

Contents of Part 7

Part 7	Local Plans	7:2
7.1	Preliminary	7:2
7.2	Local plan codes	7:3
7.2.1	Airlie Beach local plan code	7:3
7.2.1.1	Application	7:3
7.2.1.2	Purpose and overall outcomes	7:3
7.2.1.3	Assessment benchmarks	7:5
7.2.2	Bowen local plan code	7:17
7.2.2.1	Application	7:17
7.2.2.2	Purpose and overall outcomes	7:17
7.2.2.3	Assessment Benchmarks	7:18
7.2.3	Hamilton Island local plan code	7:24
7.2.3.1	Application	7:24
7.2.3.2	Purpose and overall outcomes	7:24
7.2.3.3	Assessment benchmarks	7:26

Tables in Part 7

Table 7.2.1.1.1: Benchmarks for assessable development

Table 7.2.1.1.2 Benchmarks for assessable development

Table 7.2.1.1.3 Benchmarks for acceptable and assessable development

Maps in Part 7

Airlie Beach local plan transport map

Airlie Beach local plan boundary and precinct map

Bowen Local plan boundary and precinct map

Hamilton Island local plan boundary and precinct map

Part 7 Local Plans

7.1 Preliminary

- (1) Local plans address matters at the local or district level and may provide more detailed planning for the zones.
- (2) Local plans are mapped and included in Schedule 2 (Mapping).
- (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).
- (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 purpose and overall outcomes for each precinct;
 - (e) the performance outcomes that achieve the overall outcomes of the local plan code;
 - (f) the acceptable outcomes that achieve the performance outcomes of the local plan code; and
 - (g) the performance and acceptable outcomes of a precinct that achieve the overall outcomes of the precinct.
- (7) The following are the local plan codes for the Planning Scheme:
 - (a) Airlie Beach local plan;
 - (b) Bowen local plan; and
 - (c) Hamilton Island local plan.

7.2 Local plan codes

7.2.1 Airlie Beach local plan code

7.2.1.1 Application

This code applies to assessable development within the Airlie Beach local plan area as identified on the Local plan maps contained within Schedule 2 (Mapping).

Editor's note – To the extent of any inconsistency between the Airlie Beach local plan code and any other part of the Planning Scheme, the Airlie Beach local plan code prevails.

7.2.1.2 Purpose and overall outcomes

- (1) The purpose of the Airlie Beach local plan code is to provide a development framework that:
 - (a) promotes the unique attributes of the locality;
 - (b) facilitates diverse Accommodation, Business and Entertainment activities;
 - (c) cultivates a hub of activity, social interaction, quality public space and placemaking; and
 - (d) contributes to the vitality and experience of Airlie Beach, as a tropical coastal tourist destination;
- (2) The purpose of the Airlie Beach local plan code will be achieved through the following overall outcomes:
 - (a) The character of Airlie Beach, which includes its vital, small town scale, tropical climate, pedestrian neighbourhoods, compact Main Street form, blue views to the sea and green views to Airlie Hill, visually penetrable buildings and heights and lush landscape elements, is maintained;
 - (b) development reduces visual bulk of buildings by utilising podiums, awnings, articulation, materials, colours and landscaping to create visual interest;
 - (c) development is climate responsive and promotes a 'tropical sense of place', incorporating high quality, adaptable design, that is sensitive to the surrounding natural landscape, open spaces and pedestrian routes;
 - (d) semi-public spaces, streets, laneways or other public spaces are designed to:
 - (i) ensure public access is available 24 hours a day; and
 - (ii) create a safe environment that maximises casual surveillance and discourages anti-social behaviour;
 - (e) placemaking, wayfinding and landscaping are utilised to promote a strong sense of place, encourage social interaction and activity, guide navigation throughout Airlie Beach and delineate boundaries between public, semi-public and private spaces;
 - (f) development incorporates permeable pedestrian and cycle movement from the Bicentennial Walkway through to the Whitsunday Transit Terminal and from the Foreshore through Precinct A, Precinct B and Precinct C to Waterson Way via existing and future laneways and pedestrian routes;
 - (g) pedestrian focused environments are established along Canal Street, Coconut Grove, Main Street and internal road networks of Precinct C with:

- (i) buildings built to the street alignment at ground level;
 - (ii) predominantly active uses at ground level;
 - (iii) façades articulated to ensure large, blank walls are not created;
 - (iv) awnings covering adjoining pedestrian footpaths along the full length of buildings;
 - (v) driveways avoided where alternate access points are available; and
 - (vi) undercroft car parking or car parking located to the rear or side of buildings; and
- (h) development fronting Waterson Way ensures a safe and comfortable pedestrian experience, considering future expansion of Waterson Way as a double lane major collector route bypassing Airlie Beach;
- (i) car parking is located away from the primary road frontage or screened, at rates that recognise pedestrian and cycle accessibility and cross utilisation within Airlie Beach;
 - (j) car parking demand is met efficiently, considering linkages and alternating peak demand between uses, with payments for parking in lieu considered in Precinct A and B where required parking cannot be provided on site;

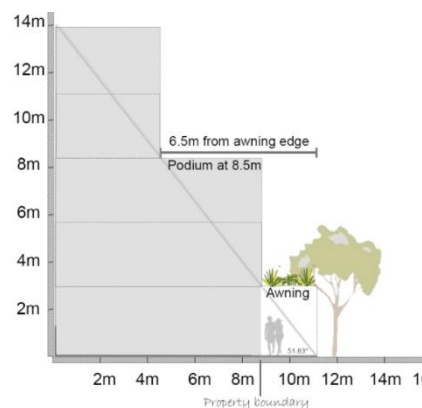
Editor's note – Council is developing a precinct parking plan to inform payments per car park in lieu of development unable to provide on-site and timing of car park delivery. If applicable, contact Council for pre-lodgement advice to determine suitability.

- (k) redevelopment in the Main Street and or adjoining the Foreshore is encouraged at higher density to account for existing constraints and encourage further revitalisation, enhancement of existing laneways and development of future laneways;
- (l) development in Precinct C incorporates an internal road layout, which provides rear of lot access to properties in Precinct B and a vehicular connection across Airlie Creek;
- (m) development in Precinct C and Precinct D is sited, orientated and designed to create an integrated, permeable and landscaped area with an active public plaza provided in each precinct to create a social hub and focal point of activity; and
- (n) development in Precinct D incorporates a luxury hotel, including function facilities, designed to cater for a premium tourism market.

7.2.1.3 Assessment benchmarks

Table 7.2.1.3.1: Benchmarks for assessable development

Performance Outcomes		Acceptable Outcomes	
All areas - Built form			
PO1	Development utilises podiums, awnings, articulation, an attractive roofline and landscaping to improve visual interest, visual amenity, reduce wind tunnel effects and reduce building bulk when viewed from a street, laneway or adjoining pedestrian routes.	AO1.1	Development exceeding 8.5m in building height, provides a podium and incorporates built form elements that differentiate between the podium and other building levels, including: (a) landscaping; (b) articulation; and (c) variations in building colour, materials and trimmings.
		AO1.2	The building incorporates vertical and horizontal articulation, such that no unbroken façade is longer than 10m.
		AO1.3	On the primary frontage podiums setback the tower 6.5m from the outside edge of the awning or 3m from the building façade, whichever is greater, and may be included at the awning level or any level above, up to 8.5m from ground level.
		AO1.4	Podiums setback the tower a minimum of 3m from any side or rear boundary and may be included at the awning level or any level above, up to 8.5m from ground level.
PO2	Except where adjoining a laneway, buildings in Precinct A, Precinct B, on Waterson Way internal road network of Precinct C or on Canal Street or Coconut Grove in Precinct D create a continuous street environment at ground level.	AO2.1	To promote a continuous active street environment, unless adjoining a laneway, development within Precinct A and Precinct B have front and side setbacks of 0m, at ground level.
		AO2.2	Development on Waterson Way within Precinct C or on Canal Street or Coconut Grove within



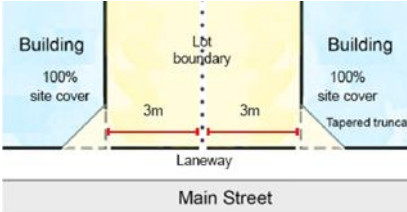
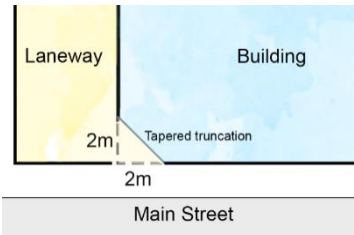
Performance Outcomes		Acceptable Outcomes	
			Precinct D, have a minimum front and side setback of 0m and maximum front setback of 3m, at ground level.
PO3	Where development involves Accommodation activities, communal open space is provided such that residents have sufficient area to engage in communal activities, enjoy private and semi-private spaces and accommodate visitors.	AO3.1	Development involving Accommodation activities provides foyers and communal spaces to facilitate social interaction between residents and visitors, which comply with the following minimum areas and dimensions: (a) area equal to at least 20% of the total building footprint; and (b) minimum width of 3m. Editor's note – this acceptable outcome varies AO13.5 in the Short-term accommodation and multi-unit use code. All other parts of that code continue to apply, including private open space, such as balconies, are provided in accordance with Part 9.3.17 Short-term accommodation and multi-unit uses code.
All areas - Site layout and relationship of buildings to site features			
PO4	Development is oriented to the primary street frontage and promotes casual surveillance of public areas.	AO4.1	Development is designed to create a safe and attractive pedestrian environment by: (a) orienting the building façade to the primary street frontage; (b) ground level articulation clearly delineating building entry points; and (c) providing balconies, windows and other openings that overlook adjoining streets and public areas to maximise casual surveillance.
PO5	Development promotes a 'tropical sense of place' through the use of: (a) architectural elements that create shade; (b) lightweight and natural building materials and colours; and (c) generous shady landscaping.	AO5.1	Development utilises architectural features that create shade at ground level and façade patterns, both composed of building materials and finishes that are muted earth/environmental tones.
		AO5.2	Development incorporates landscaping, including at least three of the following options: (a) ground level planting boxes; (b) deep planting street trees, in keeping with adjoining street tree species; (c) vegetated podiums; (d) green walls; (e) balcony plantings; or (f) green roofs.
PO6	Development is sited and orientated to promote views of natural landscapes from balconies and common outdoor areas.	AO6.1	Development overlooks natural landscapes and open spaces to increase the connection between built form and the environment.

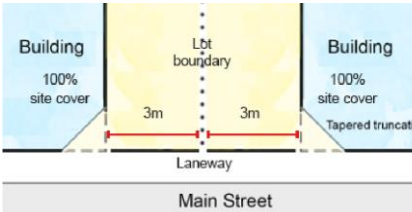
Performance Outcomes		Acceptable Outcomes	
PO7	Active uses are predominant at ground level, where fronting: (a) Canal Street; (b) Coconut Grove; and (c) Internal roads of Precinct C.	AO7.1	Development is sited and designed such that Canal Street, Coconut Grove and internal roads of Precinct C comprise active uses or spaces at ground level, which promote casual surveillance and visual interest to adjoining pedestrian pathways.
PO8	Development with a Main Street, Foreshore or plaza frontage stimulates the interaction between private, semi-public and public spaces by establishing active uses at ground level. Editor's note - Where development in Precinct A has a primary frontage to Main Street, the development must also address any secondary frontage to the Foreshore.	AO8.1	Development is sited and designed such that Main Street frontages comprise Business and Entertainment activities at ground level that are at least 80% open or transparent to allow internal activities to be visible from the outside and include open recesses to allow ground level activities to interact with the Street without affecting pedestrian movement.
		AO8.2	Development is sited and designed such that Foreshore and plaza frontages with: (a) ground level Accommodation activities, include building access and communal areas; or (b) Business or Entertainment activities, include active frontages that are at least 80% open or transparent to allow internal activities to be visible from the outside.
PO9	Development fronting Waterson Way provides a safe and comfortable pedestrian experience, offering casual surveillance, shade trees, accessways and pathways adequately setback from the road edge. Editor's note – Waterson Way is anticipated to be a double lane major collector route functioning as a bypass for traffic around Airlie Beach.		Development fronting Waterson Way is designed to address the street and create a safe and attractive pedestrian environment, by: (a) utilising landscaping or space to adequately buffer pedestrian pathways from the road edge; (b) locating clearly delineated accesses to buildings and internal pathways along the street frontage; (c) providing balconies, windows and other openings along the street frontage to maximise casual surveillance; and (d) establishing high quality landscaping, including shade trees.
PO10	Development provides awnings, where fronting: (a) Canal Street; (b) Coconut Grove; (c) Main Street;	AO9.1	Buildings provide adequate and appropriate shelter along adjoining streets and pedestrian routes in the form of an awning with a width:

Performance Outcomes		Acceptable Outcomes	
	(d) Internal roads of Precinct C; (e) Waterson Way; and (f) the Foreshore.		(a) that is 3m wide or to within 1m of any kerb, whichever is less; or (b) if awnings on adjoining premises are greater than 3m in width, awnings provided are consistent with the width and height of the adjoining awning, to within 1m of any kerb
PO11	Development reduces the visual impact of car parking areas where fronting: (a) Canal Street; (b) Coconut Grove; (c) Main Street; and (d) Waterson Way.	AO10.1	Development: (a) provides undercroft car parking that protrudes above the adjacent ground level by less than 1m; or (b) is sited and designed to locate car parking to the rear or side of the building.
All areas – placemaking, wayfinding, landscaping and CPTED			
PO12	Development ensures that lighting and building design facilitate wayfinding and the security of people and property, having regard to: (a) building entrances, loading and storage areas that are well lit and lockable after hours; (b) exterior building design that promotes safety; (c) minimisation of entrapment locations; and (d) opportunities for casual surveillance and sight lines.	AO11.1	Siting and design of lighting: (a) identifies and adequately illuminates building access points, loading or storage areas; (b) improves legibility and safety of entrances, exits and pathways between built form; (c) facilitates safety and casual surveillance by applying CPTED principles; and (d) promotes the visibility of placemaking and wayfinding measures. Editor's note—Applicants should have regard to Crime Prevention through Environmental Design Guidelines for Queensland.
		AO11.2	Development adjoining a laneway, identified on the ABLP Transport map, designs internal laneway frontages to be well lit and: (a) adjoined by active uses; or (b) where laneway frontages are not adjoined by active uses, public art, placemaking measures or landscaping are utilised to create a desirable pedestrian connection.
		AO11.3	The siting and design of built form does not create enclaves, entrapment points or accesses with low visibility from casual surveillance points.
PO13	Development in a Mixed use zone involving the creation of public space includes placemaking elements that	AO12.1	Development creating public space includes: (a) educational signage at points of local significance to

Performance Outcomes		Acceptable Outcomes	
	<p>contribute to the character and amenity of the area in the form of:</p> <ul style="list-style-type: none"> (a) educational material about Airlie Beach’s natural environment, wildlife, culture or history; (b) artwork, such as sculptures, mosaic tiling or murals; or (c) viewpoints allowing visitors to enjoy significant vistas, where available. 		<p>enhance the resident and visitor experience;</p> <ul style="list-style-type: none"> (b) artworks with local context, provided at a size and scale appropriate to the public open space area; or (c) where available, vistas from public spaces, including pedestrian routes, that consider natural features and seek to promote connection to the surrounding natural environment. <p>Editor’s note – A placemaking concept plan may be required dependent on the scale of the development.</p>
PO14	<p>Development in a Mixed use zone involving the creation of public space provides signage to enhance legibility and ease of navigation.</p>	AO13.1	<p>Development creating public space, including pedestrian routes and laneways, provides signage, consistent with existing Airlie Beach signage themes, at junction points providing direction to:</p> <ul style="list-style-type: none"> (a) surrounding attractions, such as the Bicentennial Walkway, Boathaven Beach, Airlie Lagoon, Airlie Creek Track, Airlie Crescent Lookout and Honeyeater Lookout Trail; (b) nearby services, facilities and amenities; and (c) future plazas identified on the ABLP boundary and precinct map. <p>Editor’s note – A signage concept plan may be required dependent on the scale of the development.</p> <p>Editor’s note – Contact Council for guidance on commonly themed signage measures.</p>
PO15	<p>Development in a Mixed use zone involving the creation of public space, including pedestrian routes and laneways, provides high quality landscaped areas.</p>	AO14.1	<p>Continuous landscaping of pedestrian routes and laneways provides shaded corridors connecting open space areas, natural features, plazas and buildings to each other, Main Street and the Foreshore.</p> <p>Note – A Landscaping plan may be prepared in accordance with the PSP SC6.4 Landscaping.</p> <p>Editor’s note – this acceptable outcome is in addition to the Part 9.4.6 Landscaping code. All other parts of that code continue to apply.</p>

Performance Outcomes		Acceptable Outcomes	
		AO14.2	<p>Open space areas are landscaped to create safe, comfortable and attractive pedestrian environments, providing:</p> <p>(a) shading to formal and informal seating areas; and</p> <p>(b) high quality landscaping, including large shade trees.</p> <p>Note – A Landscaping plan may be prepared in accordance with the PSP SC6.4 Landscaping.</p> <p>Editor's note – this acceptable outcome is in addition to the Part 9.4.6 Landscaping code. All other parts of that code continue to apply.</p>
All areas – Laneways and connectivity			
PO16	Future laneways and pedestrian routes, identified on the ABLP Transport map, are available for public use 24 hours a day.	AO15.1	Future laneways and pedestrian routes, identified on the ABLP Transport map, must be dedicated to Council as public space.
PO17	Development supports permeable and attractive pedestrian and cycle movement from the Bicentennial Walkway through to the Whitsunday Transit Terminal and from the Foreshore to the plazas, Airlie Creek and Waterson Way.	AO16.1	Development establishes the future pedestrian routes and laneways identified on the ABLP Transport map.
		AO16.2	Development maintains and enhances existing pedestrian routes and laneways identified on the ABLP Transport map.
PO18	<p>Pedestrian routes and laneways are created that facilitate permeable movement between Precincts, public plazas and surrounding residential streets, including, but not limited to:</p> <p>(a) Airlie Creek pedestrian spine;</p> <p>(b) connections across Airlie Creek; and</p> <p>(c) future laneways identified on the ABLP Transport map.</p>	AO17.1	<p>Development creates a desirable, safe and contiguous pedestrian environment enhanced by shade trees, signage, lighting, landscaping and seating along pedestrian corridors:</p> <p>(a) the length of Airlie Creek riparian corridor, providing visual connection to the creek where possible;</p> <p>(b) across Airlie Creek to connect the pedestrian route on both sides of the Creek;</p> <p>(c) from the plaza in Precinct C to adjoining residential streets, Orana Street, Raintree Place and Seaview Drive; and</p> <p>(d) from the plaza in Precinct C to the Foreshore.</p>

Performance Outcomes		Acceptable Outcomes	
<p>PO18</p> <p>Laneways accommodate easy movement for a large number of users by providing sufficient width and truncated corners.</p>		<p>AO18.1</p> <p>Where identified on the ABLP transport map as a future laneway and located on a shared lot boundary, development on each adjoining lot provides a laneway width of 3m with no built form above ground level.</p> 	
		<p>AO18.2</p> <p>Buildings adjoining a laneway identified on the ABLP transport map, provide a minimum 2m tapered truncation on corners within the building envelope adjoining the laneway at the entrance/exit.</p> 	
<p>Transport and access</p>			
<p>PO19</p> <p>Development provides sufficient car parking and does not result in any net loss of on-street car parking.</p>		<p>AO19.1</p> <p>Where development is within Precinct A or Precinct B and the existing number of on-site car parks are retained, additional car parking is calculated at the rates provided in Table 9.4.8.3.3 (Minimum on-site parking requirements) applied only to any additional GFA created by the development.</p> <p>Editor's note – Where development does not provide the required number of on-site car parking spaces, an infrastructure agreement may be entered into between the developer and Council, which provides for contributions to a Precinct Parking Plan in lieu of on-site car parking spaces.</p> <p>Editor's note – Contributions toward a precinct parking plan are a preferred option for development within the Main Street to reduce vehicle crossovers impeding pedestrian movement.</p>	

Performance Outcomes		Acceptable Outcomes	
		AO19.2	Where development is not within Precinct A or Precinct B, car parking is calculated at the rates provided in Table 9.4.8.3.3 (Minimum on-site parking requirements). Editor's note – Where development does not provide the required number of on-site car parking spaces, an infrastructure agreement may be entered into between the developer and Council, which provides for contributions to a Precinct Parking Plan in lieu of on-site car parking spaces.
		AO19.3	Development does not result in the loss of any on-street car parking spaces or loading bays.
		AO19.4	Mixed use development that demonstrates cross utilisation and a variation in temporal demand between uses on site can apply for a dispensation to reduce Business or Entertainment activity car parking rates by up to 30%, excluding office uses. Note – A Traffic impact assessment report prepared in accordance with PSP SC6.7 (Growth management) may assist in demonstrating compliance with the acceptable outcome.
PO20	Development avoids or reduces vehicle crossovers, where fronting: (a) Canal Street; (b) Coconut Grove; and (c) Waterson Way.	AO20.1	Development fronting Canal Street, Coconut Grove and Waterson Way utilises side and rear access to buildings or driveways access multiple sites to minimise the total number of vehicle crossovers.
Precinct A and Precinct B – Built form			
PO21	Development maximises the development potential of the site to further revitalise Main Street and the Foreshore and encourage use of laneways.	AO21.1	The maximum site cover is: (a) 100% excluding any existing laneway, corner truncation or future laneway, as identified on the ABLP Transport map; or  (b) 90%, if not adjoining a laneway.
		AO21.2	Podium levels have a maximum tower footprint of 60% of the lot area, if on a premise that is

Performance Outcomes		Acceptable Outcomes	
			1,400m ² or more, with no horizontal dimension greater than 50m.
Precinct B & C – Transport and access			
PO22	Development facilitates an internal road layout and vehicular movement across Airlie Creek, generally in accordance with the road layout plan identified on the ABLP transport map, including rear of lot vehicular access to the properties in Precinct B.	AO22.1	Development in Precinct C must provide an Airlie Creek vehicular crossing, generally in accordance with the road layout plan identified on the ABLP transport map.
		AO22.2	Development in Precinct C must provide vehicular connectivity, generally in accordance with the road layout plan identified on the ABLP transport map subject to relevant constraints: <ul style="list-style-type: none"> a) existing access points; b) hazards; c) topography; d) plaza location; e) pedestrian routes; and f) natural features. <p>Note – A Traffic impact assessment report prepared in accordance with PSP SC6.7 Growth management may assist in demonstrating compliance with the performance outcome.</p>
		AO22.3	Where possible, development in Precinct C must provide rear of lot vehicular access to properties in Precinct B, generally in accordance with the road layout plan identified on the ABLP transport map.
PO23	Development removes Main Street vehicle crossovers by utilising rear of lot access.	AO23.1	Development in Precinct B, adjoining the indicative internal road layout identified on the ABLP transport map, gains rear of lot access from the internal road or, where the indicative road has not yet been formalised, complies with PO24.
PO24	Development does not increase Main Street vehicle crossovers and, where possible, reduces Main Street vehicle crossovers.	AO24.1	Development in Precinct B, not adjoining the proposed internal road layout identified on the ABLP transport map, avoids vehicular access to the Main Street, or where this is not possible access is via a maximum of one vehicle crossover that may be shared with adjoining premises.
PO25	Development involving Business, Entertainment or Accommodation activities within Precinct C relocates all bus stops from Main Street to Precinct C.	AO25.1	Development that triggers the construction of the internal road network on the ABLP transport map relocates bus stops from Main Street to appropriate locations within Precinct C.

Performance Outcomes		Acceptable Outcomes	
			<p>Editor's note – Changes in location of the bus stop must occur in accordance with the <i>Public Transport Infrastructure Manual 2015</i>. Bus stop locations must be within 400m walking distance from the majority of destinations in Airlie beach.</p> <p>Note – A Traffic impact assessment report prepared in accordance with PSP SC6.7 Growth management may assist in demonstrating compliance with the performance outcome.</p>
Precincts C & D - Public plazas			
PO26	Development in Precincts C and D create hubs of economic, social and cultural activity in the form of plaza(s), identified on the ABLP boundary and precinct map, through the orientation of buildings and direct pedestrian connections from adjoining precincts.	AO26.1	Development orientates pathways and built form in a manner that facilitates legible, safe and convenient pedestrian movement from surrounding precincts to the nearest plaza(s), identified on the ABLP boundary and precinct map, utilising the existing and future laneways and pedestrian routes identified on the ABLP transport map.
PO27	Development facilitates the establishment of central plaza(s), available 24 hours a day for public use and generally at locations identified as plaza(s) on the ABLP boundary and precinct map.	AO27.1	Plaza(s) identified on the ABLP boundary and precinct map must be dedicated to Council as public space.
PO28	Plaza(s) are designed to create safe, comfortable and attractive pedestrian environments, composed of: <ul style="list-style-type: none"> (a) Wayfinding maps and signage; (b) active uses; (c) high quality landscaping; (d) shading; (e) seating; and (f) areas of informal public open space. 	AO28.1	<p>Plaza(s) are designed to create safe, comfortable and attractive pedestrian environments, including:</p> <ul style="list-style-type: none"> (a) shaded formal and informal seating areas; (b) high quality landscaping, including large shade trees; (c) placemaking elements that promote social interaction and sense of place; and (d) Airlie Beach themed legibility measures including: <ul style="list-style-type: none"> i. a central map of the broader area; and ii. signage delineating distances to attractions and amenities at key pathway divergences. <p>Editor's note – Contact Council for guidance on commonly themed signage measures.</p>

Performance Outcomes		Acceptable Outcomes	
PO29	Development is designed to maximise the efficient use of the precinct, considering the relevant constraints, opportunities and infrastructure.	AO29.1	Development must not detrimentally affect future development or compromise internal pedestrian and vehicle movement within each precinct. Note – Where only a portion of Precinct C or Precinct D is proposed for development, development may be requested to provide a Structure plan in accordance with PSP SC6.7 (Growth management).
Precinct D – Land Use			
PO30	Where development is for a hotel in Precinct D, the hotel must include a function facility.	AO30.1	A function facility associated with a hotel must be a minimum of 300m ² GFA or 3% of the total GFA, whichever is greater.
All precincts – Reconfiguring a Lot			
PO31	Reconfiguring of a lot is designed to maximise the efficient use of the site, considering the relevant constraints, opportunities and infrastructure.	AO31.1	Reconfiguring of a lot within the Mixed use zone must not detrimentally affect future development within the Local Plan area. Note – Development within the Airlie Beach Local Plan area may be requested to provide a Structure plan in accordance with PSP SC6.7 (Growth management).

7.2.2 Bowen local plan code

7.2.2.1 Application

This code applies to assessable development within the Bowen local plan area as identified on the Local plan maps contained within Schedule 2 (Mapping).

Editor's note – To the extent any inconsistency between the Bowen local plan code and any other part of the Planning Scheme, the Bowen local plan code prevails.

7.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Bowen local plan code is to provide a development framework that facilitates:
 - (a) a mixed use marine hub, including marine education, marine industry, diverse business activities and high quality accommodation product, designed in a manner that avoids conflicts between uses in the marina;
 - (b) development that contributes to, rather than competes with, the Bowen CBD;
 - (c) marina and foreshore development, which contributes to the vitality and experience of the local plan area incorporating revitalized spaces, high quality landscaping and transport options connected to Bowen Beaches and Bowen CBD; and
 - (d) a mix of uses and high quality public space areas, which are designed and operated to maximise ocean views and marina access.

Note - Development within the Bowen local plan area may be requested to provide a Structure plan in accordance with PSP SC6.7.5 (Structure plan).

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

Precinct A: Bowen Foreshore and Starboard Drive

- (a) development provides a mix of Business, Entertainment and Accommodation activities that complement existing uses within the Bowen CBD;
- (b) Accommodation activities provide for higher density living opportunities above the street level to facilitate active frontages at the street level, contribute to the vibrancy of the local plan area and enhance the development potential of the land;
- (c) development provides active and open frontages adjoining Santa Barbara Parade, Herbert Street, Starboard Drive and recreation areas;
- (d) development design encourages pedestrian and cycle movement around the precinct and facilitates connectivity between precincts and into wider Bowen;
- (e) multi-storey development reduces the bulk of built form through setbacks, podiums, façade articulation, variation in the building footprint, variation in tower footprint and use of natural materials, colours, ground level plantings and vertical landscaping;
- (f) placemaking elements, consistent Bowen themed signage, maps, universal symbols and landscaping are utilised at key locations to guide wayfinding that highlights public plazas, attractions and amenities;

Precinct B: Henry Darwen Drive

- (g) development activates Henry Darwen Drive with a mix of low intensity, marine oriented:
 - i. Industry activities;
 - ii. Educational establishment;
 - iii. Port services;
 - iv. Recreation Activities; and
 - v. Bar, Club, Shop, Food and Drink or Offices that support uses within the other Precincts;
- (h) signage, pathways and landscaped connections facilitate efficient pedestrian and cycle movement throughout the local plan area and into Bowen CBD;
- (i) development incorporates semi-public or, where appropriate, public spaces adjoining water frontages;
- (j) development on the Recreation and open space zone land and Community facilities zone land is appropriately designed to be self-contained, responding to the disconnect from the Bowen CBD, and capitalising on the proximity to the water; and
- (k) development facilitates the public activation of Henry Darwen Drive;

Precinct C: Bowen marine industry

- (l) development includes the provision of a regionally significant Marine industry hub, incorporating relevant supporting and ancillary functions;
- (m) Industrial activities are designed and sited to mitigate impacts on sensitive land uses outside of the precinct, incorporating landscaping, lighting, fencing and operational controls, which also improve the character of the Marina;
- (n) sensitive land uses are not located in the precinct to avoid conflict with the marine industry uses and supporting activities;
- (o) access and manoeuvring for heavy vehicles is safe and avoids conflicts with vehicle and pedestrian movement, and is appropriately linked with the surrounding heavy vehicle network;
- (p) development on the Open space zone land and Community facilities zone land is appropriately designed to be self-contained, responding to the disconnect from the Bowen CBD, and capitalising on the proximity to the water; and
- (q) water access for boats is safe and avoids conflicts with boats in the Marina.

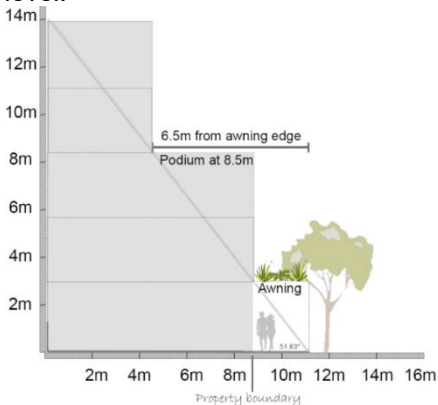
7.2.2.3 Assessment Benchmarks

Table 7.2.2.3.1 Benchmarks for assessable development

Performance Outcomes		Acceptable Outcomes	
Pedestrian and cycle movement			
PO1	Development within the Marina creates pedestrian and cycle pathways to service the development and provide	AO1.1	Development creates a desirable, contiguous pedestrian environment enhanced by shade trees, lighting,

Performance Outcomes		Acceptable Outcomes	
	linkages throughout the locality, enhance water frontage activation and maximize vistas of the water where possible.		landscaping and seating along pedestrian pathways: <ul style="list-style-type: none"> (a) along all water frontages of Starboard Drive Marina arm; (b) along south-west water frontages of Henry Darwen Drive; and (c) connecting Henry Darwen Drive to the Bowen CBD via Santa Barbara Parade and Herbert Street.
PO2	Marina development creates landscaped entrance statements at key junctions and appropriate signage that provides legibility for users for the destinations within each entrance.	AO2.1	Suitably landscaped entrance statements are located: <ul style="list-style-type: none"> (a) at the entrance to each Marina arm, being the intersection of Santa Barbara Parade and Henry Darwen Drive; and (b) adjoining Peter Wyche Drive, to screen marine industry uses and pay tribute to Flagstaff Hill multi-purpose facility through placemaking design.
		AO2.2	Each entrance statement must include signage, which clearly identifies the relevant businesses and attractions.
PO3	Development does not create unsafe or restricted conditions for heavy vehicle movement on the heavy vehicle network.	AO3.1	Landscaping, vehicular accesses or pedestrian connections avoid conflicts with, and maintains safety along, the heavy vehicle network. Note – Bowen's heavy vehicle network may be viewed within Council's Integrated Transport Strategy.
All precincts – Landscaping			
PO4	Development provides high quality consistent landscaping, which: <ul style="list-style-type: none"> (a) integrates with existing Herbert Street landscaping; (b) integrates with the Foreshore along Santa Barbara Parade; and (c) provides a visual buffer of Industry activities adjoining Peter Wyche Drive and attractive boulevard for Flagstaff Hill visitors. 	AO4.1	Development provides high quality streetscape landscaping, including shade street trees, adjoining: <ul style="list-style-type: none"> (a) Herbert Street to provide a continuation of existing high-quality landscaping; (b) Santa Barbara Parade to integrate with the Foreshore and delineate road crossing locations; and (c) Peter Wyche Drive, at least 3m wide and of adequate density to provide visual buffer to Industry activities within Precinct C.
All precincts – Building heights			
PO5	Development does not dominate the intended streetscape character and, where development exceeds Bowen local plan building heights, the height is necessary	AO5.1	Development is compatible with the intended scale and character of the streetscape and surrounding area and does not exceed the maximum building height defined within the Building Heights Overlay Code.

Performance Outcomes		Acceptable Outcomes	
	for a functional marine industry use or: (a) provides high quality public space on the premises; (b) ensures sensitive building design that responds to view corridors and landscape elements; (c) provides high quality architectural design and building articulation, which reduces the bulk of the building; and (d) avoids overlooking and overshadowing of adjoining uses or land.		
All precincts - Other			
PO6	Development is designed to maximise the efficient use of the site, considering the relevant constraints, opportunities and infrastructure.	AO6.1	Development within the Mixed use zone on Starboard Drive (Precinct A) or any premises within Precinct B or C must not detrimentally affect future development within the Local Plan area. Note – Development within the Bowen Local Plan area may be requested to provide a Structure plan in accordance with PSP SC6.7 (Growth management).
PO8	Development within Bowen Marina facilitates the creation of: (a) Landing and Port services uses capable of servicing Stone Island and commercial marine tourism ventures off of the coast of Bowen; and (b) a maritime orientated Educational establishment use.	AO8.1	Development facilitates Landing and Port services uses and ancillary car parking within the Bowen Marina. Note – where only a portion of Bowen Marina is proposed for development, development may be requested to provide a Structure plan in accordance with PSP SC6.7 (Growth management) to identify suitable locations for future Port services.
		AO8.2	Development facilitates the provision of a maritime orientated Educational establishment use.
PO9	Development adjoining public spaces and key pedestrian pathways facilitates casual surveillance of the area.	AO9.1	Development adjoining Herbert Street, Santa Barbara Parade, Starboard Drive, Henry Darwen Drive and water fronting walkways are sited and designed to: (a) address and provide an active or semi-active frontage at ground level; and (b) promote casual surveillance of public and semi-public spaces through the location of balconies, al-fresco dining, beer gardens or communal areas.
Precinct A and B – Built form			
PO10	Development utilises podiums, awnings, articulation, an	AO10.1	Development exceeding 8.5m in building height, provides a podium

Performance Outcomes		Acceptable Outcomes	
	attractive roofline and landscaping to improve visual interest, visual amenity, reduce wind tunnel effects and reduce building bulk when viewed from the street or adjoining pedestrian pathway.		fronting pedestrian pathways and incorporates built form elements that differentiate between the podium and other building levels, including: <ul style="list-style-type: none"> (d) landscaping; (e) articulation; or (f) variations in building colour, materials or trimmings.
		AO10.2	Podiums setback the tower 6.5m from the outside edge of the awning on the primary frontage and may be included at the awning level or any level above, up to 8.5m from ground level. 
		AO10.3	Podiums setback the tower a minimum of 3m from any side or rear boundary and may be included at the awning level or any level above, up to 8.5m from ground level.
		AO10.4	The building incorporates vertical and horizontal articulation, such that no unbroken façade is longer than 10m.
PO11	Buildings along Santa Barbara Parade, Herbert Street and Dalrymple Street create an active street environment.	AO11.1	To promote a continuous active street environment the maximum front and side setbacks of development which fronts Santa Barbara Parade, Herbert Street or Dalrymple Street is 0m, between ground level and any podium.
PO12	Development adjoining Herbert Street and Santa Barbara Parade: <ul style="list-style-type: none"> (a) promotes 'sub-tropical sense of place' through the use of natural building materials, colours and vertical landscaping that create a cooler microclimate in the street; and 	AO12.1	Development adjoining Herbert Street or Santa Barbara Parade design façade treatments and awnings below podium level to be sympathetic of the predominant characteristics of built form within Herbert Street, including at least three of the following: <ul style="list-style-type: none"> (a) façade patterning, utilizing timber or natural treatments; (b) timber or muted earth/environmental tones;

Performance Outcomes		Acceptable Outcomes	
	(b) includes architectural features reflective of the built form character of Herbert Street.		(c) cornices; (d) decorative battens; (e) balconies fronting streets; and (f) high ceilings at ground level.
		AO12.2	Development adjoining Herbert Street or Santa Barbara Parade utilises vertical landscaping, including at least three of the following options: (a) ground level planting boxes; (b) deep planting street trees, in keeping with adjoining street tree species; (c) vegetated podiums; (d) green walls; (e) balcony plantings; or (f) green roofs.
PO13	Development is sensitively designed in response to view corridors and prevailing breezes by: (a) avoiding large building footprints and building façades; (b) sensitively orientating built form to minimise visual impact on sensitive land uses; and (c) variations in building height, design and mass.	AO13.1	Building layout provides variations in building height, design and mass to: (a) step back tower levels where adjoining parks and pedestrian pathways; (b) preserve air flow from prevailing south easterly breezes; (c) facilitate view corridors; and (d) promote natural light to communal and public spaces.
		AO13.2	A single building footprint may not exceed 3,000m ² .
		AO13.3	Buildings do not exceed 70% total site coverage.
		AO13.4	Any part of the building above the podium level does not exceed a tower footprint of 1,500m ² , with no horizontal dimension greater than 50m.
PO14	Development without ground level Business or Entertainment activities fronting pedestrian walkways on Santa Barbara Parade or Henry Darwen Drive provide a desirable pedestrian frontage.	AO14.1	Development which fronts pedestrian walkways or public spaces locates Business or Entertainment activities along these frontages to facilitate active and desirable pedestrian environments and incorporate: (a) variations in building footprint and ground level articulation; (b) permeable or semi-permeable facades and frontages; (c) high quality landscaping, including shade trees; (d) appropriate lighting; and (e) clearly delineated building accesses at ground level.
Precinct A – Accommodation activities			

Performance Outcomes		Acceptable Outcomes	
PO15	Accommodation activities in Precinct A maximise the development potential of the site and promote a dynamic mixed use environment.	AO15.1	Accommodation activities are consistent with the intent of the Local Plan Precinct A including: (a) Multiple dwelling; (b) Residential care facility; (c) Retirement facility; (d) Rooming accommodation; and (e) Short-term accommodation.
Precinct C - Site layout and relationship of buildings to site features			
PO16	Industrial activities avoid negative impacts on visual amenity as viewed from Peter Wyche Drive.	AO16.1	Industrial activities avoid negative impacts on visual amenity as viewed from Peter Wyche Drive through landscaping, setbacks and variations in built form.
All precincts – Reconfiguring a Lot			
PO17	Reconfiguring of a lot is designed to maximise the efficient use of the site, considering the relevant constraints, opportunities and infrastructure.	AO17.1	Reconfiguring of a lot within the Mixed use zone on Starboard Drive (Precinct A) or any premises within Precinct B or C must not detrimentally affect future development within the Local Plan area. Note – Development within the Bowen Local Plan area may be requested to provide a Structure plan in accordance with PSP SC6.7 (Growth management).

7.2.3 Hamilton Island local plan code

7.2.3.1 Application

This code applies to acceptable and assessable development within the Hamilton Island local plan as identified on the Local plan maps contained within Schedule 2 (Mapping).

Note – Applicants should seek guidance from Hamilton Island Enterprises prior to lodging a development application.

Editor's note – To the extent of any inconsistency between the Hamilton Island local plan code and any other part of the Planning Scheme, the Hamilton Island local plan code prevails.

7.2.3.2 Purpose and overall outcomes

- (1) The purpose of the Hamilton Island local plan code is to provide a development framework that facilitates growth to sustain and strengthen the tourist centre of Hamilton Island, while retaining its valuable natural assets.
- (2) The purpose of the Hamilton Island local plan code will be achieved through the following overall outcomes:
 - (a) Hamilton Island provides for an integrated tourist resort community, comprising Hamilton and Dent Islands;
 - (b) Dent Island functions as an integrated part of Hamilton Island;
 - (c) Dent Island provides low impact, small scale resort Accommodation and Recreational activities, which is less intensively developed than Hamilton Island;
 - (d) Hamilton Island's role and use as an offshore gateway to the Whitsunday Islands is maintained and enhanced;
 - (e) development does not compromise the ongoing operation of existing tourist facilities and attractions with uses contributing to the vitality and experience of Hamilton Island as a tourist destination, residential community and a cultural focal point;
 - (f) development provides for a cluster of appropriately located low and low-medium density Accommodation activities in both traditional neighbourhood and mixed use formats, providing for and supporting the residential and tourist function of the Island, optimising premium hillside views to the ocean and maintaining the privacy of existing residential sites;
 - (g) development is located on ridgelines and vegetated gullies to remain generally recessive through existing vegetation and foreshore features as viewed from surrounding marine waters by way of suitable aesthetic building design, treatments and colours;
 - (h) development for Business, Entertainment, Recreation activities provide for both resident and visitor needs to support day and night time economies. Activities are established where they are compatible with the character and amenity of surrounding development, optimise public accessibility to, and visibility of, waterfront areas and natural features or support marina functions and provide services to boats and boat users;

- (i) development of Community, Industry and Other activities may be established where they support tourist, marina or aviation functions and services and are compatible with the scale, nature, character and amenity of surrounding development;
- (j) the character and individual identity of each development, evident in the style of buildings, landscaping and views to, and from, the surrounding waterbodies and natural features/landscapes is maintained;
- (k) development incorporates a high standard of architecture, urban design and landscaping that creates attractive and functional buildings, streets and places;
- (l) development provides for a built form that is predominately low-rise and compatible in theme, scale and character with the existing or desired form of development within the Island;
- (m) development provides for an architectural character, which reflects an open and relaxed lifestyle centred on the outdoors that is designed to be responsive to the tropical maritime climate and environment;
- (n) development provides and maintains a high level of residential and visitor amenity;
- (o) development is linked by a series of circulation and open space networks that are designed to provide pedestrian, cyclists and other resort transport modes with direct, integrated, safe and pleasant access to centres, waterfront, marina and recreation activities;
- (p) 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;
- (q) the tourism and recreation significance and the environmental and landscape values of Hamilton Island are recognised and protected with the accessibility of the surrounding marine and national parks (or other areas of conservation or scenic value) maintained for visitors and residents;
- (r) development avoids or mitigates any adverse impacts on areas of cultural heritage significance or environmental significance, including creeks, gullies, waterways, wetlands, coastal areas, habitats and vegetation, through sensitive location, design, operation and management;
- (s) development is provided with the full range of urban services, including reticulated water, sewerage, stormwater drainage, sealed roads, electricity and telecommunications infrastructure;
- (t) development is located and designed to maximise the efficient extension and safe operation of infrastructure;
- (u) the safety and efficiency of existing and future infrastructure is protected and the amenity and safety of development is not adversely affected by proximity to such infrastructure; and
- (v) risks to people and property as a result of bushfire, coastal and landslide hazards are considered. Development should only be carried out in hazard areas where it is demonstrated that impacts are suitably avoided and managed.

7.2.3.3 Assessment benchmarks

Table 7.2.3.3.1 Benchmarks for acceptable and assessable development

Performance Outcomes		Acceptable Outcomes	
All zones			
Minimum lot size			
PO1	Reconfiguring a lot provides for the size, dimensions and orientation of lots to: <ul style="list-style-type: none"> (a) be appropriate for their intended use; (b) be compatible with the existing or preferred character and identity of the zone and local area; (c) provide for appropriate landscaping, convenient vehicle access, manoeuvrability and on-site parking; (d) provide for the efficient use of land, whilst including sufficient area for suitable and useable private open space; and (e) take account of, and respond sensitively to, site constraints. 	AO1.1	Land is retained in lots with a minimum lot size of: <ul style="list-style-type: none"> (a) 500m² within the Mixed use zone; (b) 1,000m² within the Low density residential zone; (c) 500m² within the Low-medium density residential zone; and (d) 1,000m² within the Low impact industry zone.
Built form			
PO2	The height of a building does not unduly: <ul style="list-style-type: none"> (a) overshadow adjoining dwellings; or (b) obstruct the outlook from adjoining lots; or (c) dominate the intended streetscape character. 	AO2.1	The maximum building height of a garage, carport or shed is: <ul style="list-style-type: none"> (a) 4.5m above ground level to the highest point; and (b) 3.6m to the eaves.
PO3	Development is sited and designed to: <ul style="list-style-type: none"> (a) provide amenity for users of the premises, whilst preserving the privacy and amenity of nearby properties; (b) preserve any existing vegetation that will buffer the proposed building; (c) allow for landscaping to be provided between buildings, street frontages and between neighbouring buildings; and (d) maintain the visual continuity, pattern of 	AO3.1	For dwelling houses and dual occupancy buildings the: <ul style="list-style-type: none"> (a) front boundary is setback a minimum of 3m; and (b) rear boundary is setback a minimum of: <ul style="list-style-type: none"> (i) 6m; or (ii) 3m where the lot backs onto Recreation and open space or non-residential areas; (c) side boundaries are setback: <ul style="list-style-type: none"> (i) a minimum of 3m for lots 550m² or less; or (ii) a minimum of 4m for lots greater than 550m².

Performance Outcomes		Acceptable Outcomes							
	buildings and landscape elements within the street.	AO3.2	For all other Accommodation activities the front boundary is setback a minimum of: (a) 6m from the primary road frontage; or (b) 3m where fronting an internal private road; and (c) side and rear boundaries are setback a minimum of 4m.						
		AO3.3	For Accommodation activities fronting a waterbody (including ocean), buildings are setback a minimum of 20m from the waterbody.						
		AO3.4	The integrity of natural vegetation and ground is retained and left predominantly undisturbed within boundary setback areas.						
PO4	Buildings are sited and designed to: (a) provide adequate building separation distance from adjoining uses; and (b) optimise visual permeability of the built form.	AO4.1	New buildings or any new building levels are separated from any existing building in the following manner: (a) habitable rooms in any new building are separated from any existing building in accordance with the table below: <table border="1" data-bbox="997 1093 1225 1191"> <tr><td>Building height</td></tr> <tr><td>7m</td></tr> <tr><td>12</td></tr> </table> (b) non-habitable rooms in an existing building are separated from the existing building in accordance with the table below: <table border="1" data-bbox="997 1344 1225 1442"> <tr><td>Building height</td></tr> <tr><td>7m</td></tr> <tr><td>9m</td></tr> </table>	Building height	7m	12	Building height	7m	9m
Building height									
7m									
12									
Building height									
7m									
9m									
PO5	The building is sited and designed to: (a) provide a visibly clear pedestrian entrance to and from the building; and (b) minimise the potential for pedestrian and vehicular conflict.	AO5.1	The building is sited and designed, such that: (a) the main pedestrian entrance to the building, or group of buildings, is located on the primary street frontage; and (b) pedestrian access to the entrance of the building(s) or individual dwellings is easily discerned.						
PO6	Buildings are sited and designed in a manner which: (a) minimises visual bulk and scale of the building mass; (b) provides visual interest through building articulation and architectural design features; and	AO6.1	The building incorporates most or all of the following design features: (a) vertical and horizontal articulation, such that no unbroken elevation is longer than 15m; or (b) variations in plan shape, such as curves, steps,						

Performance Outcomes		Acceptable Outcomes	
	(c) allows sufficient area at ground level for communal open space, site facilities, resident and visitor parking, landscaping and maintenance of a residential streetscape where required.		recesses, projections or splays; or (c) variations in the treatment and patterning of windows, sun protection and shading devices or other elements of façade treatment at a finer scale than the overall building structure; or (d) balconies, verandahs or terraces; or (e) planting, particularly on podiums, terraces and low-level roof decks.
		AO6.2	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.
		AO6.3	Roof forms include pitches or skillions with a substantial portion of the roof plane parallel to the ground slope.
Privacy and amenity			
PO7	Development does not unreasonably impact upon the amenity or environmental quality of its environs, especially any nearby sensitive uses.	AO7.1	Undesirable visual, noise and odour impacts on public spaces and sensitive uses, are avoided or reduced by: (a) providing vehicle loading/unloading and refuse storage/collection facilities within enclosed service yards or courtyards; and (b) providing an enclosed, roofed, vermin and fauna proof refuse area, incorporating cross ventilation and enclosing doors located at driveway entries.
PO8	Fencing ensures the protection of new landscaping and existing vegetation from fauna and is designed having regard to: (a) privacy and overlooking; (b) views and vistas; (c) building character and appearance; (d) safety and surveillance of street and entry areas; and (e) the natural landscape.	AO8.1	Street front fencing: (a) does not exceed 1.5 metres in height and: (i) is screened by landscaping for the entire length; or (ii) where street front fencing is not screened with landscaping, the length of the fence does not exceed 75% of the frontage or 15 metres.
		AO8.2	Side and rear boundary fencing: (a) does not exceed 1.8 metres in height; (b) is constructed of masonry, timber or chain wire coated in black or grey PVC; and

Performance Outcomes		Acceptable Outcomes	
			(c) is screened by extensive landscaping.
PO9	Buildings and structures maintain the visual prominence of any significant landmarks and conserve important views and vistas.	AO9.1	Development ensures: (a) views from the mainland to Dent Island are of the natural landscape; (b) views from the surrounding waters and Islands of the Whitsundays to both Hamilton and Dent Islands are primarily of the natural landscape; (c) views of development on Hamilton Island are available from Dent Island; and (d) views of development on Dent Island from Hamilton Island are minimised.
PO10	Building and structures do not dominate the natural landscape.	AO10.1	Buildings on sloping lots are: (a) orientated so that the longer axis is parallel to the contours; or (b) have a stepped profile following the slope of the site.
		AO10.2	Buildings and structures consist of lightweight and framed construction, including the use of functional elements, such as: (a) shaded verandahs; or (b) balconies; or (c) pergolas.
		AO10.3	Where the underfloor surface, services and foundation structures are visible, these are screened with physical, such as timber battens or landscape elements.
		AO10.4	The design of garages, covered parking areas and storage areas are integrated with the building's architecture, including materials and landscaping.
PO11	The design, size, frequency and location of wayfinding signage does not detract from the character and amenity of the area.	AO11.1	Building names and other property identification are prominently displayed and illuminated at night.
		AO11.2	Signage complements the architecture of the development and streetscape.
Open space and landscaping			
PO12	The development provides communal open space, private open space and landscaping, such that residents have sufficient area to engage in communal activities, enjoy	AO12.1	Multiple dwellings ensure that: (a) at least 30% of the site area at ground level is provided as communal open space for clothes drying and communal recreation facilities; and

Performance Outcomes		Acceptable Outcomes	
	private and semi-private spaces and accommodate visitors.		(b) at least 50% of this communal open space area is landscaped to achieve total ground cover at maturity.
		AO12.2	Each ground floor dwelling or rooming unit has a courtyard or similar private open space area with: (a) a minimum of 25m ² ; (b) a minimum dimension of 4m; and (c) direct access from a main living area.
		AO12.3	Each dwelling or rooming unit above ground floor level has a balcony or similar private open space area with: (a) a minimum area of 10m ² ; (b) a minimum dimension of 2m; and (c) direct access from a main living area.
PO13	Landscaping complements the existing or desired character of the Island, contributing to the amenity, accessibility and safety of public areas and is well integrated with the natural landscape.	AO13.1	A minimum of 30% of the site is to be landscaped with soft landscaping, exclusive of service areas, pools, paving, retaining structures and driveways.
		AO13.2	Accommodation activities provide for a landscaped area with a minimum width of 3m along all boundaries, exclusive of service areas, pools, paving, retaining structures and driveways.
		AO13.3	Where buildings with elevated or pole construction are proposed, the open ground beneath and immediately surrounding the building is extensively revegetated where light penetrates.
		AO13.4	Landscaped areas are designed to integrate open space networks and the built form through the use of the following: (a) provision of landscaped physical and visual connections through the site; and (b) use of a variety of plants and planting structure to provide comfortable use of public and semi-public spaces.
		AO13.5	Existing trees are retained where removal is not required to site new buildings.

Performance Outcomes		Acceptable Outcomes	
		AO13.6	Where significant vegetation is removed, replacement vegetation is advanced in size and maturity to contribute to the character of the surrounding area.
Access and parking			
PO14	Roads, driveways and pathways within residential areas are finished to a high visual standard with sufficient parking facilities provided.	AO14.1	Driveways are sealed and constructed of concrete, clay pavers, coloured or exposed aggregate finished concrete.
		AO14.2	On-site parking spaces are provided for a maximum of 2 buggy carts per dwelling unit.