Density of planting should be multi-layered to ensure particulate matter within the air is effectively captured by foliage. Layering of planting decreases the risk of undesirable wind tunnels through the buffer.
- (3) The buffer should be permeable and planted to allow air flow to pass through. Appropriate permeability reduces undesirable turbulence on the leeward side of the buffer.
- (4) Permeability of approximately 50% is desired to provide adequate protection of downwind areas.

- (5) Density of the planting will influence the eventual growth height of the buffer. Vegetation that is planted closer together (denser) will compete against each other for access to light and nutrients, and will therefore grow taller, increasing the buffer's effectiveness.

**Figure SC6.6.3B Buffer density effect (indicative only - not to scale)**

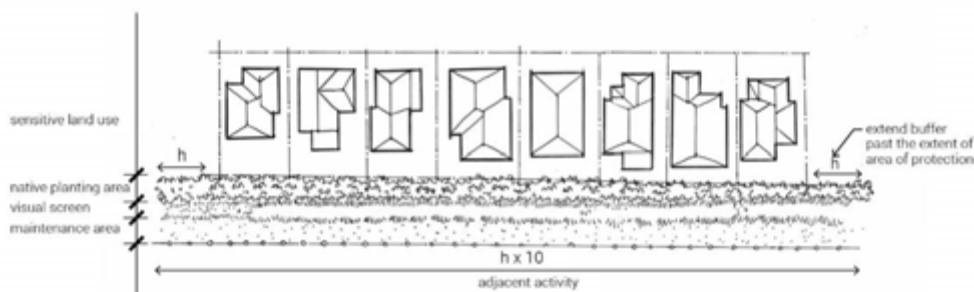


#### SC6.6.3.1.5 Buffer length

- (1) Buffer length refers to the linear length of the buffer to its furthest extent.
- (2) Vegetated buffers act as windbreaks. Longer windbreaks are more effective than shorter, as there is an increased level of turbulence at each end of a windbreak. Where practicable, the buffer should extend past any area that is requiring protection.
- (3) The length and height of the buffer determines the overall extent of the protection area. It is optimal for the buffer to be at least ten (10) times longer than its height, where possible.

Editor's Note—To reduce the number of breaks in the buffer planting, lot layout and design should minimise the number of boundaries that traverse the buffer area.

**Figure SC6.6.3C Buffer length effect (indicative only - not to scale)**



#### SC6.6.3.2 Buffer types

Selecting the most appropriate and effective buffer type depends on the stage of development, land use, and type of agricultural production that is occurring on the adjacent land. Generally, agricultural buffers fall into two main categories: Static buffers and Transitional buffers.

##### SC6.6.3.2.1 Static buffer

A Static buffer is:-

- (1) Located on a defined urban edge, as a permanent buffer between agricultural uses, ALC Class A and B land, and an urban settlement area.
- (2) Multi-layered with staggered rows of trees and shrubs to provide protection from the agricultural production area and increase the visual amenity and aesthetic of the buffer.
- (3) Comprised of various species of trees and shrubs. Planting should be established at a density relative to the adjacent agricultural use.

**SC6.6.3.2 Transitional buffer**

A Transitional buffer is:-

- (1) Located on a transitional development front rather than a defined urban edge.
- (2) Used to provide interim buffering and separation between staged urban development and an existing agricultural production area.
- (3) To protect continuing agricultural operations until the agricultural land is developed for urban uses.
- (4) Temporary and requires vegetation to be established quickly to provide effective protection to the sensitive land use from the adjacent agricultural use.
- (5) Comprised of fast-growing species (i.e. clumping bamboo) to establish a visual screen and physical barrier to mitigate against amenity impacts and airborne particulates from the agricultural production area.

**SC6.6.3.3 Agricultural buffer classifications**

Specific design considerations and provisions have been provided for Static and Transitional buffers as they relate to development situations, agricultural uses and off-farm impacts requiring mitigation. The buffer classification, buffer type, design features and context in which to implement the buffer, are specified in **Table SC6.6.3.1 Agricultural buffer classifications** and their respective cross sections are shown in **section SC6.6.4**.

Buffers and separation distances associated with intensive Rural uses should be implemented in accordance with the setbacks specified in **Table 9.2.15.3.3** of the Rural uses code in the planning scheme.

**Table SC6.6.3.1 Agricultural buffer classifications**

Buffer classification	Applicable context	Design features
<b>Static Buffers</b>		
Buffer Type A	Adjacent to Cropping (Sugar Cane & Horticultural Crops)	<ul style="list-style-type: none"> <li>• Achieve a lower density of planting within the tree and shrub zone</li> <li>• Designed to achieve a minimum height of 8 to 10 metres</li> <li>• Achieve two staggered rows of planting to lessen competition between planting</li> </ul>
Buffer Type B	Adjacent to Cropping (Orchards)	<ul style="list-style-type: none"> <li>• Achieve a higher density of planting within the tree and shrub zone</li> <li>• Designed to achieve a minimum height of 10 to 12 metres</li> <li>• Achieve three staggered rows of planting to increase competition between planting</li> </ul>
Buffer Type C	Adjacent to Cane Railway	<ul style="list-style-type: none"> <li>• Achieve an appropriate visual screen</li> <li>• No requirement for additional planting but is accepted when static</li> </ul>
<b>Transitional Buffers</b>		
Buffer Type C	All types, where not otherwise specified above.	<ul style="list-style-type: none"> <li>• Uses a fast-growing plant species to establish a buffer</li> <li>• Achieves a visual screen and appropriate buffer to mitigate against off-farm impacts</li> <li>• No requirement for additional planting</li> </ul>

Notes –

- (1) A landowner may amend the characteristics of particular buffer type if the adjacent agricultural use changes or new practices and operational off-farm impacts occur. The buffer may evolve its design to provide more effective mitigation. For example, a buffer may be established to mitigate off-farm impacts from sugar cane production and thus have a lower plant density. If the agricultural use changes from sugar cane to orchards, the buffer density may be increased to provide more effective protection (i.e. transitioning from Buffer Type A to Buffer Type B).
- (2) A landowner may remove the bamboo within buffer types A and B if it causes nuisance (e.g. noise or vermin) only when the native vegetation component of the buffer is fully established (i.e. height and density). The bamboo must be replaced with an additional row of native vegetation to ensure the width of the vegetated area of the buffer is retained.

#### SC6.6.4 Buffer attributes and design

- (1) The purpose of this section is to provide guidance on the design and construction of agricultural buffers under the planning scheme.
- (2) The design and construction of an agricultural buffer should be undertaken in accordance with the applicable buffer classification specified in this policy.
- (3) Where an alternate solution is proposed an applicant should demonstrate that the proposed solution effectively achieves the design features of the required buffer type, as specified in **Table SC6.6.3.3.1**.

##### SC6.6.4.1.1 Buffer attributes

Buffer attributes are the components that make up the vegetated buffer and its allocated setbacks. Buffer attributes are the elements of a buffer that are required to establish a complete and effective agricultural buffer.

- (1) *Adjacent activity* refers to the land use and activity that is occurring adjacent to the encroaching sensitive land uses. This may include an agricultural production area, cane railway etc.
- (2) *Maintenance area* refers to the 10 metre strip of turf and/or low grasses that is directly abutting the adjacent activity, and allows access to the boundary fencing and buffer for maintenance. This area also provides appropriate separation from the adjacent activity (agricultural use) which ensures that buffer planting does not compete with or impact on adjacent crops (e.g. shade, competing for water or nutrients) and assists in managing potential fire hazards.
- (3) *Visual screen* refers to the two staggered rows of clumping bamboo that establish a fast growing visual screen.
- (4) *Native planting area* refers to the multi-layered planting of mixed trees and shrubs that are slower growing and provide further mitigation and aesthetic value to the buffer.
- (5) *No build area* refers to the area between the buffer and the sensitive land use (development) which is to remain free of infrastructure and any built structures above or below ground. This separation area is required to allow the uninhibited establishment of the buffer vegetation. This separation also mitigates potential impacts from the vegetated buffer on built infrastructure, including damage from invasive and aggressive root systems, or in instances where a tree may be compromised and falls in a storm, cyclone, flood etc. The no build area should also be used to provide access to the buffer for maintenance on the sensitive land use side.

It is recommended that no infrastructure, either above or below ground, is permitted within the whole extent of the buffer including the maintenance area and no build zone.

Design provisions for each attribute have been provided in the following sections by buffer classification.

##### SC6.6.4.2 Buffer Type A

Buffer Type A is intended to provide a suitable buffer to adjacent sugar cane and horticultural crops.

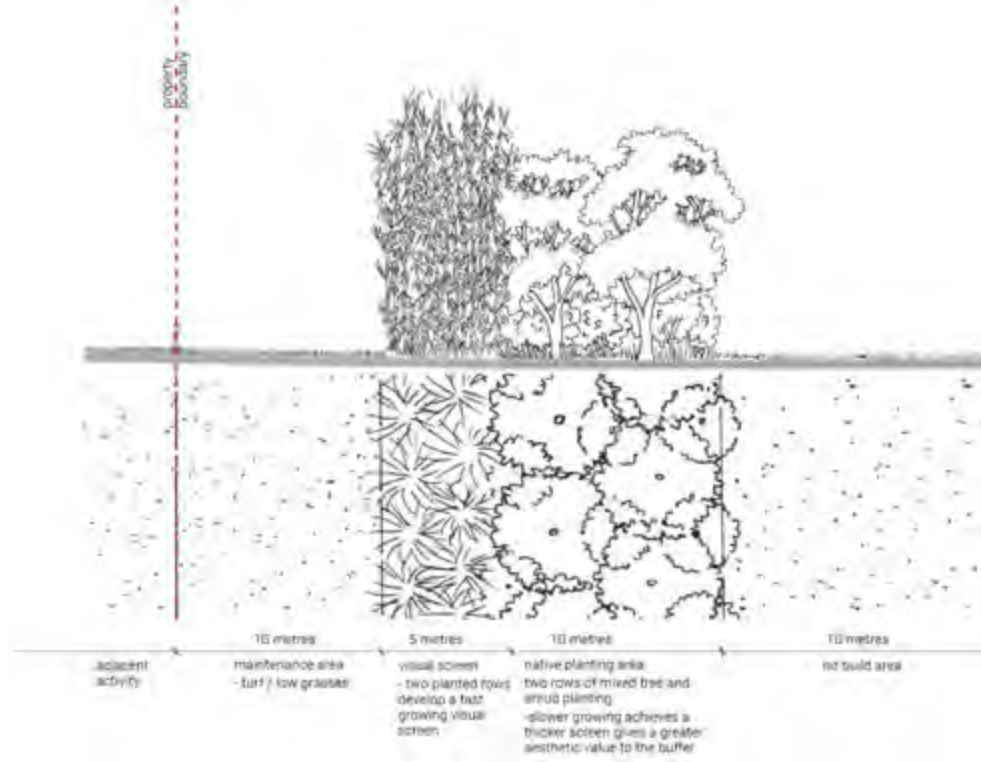
This buffer allows for lower density and a reduced height. Planting in conjunction with the bamboo screening should achieve appropriate mitigation from off-farm impacts.

Buffer Type A is to be designed, constructed and maintained in accordance with **Figure SC6.6.4A** and the provisions set out in **Table SC6.6.4.2.1**.

**Table SC6.6.4.2.1 Buffer Type A requirements**

Buffer classification	Buffer attributes	Minimum width
Buffer Type A	Maintenance area	10m
	Visual screen	5m 2 staggered rows of planting
	Native planting area	10m 2 staggered rows of planting
	No build area	10m

**Figure SC6.6.4A Buffer Type A section (indicative only - not to scale)**



**SC6.6.4.3 Buffer Type B**

Buffer Type B is intended to provide a suitable buffer to taller horticultural crops such as orchards.

This buffer allows for a higher density of planting in the multi-layered tree and shrub zone to increase the overall height of the buffer.

Buffer Type B is to be designed, constructed and maintained in accordance with **Figure SC6.6.4B** and the provisions set out in **Table SC6.6.4.3.1**.

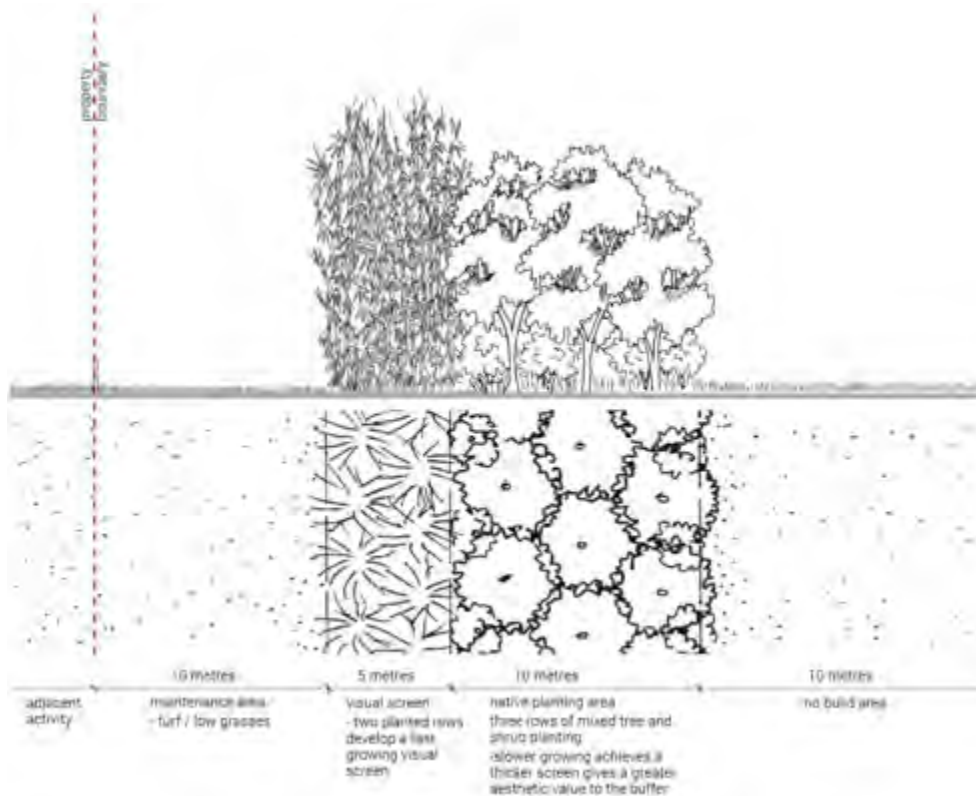
**Table SC6.6.4.3.1 Buffer Type B requirements**

Buffer classification	Buffer attributes	Minimum width
Buffer Type B	Maintenance area	10m
	Visual screen	5m



Buffer classification	Buffer attributes	Minimum width
		2 staggered rows of planting
	Native planting area	10m 3 staggered rows of planting
	No build area	10m

**Figure SC6.6.4B Buffer Type B section (indicative only - not to scale)**



#### SC6.6.4.4 Buffer Type C

Buffer Type C is intended to provide a permanent visual buffer to cane railway tram lines, to assist in mitigating light and dust.

Buffer Type C is also intended to be used for transitional development fronts where a temporary buffer is required due to future stages of development occurring.

This buffer allows for two rows of fast-growing planting to provide an initial physical barrier and visual screen to adjacent land uses. The screen should provide visual amenity whilst also mitigating against airborne particulates from adjacent agricultural uses. There is no requirement for additional planting of trees and shrubs, as they are slower to establish and will provide minimal mitigation from these adjacent uses in the temporary timeframe they are in place.

Where the planning scheme requires acoustic attenuation relating to the cane railway, Buffer Type C may be used in conjunction with such infrastructure (i.e. acoustic fencing), not in lieu of one another.

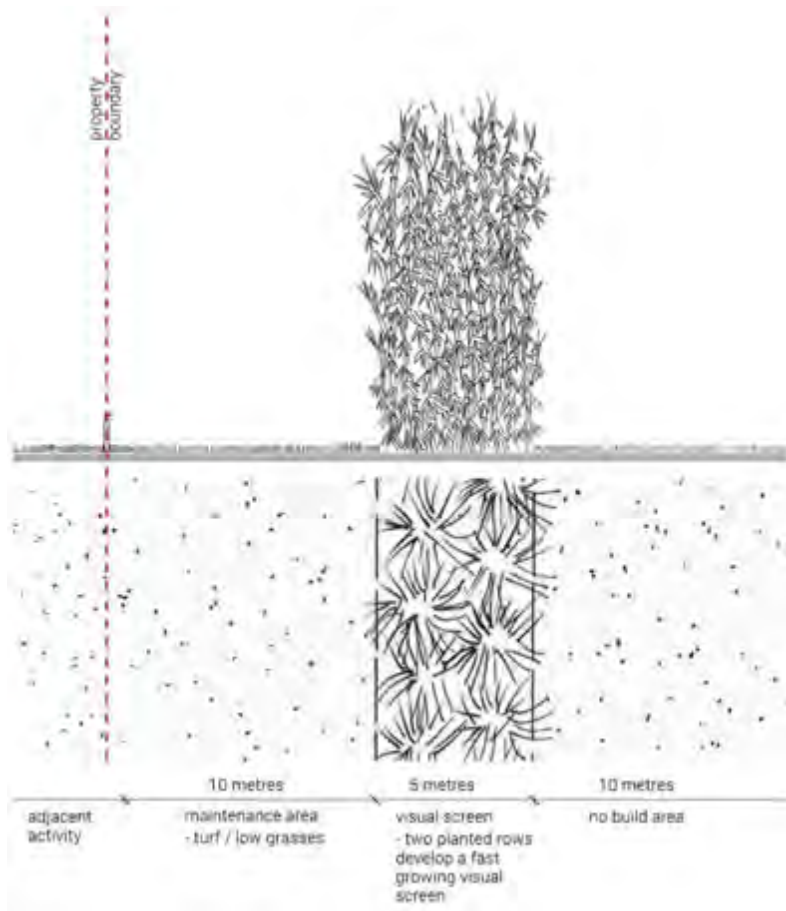
In instances where a buffer is required near an intersection with a road, the buffer should not adversely impact upon the provision, operation and maintenance of infrastructure and should demonstrate compliance with safe intersection sight distance (Austroads).

Buffer Type C is to be designed, constructed and maintained in accordance with **Figure SC6.6.4C** and the provisions set out in **Table SC6.6.4.4.1**.

**Table SC6.6.4.1 Buffer Type C requirements**

Buffer classification	Buffer attributes	Minimum width
Buffer Type C	Maintenance area	10m
	Visual screen	5m 2 staggered rows of planting
	Native planting area	N/A
	No build area	10m

**Figure SC6.6.4C Buffer Type C section (indicative only - not to scale)**



**SC6.6.5 General requirements**

**SC6.6.5.1 Recommended plant species**

The recommended plant species are shown in **Appendix SC6.6A (Recommended buffer plant species)**.

- (1) The plant species of a buffer are related to the type of agricultural use, so that the off-farm impacts can be effectively mitigated.
- (2) Using native species within an agricultural buffer is advised as these perform better in the local conditions and require less maintenance. Effective buffer growth resulting from the use of native species can also result in less pest and disease attack within these buffers due to their local adaptation.
- (3) Species used for agricultural buffers must be able to achieve branching from their base through the full height of the plant to achieve the visual screen requirements.

- (4) Plant species with insignificant flowers and fruits are preferred as they attract less amounts of birds, bats, or other wildlife that may in turn feed on, or adversely affect the adjacent crop.
- (5) A mixture of species is recommended to be planted within buffers to provide a variety of plant shapes and increase buffer aesthetic. Varied plant shapes also reduce the likelihood of gaps within the buffer which mitigates infiltration of particulate matter.

#### **SC6.6.5.2 Buffer establishment**

An agricultural buffer is required to be planted in accordance with the below before building approval is granted or endorsement of a survey plan.

- (1) Buffer planting should be mulched to a depth of 100mm with aged forest or sugar cane mulch to minimise moisture loss from the soil profile as well as suppress weed growth.
- (2) Clumping bamboo should be established first and in two staggered rows ten (10) metres from the property boundary of the agricultural use. Each clump of bamboo will be two (2) to three (3) metres in diameter and should achieve a uniform screen.
- (3) Tree and shrub planting would be installed as tube stock to promote maximum potential growth and establishment to allow the appropriate density to be achieved for the buffer classification.
- (4) Lower density planting should establish two staggered rows of trees, with shrubs and groundcover planting.
- (5) Higher density treatment requires three rows of staggered tree planting. Layered tree planting is to be inter-planted with shrubs.
- (6) Groundcovers should be established on the outer edge to assist in the containment of weeds and other contaminants that may encroach into the planted area.
- (7) Pioneer tree species are to be established in conjunction with the tree planting to achieve plant densities in less time. Over time, planting of additional trees and shrubs may be required to replace these pioneer species.
- (8) Buffers are to be established in accordance with the recommended plant species shown in **Appendix SC6.6A (Recommended buffer plant species)**.

#### **SC6.6.5.3 Buffer maintenance**

The establishment of buffer planting, like any other cover crop, requires watering, fertilising and weeding. Following establishment, maintenance is required to all buffer types for them to remain effective. Buffers should be appropriately designed and constructed to avoid time consuming and costly maintenance requirements, whilst achieving their maximum desired effect of mitigating land use conflicts.

Buffer maintenance includes:-

- (1) Maintaining the required buffer characteristics such as height, width, length, and density of each buffer type is required to ensure the effectiveness of the buffer is maintained.
- (2) Buffers require pruning and thinning on an annual basis to maintain a 50% density so that their effectiveness is maximised.
- (3) Buffers are required to be watered during dry periods to maintain good buffer growth.
- (4) Mulch levels are to be maintained to reduce weed growth and retain moisture.
- (5) Fertilising prior to the growing season will assist in maintaining the health and vigour of the buffer.
- (6) Buffers require maintenance and management in terms of litter build up, noxious weed and pest control. Buffers should remain weed free to prevent the build-up of weed species that can cause infestation of agricultural production areas as well as other neighbouring land uses.
- (7) Appropriate access strips are provisioned for on either side of the buffer to allow for maintenance activities to be carried out.

- (8) Ongoing maintenance such as replanting may be required over time to maintain buffer characteristics.

#### **SC6.6.5.4 Buffer aesthetics**

The visual appearance of buffers can be enhanced by increasing the level of detail and interest within them, providing improved amenity to residential development.

Buffer aesthetics includes:-

- (1) Clumping bamboo (initial visual screen) presents a relatively flat visual aesthetic. Multi-layered buffer planting used in conjunction with the bamboo presents an elevation with more variety and texture.
- (2) The plant species recommended in **Appendix SC6.6A (Recommended buffer plant species)** achieve variety in colour, texture and form within the buffer.
- (3) To achieve a greater aesthetic for buffers that are in highly visible areas, such as a road frontage, the layered planting should be orientated to face the road.
- (4) Where a buffer is located along a property boundary, it is appropriate for the bamboo to be established ten (10) metres from the agricultural area property boundary and the layered planting to be orientated to the residential use to provide enhanced amenity.

#### **SC6.6.6 Buffer tenure and responsibility**

Once a buffer is established, they are to be protected by a defined tenure arrangement and responsibility for ongoing maintenance.

- (1) The preferred tenure hierarchy of the ownership, management and responsibility of buffers are as follows:
  - (a) Developer owned (e.g. within a balance parcel);
  - (b) Owned by the sensitive land use (e.g. within private residential lot);
  - (c) Council trustee/ownership.
- (2) Buffers should be protected by way of property covenant placed on the title of land and remain the responsibility of the landowner.  
 Editor's Note—Council has produced a standard covenant template, this document will be made available on request.
- (3) Ongoing maintenance requirements should be imposed by way of development approval conditions and property covenant.
- (4) Where buffers are proposed within land to be dedicated to Council (i.e. road reserve, open space or drainage corridor) they will be the responsibility of Council.

##### **SC6.6.6.1 Establishment and maintenance periods**

- (1) The developer is responsible for the establishment of the agricultural buffer.
- (2) Generally, the establishment and maintenance periods for an agricultural buffer is two (2) to five (5) years.
- (3) The Developer must arrange annual inspections to be undertaken by Council officers to ensure ongoing establishment and maintenance requirements are being carried out.
- (4) After initial planting, the buffer is to be put 'On-Establishment' for a minimum period of two (2) years. During this time, the buffer must be maintained in accordance with **SC6.6.5.2 Buffer establishment** and **SC6.6.5.3 Buffer maintenance** to ensure it is establishing well, actively growing, kept fertilised, provided with mulch, watered and weeded as necessary.
- (5) Annual monitoring reports and maintenance logbooks should be submitted to Council, including photos of both sides of the buffer.
- (6) A final inspection should be undertaken by Council at the end of the two (2) year establishment period.

- (7) Prior to the buffer being accepted On-Maintenance:
  - (a) Ensures minimum of 40% permeability has been achieved by the buffer. Permeability measurements will be taken at heights of 2 metres and 4 metres.
  - (b) Ensures weediness of buffer is no more than 10%.
- (8) Once Council has confirmed the buffer has been properly established, the buffer can be declared On-Maintenance.
- (9) The Maintenance period will generally not exceed three (3) years.
- (10) Prior to the buffer being accepted Off-Maintenance:
  - (a) Ensures minimum 50% permeability has been achieved by the buffer. Permeability measurements will be taken at heights of 2 metres and 4 metres.
  - (b) Ensures weediness of buffer is no more than 1%.
  - (c) Ensures any dead, dying or underperforming plants are replaced.
- (11) In the instance where the buffer does not satisfy items (7) and (10) the relevant period will be extended by a timeframe agreed that is suitable to bring the buffer to standard.

#### **SC6.6.6.2 On-going responsibility**

- (1) Once Council has confirmed criteria in **SC6.6.6.1 Establishment and maintenance periods** has been met, the buffer can be declared Off-Maintenance and is no longer the responsibility of the Developer.
- (2) Once Off-Maintenance the responsibility of the buffer is the landowners.
- (3) Covenant conditions over the buffer for its protection and maintenance should be complied at all times. This is a matter that may be enforced by Council, particularly where buffers are not maintained and their effectiveness is diminished, often leading to complaints.

## Appendix SC6.6A Recommended plant species for buffers

The following is a list of recommended plant species for agricultural buffers in the Bundaberg Regional Council area.

**Table SC6.6A.1 Recommended plant species for buffers**

Botanical name	Common name	Spacing
<b>Bamboo species</b>		
<i>Bambusa oldhamii</i>	Sweet Shoot Bamboo	1 per 2.5m
<i>Bambusa textilis gracilis</i>	Slender Weaver's Bamboo	
<i>Bambusa malingensis</i>	Sea Breeze Bamboo	
<b>Pioneer species (tree planting)</b>		
<i>Acacia disparrima</i>	Hickory Wattle	1 per 3m
<i>Acacia maidenii</i>	Maiden's Wattle	
<i>Macaranga tanarius</i>	Macaranga	
<b>Shrub species</b>		
<i>Callistemon pallidus</i>	Lemon Bottlebrush	1 per 5m to infill gaps between tree planting
<i>Buckinghamia celcissima</i>	Ivory Curl Tree	
<i>Callistemon viminalis</i>	Weeping Bottlebrush	
<i>Callistemon pollandi</i>	Gold Tipped Bottlebrush	
<i>Corymbia ptychocarpa</i>	Swamp Bloodwood	
<i>Leptospermum polygalifolium</i>	Wild May or Tooton	
<b>Groundcover species</b>		
<i>Lomandra longifolia</i>	Spiny Headed Mat Rush	1 per 1m
<i>Lomandra hystrix</i>	Green or Creek Mat Rush	
<i>Dianella caerulea</i>	Paroo Lily	
<b>Low density buffer tree planting</b>		
<i>Glochidion ferdinandi</i>	Cheese Tree	1 per 4m
<i>Jagera pseudorhus</i>	Foam Bark	Note: High density planting species can also be used in the low density planting area.
<i>Callistemon viminalis</i>	Weeping Bottlebrush	
<b>High density buffer tree planting</b>		
<i>Casuarina equisetifolia</i>	Coastal She-Oak	1 per 3m
<i>Casuarina glauca</i>	Swamp She-Oak	
<i>Melaleuca dealbata</i>	Blue Paperbark	
<i>Melaleuca leucodendra</i>	Weeping Paperbark	
<i>Melaleuca viridifolia</i>	Broad-leafed Paperbark	
<i>Syzygium austral</i>	Brush Cherry, Scrub Cherry, Creek Lilly-polly, Creek Satinash, or Watergum	
<i>Syzygium leumannii</i>	Riberry	

# Appendix 1 Index and glossary of abbreviations and acronyms

Table AP1.1 Abbreviations and acronyms

Abbreviation/acronym	Description
AEP	Annual exceedance probability
AHD	Australian height datum
ALC	Agricultural land classification
ANEF	Australian noise exposure forecast
ARI	Average recurrence interval
AS	Australian Standard
ASS	Acid sulfate soil
CPTED	Crime prevention through environmental design
BCA	Building Code of Australia
BRC	Bundaberg Regional Council
DFE	Defined flood event
DFL	Defined flood level
DSS	Desired standards of service
DSTE	Defined storm-tide event
GFA	Gross floor area
GLFA	Gross leasable floor area
ha	Hectares
HAT	Highest astronomical tide
ICOMOS	International Council on Monuments and Sites
km	Kilometres
LGIP	Local Government Infrastructure Plan
m	Metres
MCU	Material change of use as defined in the Act
mm	Millimetres
MSES	Matters of State Environmental Significance
NDB	Non-directional beacon
OLS	Obstacle limitation surface
PIA	Priority infrastructure area
PMF	Probable maximum flood
QDC	Queensland Development Code
ROL / RaL	Reconfiguring a lot as defined in the Act
RFL	Recommended floor level
RSTEL	Recommended storm-tide event level
SPP	State Planning Policy
the Act	<i>Planning Act 2016</i>
the Regulation	Planning Regulation 2017
the SP Act	<i>Sustainable Planning Act 2009 (repealed)</i>
the SP Regulation	Sustainable Planning Regulation 2009 (repealed)

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## Appendix 2 Table of amendments

Table AP2.1 Table of amendments

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendments
Adoption 2/2/16 Effective 15/2/16	1.1	Planning Scheme Policy	Adoption of the Planning scheme policy for the Hughes and Seaview Bargara masterplan area.
Adoption 9/6/16 Effective 13/6/16	2.0	Major	Amendment to the Zone Maps in Schedule 2 (Mapping) to change the zone and/or precinct designation of a number of properties across the region.
Adoption 16/5/17 Effective 3/7/17	3.0	Alignment Amendment	Alignment amendment to ensure the planning scheme will accord with the provisions of the <i>Planning Act 2016</i> , including – <ul style="list-style-type: none"> <li>replacing terminology to be consistent with the Act; and</li> <li>improving and clarifying codes ('assessment benchmarks') to be sufficiently robust to permit assessment under the new decision rules for code assessment.</li> </ul>
Adoption 24/4/2018 Effective 7/5/2018	4.0	LGIP Amendment	Amendment to replace the Priority Infrastructure Plan with the Local Government Infrastructure Plan under the repealed <i>Sustainable Planning Act 2009</i> , including – <ul style="list-style-type: none"> <li>Part 4 (Priority Infrastructure Plan) replaced with new Part 4 (Local Government Infrastructure Plan);</li> <li>Schedule 3 (LGIP Mapping and supporting material) updated;</li> <li>Planning scheme policy for development works amended;</li> <li>Replacing outdated terminology and references to reflect the new LGIP.</li> </ul>
Adoption 25/6/2019 Effective 1/7/2019	4.1	Planning Scheme Policy for Development Works Amendment	Amendment to the Planning Scheme Policy for Development Works to: <ul style="list-style-type: none"> <li>ensure the policy reflects the latest applicable industry standards for development works;</li> <li>incorporate the Wide Bay Burnett Regional Organisation of Councils (WBBROC) water services design and construction code</li> <li>clarify and improve operational works procedures;</li> <li>improve flood study requirements and incorporate the new lawful point of discharge test in the Queensland Urban Drainage Manual (QUDM) 2016;</li> <li>update standard drawings (including WBBROC drawings);</li> <li>clarify requirements for electricity supply and telecommunications for development; and</li> <li>other administrative changes, including correcting spelling, formatting, grammatical errors and outdated references.</li> </ul>

# Appendix 2 – Table of amendments

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendments
Adoption 21/1/2020 Effective 10/2/2020	5.0	Major & Qualified State Interest	<p>Includes amendments 5 (major) and 6 (qualified State interest). Amendment includes:</p> <ul style="list-style-type: none"> <li>• minor changes to codes and levels of assessment to reflect desired intent and community expectations, including for Secondary dwellings and Dual occupancy development;</li> <li>• zoning changes to recognise current land use, future development intent and correct errors;</li> <li>• local planning for the Burnett Heads town centre, the Kalkie-Ashfield local development area, and part of Bargara (between Hughes and Seaview Roads);</li> <li>• changes to address State interests, including regulated requirements and the Bundaberg State Development Area;</li> <li>• changes to overlays, and the inclusion of additional local heritage places, including associated changes to SC6.2 Planning Scheme Policy for the Heritage and Neighbourhood Character Overlay Code;</li> <li>• other changes to improve the operation and efficiency of the planning scheme;</li> <li>• a Sea turtle sensitive area overlay code to ensure assessable development in coastal areas avoids adverse impacts on sea turtles, including impacts from artificial lighting;</li> <li>• zoning changes to include land at Shelley Street, Burnett Heads (currently included in the Emerging community zone) in the Rural residential zone – Precinct RRZ1 (2,000 m<sup>2</sup> minimum lot size area);</li> <li>• changes to other parts of the planning scheme, including the Advertising devices code and Nuisance code.</li> </ul> <p>Repealed the Planning scheme policy for the Hughes and Seaview Bargara masterplan area.</p>
Adoption 24/11/2020 Effective 4/12/2020	5.1	<p>Planning Scheme Policy for Development Works Amendment</p> <p>Planning Scheme Policy for Agricultural Buffers Adoption</p> <p>Minor</p>	<p>Amendment to the Planning Scheme Policy for Development Works to:</p> <ul style="list-style-type: none"> <li>• clarify the requirements for uncompleted works bonds as security to enable early approval of a survey plan or early commencement of a use;</li> <li>• provide better guidance for other types of bonds, including performance bonds and maintenance bonds.</li> </ul> <p>Adoption of the Planning Scheme Policy for Agricultural Buffers.</p> <p>Addition of Community facilities zone annotation 14 – Utility installation to Lots 2, 3 and 6 on W39500 and Lot 2 on RP14424.</p>

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendments
Adoption 28/02/2023 Effective 10/03/2023	6.0	Qualified State Interest Amendment  Minor and Administrative Amendment	<p>Qualified State Interest Amendment to strengthen current provisions relating to building height, particularly for development in coastal locations within the Sea turtle sensitive area, including changes to:</p> <ul style="list-style-type: none"> <li>• Table 5.9.1 (Overlays) at Part 5 (Tables of Assessment);</li> <li>• Part 6 (Zone codes); and</li> <li>• the Sea turtle sensitive area overlay code at Part 8 (Overlays).</li> </ul> <p>Minor and Administrative Amendment including:</p> <ul style="list-style-type: none"> <li>• removal of provisions in the Extractive resources overlay code that no longer apply due to changes to the State Planning Policy interactive mapping;</li> <li>• removal of decommissioned infrastructure from the Infrastructure overlay mapping in Schedule 2 (Mapping);</li> <li>• clarification of the term 'business activity' in the Home-based business definition through an editor's note in Schedule 1 (Definitions); and</li> <li>• amendments to other use terms and definitions to align with the regulated requirements of the Planning Regulation 2017.</li> </ul>
Adoption 24/04/2023 Effective 12/05/2023	6.1	Interim LGIP Amendment	<p>Amendment to the LGIP (Interim LGIP Amendment), including changes to Part 4 (LGIP) and Schedule 3 (LGIP Mapping and supporting material), to ensure the Schedule of Works model and Plans for Trunk Infrastructure better align with Council's latest network planning and Capital Investment Plan (CIP). The updates include the following:</p> <ul style="list-style-type: none"> <li>• inclusion of existing assets that have recently been constructed, provided or reclassified;</li> <li>• removal of future assets that have been constructed (are now existing), or are no longer required;</li> <li>• inclusion of future assets that have been conditioned under a development approval or newly identified in the CIP (identified through more recent network planning);</li> <li>• adopting more contemporary financial inputs that align with a revised base date of 2021 (from the previous base date of 2016).</li> </ul>

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