

**SANDHILLS SPORTS CLUB
BARGARA**

**DEVELOPMENT
APPLICATION FOR
EXTENSIONS TO CLUB**

ASSESSMENT REPORT

20 October, 2015

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1. APPLICATION OVERVIEW

Address:	24 Whalley Street (and Grimwood & Tanner Streets), Bargara
Real Property Description:	Lots 290-294 & 296-302 on RP7232 & lots 1 & 2 on RP12887
Site Area:	13 375m ² (lots 290-302 – 1029m ² each; lot 1 – 597m ² ; lot 2 – 430m ²)
Current Use:	Bowling greens and a clubhouse
Property Owner:	Bundaberg & District RSL and Citizen's Memorial Club Inc
Applicant:	Sandhills Sports Club
Zone:	Sport & Recreation
Local Area Plan:	Central Coastal Urban Growth Area Local Plan (Open Space / Environment Protection Area & within the influence of both District and Local Activity Centres)
Overlays:	Acid Sulphate Soils (land between 5 & 20m AHD)
State overlays:	Coastal Protection (Coastal zone)
Proposal:	Development permit for a material change of use for extensions to the existing club (planning scheme definition: club)
Level of Assessment:	Code assessment
Applicable Codes:	Sport & Recreation zone code Central Coastal Urban Growth Area local plan code Business Uses Code Transport & Parking Code
Overlay Codes:	Acid Sulphate Soils Overlay Code
Referral Agencies:	None
Supporting Reports:	None at this stage

2. INTRODUCTION

This application by the Sandhills Sports Club seeks a development permit for extensions to its club premises at 24 Whalley Street (corner of Grimwood and Tanner Streets), Bargara. The Club comprises the bowls club – the bowling as a sport component – and the Sandhills Sports Club – the entertainment and social component. It is a moderate sized, but relatively basic facility that commenced many years ago when Bargara was much smaller than it is now. The current proposal would enable the club to keep pace with current trends and evolve into a more exciting and demand-responsive venue.

This report provides details of the proposal and addresses the relevant town planning issues associated with it. The application is accompanied by plans and elevations, prepared by Brand and Slater Architects.

An acoustic assessment is being prepared and will be submitted to the Council shortly.

3. SITE AND LOCALITY

3.1 THE SITE

The site is on the corner of Tanner, Grimwood and Whalley Streets, Bargara. It comprises 14 allotments covering 13 375m², with about 60% of it covered by 3 bowling greens. The clubhouse faces Whalley Street though the carpark has entries to both Whalley and Grimwood Street. There is a separate service entry off Grimwood Street. The north-eastern and eastern sections are currently unused.

The existing clubhouse is a simple, single storey rectangular building covering about 750m². Parking areas are sealed and there is a reasonable amount of well-kept landscaping. There are a few small trees around the site perimeter, but significant vegetation is generally sparse.

The land is relatively flat and moderately low-lying, though according to the planning scheme flood overlay, it is not flood affected. It is set in a recreation area that includes the club and a substantial park.



FIGURE 1: Site location

3.2 SITE HISTORY

There is no recent application history relevant to this application, though it is of course relevant that Council has approved applications over the years permitting the club to establish to its current extent.

3.3 SURROUNDING SITE USE AND CHARACTER

The Club sits on a substantial parcel of recreation land in a predominantly residential area about 400 metres west of the traditional Bargara commercial centre and 350 metres north-east of the Bargara Centre shopping centre. The following describes the surrounding area.

To the north-east: Qld Fire & Rescue Service (QFRS) depot
To the north-west: Tiny Tots Park, which, apart from the QFRS depot, covers all of the land north of the bowls club through to Clarke Street
In the other directions: Housing

4. PROPOSAL

4.1 DESCRIPTION OF PROPOSAL

The proposal entails –

- Retention, but partial demolition, of the existing club building to accommodate extensions.
- A 662m² extension to the north and east of the existing building.
- Substantial expansion of all of the club's existing facilities.
- Relocation of the service bay, though it is retained on the side of the building fronting Grimwood Street.
- Changes to the entry driveways –
 - Removal of the existing service driveway to Grimwood Street.
 - Widening and reconfiguring the remaining Grimwood Street driveway to better accommodate buses.
 - A northward relocation of the Whalley Street driveway.
 - An addition of a driveway to Tanner Street.
- Establishing a new porte cochere to more clearly identify the club and its entry.
- Reconfiguration of the carpark and expansion of it to the north and south, resulting in an increase from 39 to 61 spaces.

With the 662m² expansion as proposed, the club would grow from 743m² to 1405m².

The following describes each proposal drawing –

Drawing Number	Title	Date	Issue
SD 1.00	Title Page	14/10/15	P1
SD 1.01	Existing Lot Plan	14/10/15	P1
SD 1.02	Existing Site Plan	14/10/15	P1
SD 1.03	Proposed Site Plan	14/10/15	P1
SD 1.10	Existing Ground Floor	14/10/15	P1
SD 1.11	Proposed Ground Floor	14/10/15	P1
SD 1.21	Proposed Roof Plan	14/10/15	P1
SD 2.00	Existing Elevations	14/10/15	P1
SD 2.01	Proposed Elevations	14/10/15	P1
SD 3.01	Sections	14/10/15	P1
SD 10.01	Proposed Perspectives	14/10/15	P1

4.2 TYPE OF APPLICATION

The proposed use is defined in the planning scheme as club. In the Sport & Recreation zone, a club is code assessable development. This application therefore seeks approval of a code assessable application for –

- Development Permit for a Material Change of Use for extensions to a club; and

- Preliminary Approval for Building Works.

5. STATE AND REGIONAL PLANNING CONTEXT

5.1 OVERVIEW

This section of the report describes the state and regional planning context relevant to the assessment of this application, accounting for –

- State Planning Policies;
- Referral Agencies;
- Regional Plan; and
- State Planning Regulatory Provisions.

5.2 STATE PLANNING POLICIES

All State Planning Policies are contained in the single State Planning Policy.

Part C and D nominate elements to be implemented via their adoption in planning schemes, so do not require addressing here.

Part E nominates the State’s interests in development applications, though they do not apply where the local planning scheme otherwise appropriately accounts for them. The following table identifies and addresses the potentially applicable provisions –

Aspect	Triggers	Application
Mining & extractive resources	Applying to some development activities in a key resource area	Not in a KRA, so not applicable.
Biodiversity	Applying to development with potentially significant adverse environmental impacts on matters of State environmental significance	No potential for potentially significant adverse environmental impacts and no nearby areas of State environmental significance, so not applicable.
Coastal environment	Applying to specific development in or abutting coastal land and to development with potentially significant adverse impacts on coastal processes & resources	Site is in a Coastal Protection (Coastal zone) area. Implications are appropriately handled through the planning scheme.
Water quality	Applying to development – <ul style="list-style-type: none"> • on land larger than 2500m² in area • outside an urban area • in a water supply buffer area • for specific purposes • reconfiguration involving on-site wastewater treatment; & • on land potentially containing acid sulphate soils 	The land is below 20m AHD, so is land potentially containing acid sulphate soils. This is not a ground for refusal of the application, rather one warranting imposition of a condition requiring management if found.
Emissions & hazardous activities	Applying to sensitive land uses in a management area	Site is not in a management area, so not applicable.
Natural hazards	Applying to development on land in – <ul style="list-style-type: none"> • a flood hazard area • a bushfire hazard area • a landslide hazard area • a coastal hazard area 	The site is not affected by any hazard.
State transport infrastructure	Applying to development on land – <ul style="list-style-type: none"> • within 400m of existing or future public transport facility; and • larger than 5000m² in area 	The site does not fit into any of the nominated categories, so not applicable.
Strategic airports &	Applying to development that –	The site does not fit into any of

Aspect	Triggers	Application
aviation facilities	<ul style="list-style-type: none"> • may encroach on operational airspace & is at least 12m high • is within the 20 ANEF contour for a strategic airport • is within the public safety area, lighting buffer area, wildlife hazard buffer zone, building restricted area of a strategic airport 	the nominated categories, so not applicable.

5.3 REFERRAL AGENCIES

There are no referral agencies.

Although the site is in a Coastal Protection (Coastal zone) area, it is not in a coastal management district, so referral is not required.

5.4 REGIONAL PLANS

The site is in in the Urban Footprint of the Wide Bay Burnett Regional Plan. The proposal is consistent with the intent and objectives of the urban footprint.

5.5 STATE PLANNING REGULATORY PROVISIONS

There are no applicable regulatory provisions.

6. ASSESSMENT AGAINST PLANNING SCHEME

6.1 OVERVIEW

This is an application for a development permit for a material change of use involving a club in the Sport and Recreation zone and the Central Coastal Urban Growth Area Local Plan. It is a code assessable activity in the zone. The local plan does not have separate assessment tables that could change the level of assessment.

The application is to be assessed against the following zone and development codes –

- Sport & Recreation zone code
- Central Coastal Urban Growth Area local plan code
- Business Uses Code
- Transport & Parking Code

Because the site is covered by the Acid Sulphate Soils overlay, the following overlay code is also applicable –

- Acid Sulphate Soils Overlay Code

6.2 COMPLIANCE WITH CODES

The following section summarises the important issues raised in the assessment against each Code. The detailed assessments of the relevant Codes are made in Appendix A.

Sport & Recreation Zone Code

The proposal complies with all acceptable outcomes, where applicable, and with applicable performance outcomes otherwise.

Central Coastal Urban Growth Area Local Plan Code

The proposal complies with all acceptable outcomes, where applicable, and with applicable performance outcomes otherwise.

Business Uses Code

The proposal complies with all acceptable outcomes, where applicable, and with applicable performance outcomes otherwise.

Transport & Parking Code

The proposal complies with all acceptable outcomes, where applicable, and with applicable performance outcomes otherwise.

Acid Sulphate Soils Overlay Code

The proposal complies with all of the Code's acceptable outcomes.

7. TECHNICAL REPORTS

The application is not accompanied by any expert reports, but the applicant is committed to preparing an acoustic report to address potential impacts on the residential neighbourhood.

8. INFRASTRUCTURE CHARGES

Infrastructure charges are payable with respect to all new floor area. The table below provides an overview of the applicable infrastructure charges, based on the current Adopted Infrastructure Charges Resolution (No.1) 2014 –

Development Class	Charge Unit	Adopted Charge Per Unit	Quantity	Total Charges
CHARGE				
Place of assembly (club)	m ² of GFA	\$59.80	662 (additional)	\$39 587.60
Stormwater	m ² of impervious area	\$8.50	1020 (additional)	\$8670.00
TOTAL CHARGE				\$48 257.60

9. CONCLUSIONS

The proposed expansion of the Sandhills Sports Club is consistent with the use of the site as established years ago and as facilitated by the site's Sport & Recreation zone and its Open Space / Environment Protection Area precinct in the Central Coastal Urban Growth Area Local Plan. It also complies with all relevant aspects of the applicable codes.

On this basis the proposal is considered appropriate for the site and the application should be approved.



Steve Craven
CRAVEN TOWN PLANNING

APPENDIX A

ASSESSMENT AGAINST CODES

SPORT & RECREATION ZONE CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
Land Use Composition		
<p>PO1 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.</p>	<p>AO1 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome. The bowls club is a formalised recreational facility.</p>
<p>PO2 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>AO2 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome. The club is in the list of suitable ancillary facilities.</p>
<p>PO3 Sport and recreation open space may be used for temporary or periodical uses, such as markets or outdoor entertainment events, where these uses:-</p> <ul style="list-style-type: none"> (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>AO3 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome. The allowance is noted, but the application proposes extensions to a club only.</p>
<p>PO4 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>AO4 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome. The proposal is a recreation activity in itself, and an extension to an existing, long established facility, so it is compatible with the neighbouring park. Moreover, the extensions are limited to the southern side of the property, so are separated from the park by the existing bowling greens.</p>
<p>PO5 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>AO5 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome. The proposal effectively constitutes co-location, in that it is an extension of an existing club and is on a block dedicated to sport and recreation facilities.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<i>Regional open space network</i>		
<p>PO6 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>AO6 No acceptable outcome provided.</p>	<p>Not applicable. Although the performance outcome nominates a laudable objective, the site in this case is not and cannot be connected to other parts of the broader regional open space network.</p>
<i>Built form and urban design</i>		
<p>PO7 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>AO7 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome.</p> <ul style="list-style-type: none"> • All of the existing and proposed building is over a single storey. • The 1405m² of floor space in the overall building (existing + proposed) represents 10.5% of the 13 375m² site area. • At its closest point – at its north-eastern end – the extended building would be 30 metres from the nearest residential premises. • The intensity of the club activities is likely to increase compared to the existing club, notably with respect to the number of cars & people. However, this needs to be seen in the context of the existing club. Realistically, while more people and vehicles may be involved, the actual nature of people & vehicular activity would not change; that is – <ul style="list-style-type: none"> - During weekdays, outdoor patronage is likely to be similar to what it is now – bowlers on the greens. - Indoor patronage is likely to increase – as the club proposes a more extensive & interesting range of dining, socialising & entertainment options. However, once inside, the impact of patrons is fully contained to within the building. Impacts then, are largely contained to additional traffic. - The situation is similar on weeknights, on normal club nights. - On weeknights when there may be a function, numbers of cars & patrons is likely to increase substantially compared to not. Again though, impacts are likely to be largely limited to traffic. - On Friday & Saturday nights, patron & traffic volumes are likely to be at their highest, as they are now, in a relative sense. Again, impacts from on-site activity can be contained, but traffic volumes are likely to increase substantially. • With the new premises, an opportunity is presented to improve the impacts of on-site activity, mainly through the use of more effective acoustic treatments. This is discussed in detail in response to AO9.2 in the Business Uses Code. • Potential impacts of increased vehicular activity is discussed in response to PO5 of the Transport & Parking Code

<i>Effects of development</i>		
PO8 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.	AO8 No acceptable outcome provided.	The proposal complies with the performance outcome. See response to PO7 above.
<i>Transport networks</i>		
PO9 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.	AO9 No acceptable outcome provided.	The proposal complies with the performance outcome. The proposal is no more accessible to public transport or other forms of transport, but the site is 150 metres from the Holland Street & Bauer Street bus stops and because it is on the corner of 3 streets formed in a grid pattern, is easily accessible to motorists, pedestrians & cyclists.
<i>Infrastructure and services</i>		
PO10 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.	AO10 No acceptable outcome provided.	The proposal complies with the performance outcome. It is understood that there is sufficient urban infrastructure to provide satisfactory services to the expanded club.
PO11 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.	AO11 No acceptable outcome provided.	The proposal complies with the performance outcome. Because it is on private land, The proposal will not compromise the existing or future operation of local infrastructure.

CENTRAL COASTAL URBAN GROWTH AREA LOCAL AREA PLAN CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<i>Pattern of settlement and land use structure</i>		
<p>PO1 The pattern of settlement and land use structure:-</p> <ul style="list-style-type: none"> (a) appropriately responds to structure planning undertaken by the Council; (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; (c) occurs in a logical sequence that ensures the timely and efficient use of land and provision of infrastructure; (d) avoids environmentally significant areas, and areas subject to an unacceptable risk from natural hazards; (e) preserves significant natural features and landscape values including coastal foreshores, coastal streams and wetland areas, dunes and rocky headlands; (f) incorporates adequate buffering and separation between incompatible land uses; and (g) provides physical separation within and between the different communities that comprise the Central coastal urban growth area. 	<p>AO1 <i>In partial fulfilment only of Performance outcome PO1:-</i> Development conforms to a pattern of settlement and land use structure that is generally in accordance with the structure planning elements identified on Figure 7.2.1 (Central coastal urban growth area structure plan concept).</p>	<p>The proposal complies with the acceptable outcome.</p> <ul style="list-style-type: none"> • In the Central coastal urban growth area structure plan concept, the site is identified as Open Space / Environment Protection Area & is within the influence of both District and Local Activity Centres. • The proposal is consistent with the former because it is an expansion of an existing recreation facility. • With respect to the latter, the Local Area Plan does not have specific criteria for land affected by but not in the activity centre. It can nevertheless be construed that the Local Plan envisages higher density residential development & integration with community facilities. The proposal is partly consistent with the acceptable outcome because it constitutes some integration with the two commercial centres & is readily accessible to both.
<i>Movement network</i>		
<p>PO2 Development supports the establishment of an efficient, functional and integrated movement network that:-</p> <ul style="list-style-type: none"> (a) strengthens north-south and east-west road connections; (b) improves connectivity between existing residential neighbourhoods and the existing and proposed main activity centres for the broader central coastal urban growth area; and (c) promotes the use of pedestrian, cycle and public transport modes. 	<p>AO2 <i>In partial fulfilment only of Performance outcome PO2:-</i> Development provides for the major transport infrastructure networks in a configuration generally in accordance with Figure 7.2.1 (Central coastal urban growth area structure plan concept).</p>	<p>Not applicable. The proposed development cannot provide for the major transport infrastructure networks, though it does not compromise them. These outcomes are aimed more at subdivision than at material change of use applications.</p>
<i>Continuous coastal esplanade</i>		
<p>PO3 Development helps facilitate the provision of a continuous</p>	<p>AO3 Development provides for the provision of</p>	<p>Not applicable. The site is not on the coastal esplanade, though it does not compromise its facilitation.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
coastal esplanade to provide a scenic drive, pedestrian and bicycle pathway and a walkable waterfront.	a continuous coastal esplanade on an alignment generally in accordance with Figure 7.2.1 (Central coastal urban growth area structure plan concept) .	
PO4 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.	A04 No acceptable outcome provided.	As above.
Activity Centres		
PO5 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 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.	A05 <i>In partial fulfilment only of Performance outcome PO5:-</i> Development provides for a network of activity centres with a function and location generally in accordance with Figure 7.2.1 (Central coastal urban growth area structure plan concept) .	Not applicable. The proposal is not for a new activity centre.
PO6 Development provides for the proposed local activity centres at Bargara South and Elliott Heads to be established and consolidated as pedestrian-based lifestyle centres located at the heart of their respective communities.	A06 No acceptable outcome provided.	The proposal complies with the performance outcome. While not in either activity centre, the proposal would contribute to their consolidation to an extent by being a significant destination within the sphere of influence, and walking distance, of both.
PO7 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.	A07 No acceptable outcome provided.	Not applicable. The proposal is not for a new activity centre.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<i>Specialised activity centre/low impact industry area</i>		
<p>PO8 Subject to demonstrated need, development provides for a specialised activity centre/low impact industry area at one of the following locations at Bargara:-</p> <ul style="list-style-type: none"> (a) in the area bounded by Bargara Road, Seaview Road and Hughes Road; or (b) at the intersection of Seaview Road and Watsons Road. 	<p>AO8 No acceptable outcome provided.</p>	<p>Not applicable. The proposal is not for a specialised activity centre & is not in either of the two specified locations.</p>
<p>PO9 Development in the specialised activity centre/low impact industry area predominantly accommodates:-</p> <ul style="list-style-type: none"> (a) 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 (b) low impact industry activities and service industries. 	<p>AO9 No acceptable outcome provided.</p>	<p>As above.</p>
<p>PO10 Development in the specialised activity centre/low impact industry area:-</p> <ul style="list-style-type: none"> (a) provides an attractive streetfront address 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 and public health and safety. 	<p>PO10 No acceptable outcome provided.</p>	<p>As above.</p>
<i>Multi-unit residential development</i>		
<p>PO11 Where provided, multi-unit residential development:-</p> <ul style="list-style-type: none"> (a) has high levels of accessibility (i.e. predominantly within the primary walking catchment) to an existing or planned activity centre or community facility; (b) is readily accessible to, and capable of being well serviced by, public transport, bicycle and pedestrian routes; and (c) achieves a maximum net residential density of 50 equivalent dwellings per hectare. 	<p>AO11 No acceptable outcome provided</p>	<p>Not applicable. The proposal is not for multi-unit residential development.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<i>Environmental and open space network</i>		
<p>PO12 Development provides for an integrated environmental and open space network that:-</p> <ul style="list-style-type: none"> (a) effectively protects and links major areas of open space and areas of environmental significance; (b) retains and protects coastal foreshores and riparian areas for their environmental values and to support a walkable waterfront; (c) accommodates and conveys major stormwater flows and flood events; and (d) provides physical separation within and between the different communities that comprise the Central coastal urban growth area. 	<p>AO12 <i>In partial fulfilment only of Performance outcome PO12:-</i> Development provides for open space/ environment protection areas generally in accordance with Figure 7.2.1 (Central coastal urban growth area structure plan concept).</p>	<p>The proposal complies with the acceptable outcome. The proposal utilises land in the designated for open space/ environment protection areas for a continuation & expansion of an existing recreation facility.</p>
<i>Rural and landscape protection area</i>		
<p>PO13 A Rural and landscape protection area is maintained in the Central coastal urban growth so as to:-</p> <ul style="list-style-type: none"> (a) protect and enhance rural landscape and scenic amenity values; (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 (c) facilitate the proper and orderly planning of the Central coastal urban growth area. 	<p>AO13.1 Development for urban purposes does not occur in the Rural and landscape protection area identified on Figure 7.2.1 (Central coastal urban growth area structure plan concept).</p> <p>AO13.2 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>	<p>Not applicable. The proposal is not in the rural & landscape protection area & does not affect its maintenance.</p>
<i>Buffering and separation</i>		
<p>PO14 Development incorporates adequate buffering and separation to surrounding rural production and economic resource areas so as to:-</p> <ul style="list-style-type: none"> (a) maintain the productive use of agricultural land classification (ALC) Class A and Class B land and extractive resource areas; (b) mitigate land use conflicts between rural activities/ extractive industries and sensitive land uses within the Central coastal urban growth area; and 	<p>AO14 Buffers and separation areas to ALC Class A and Class B land and other rural production areas are designed, established and maintained 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>Not applicable. The proposal is not on land adjacent to the rural & landscape protection area.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
(c) protect the amenity and wellbeing of prospective residents within the Central coastal urban growth area.	<p>OR</p> <p>Where at an interface to an extractive resource area, no acceptable outcome provided.</p> <p>Note—Figure 7.2.1 (Central coastal urban growth area structure plan concept) identifies the indicative locations where buffer interface treatment will be required.</p>	

BUSINESS USES CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
Requirements for business uses (other than corner stores in residential areas)		
Activity centre role and function		
<p>PO1 The business use is of a type, scale and intensity that is consistent with and reinforces the Bundaberg Region Activity Centre Network.</p>	<p>AO1 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome.</p> <ul style="list-style-type: none"> The Strategic Framework describes the Activity Centre Network in essence in the following specific outcomes – <ul style="list-style-type: none"> <i>Activity centres are the focal points for community life and accommodating 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.</i> <i>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</i> The proposal is consistent with both outcomes in that – <ul style="list-style-type: none"> The club is on the periphery of two activity centres. It combines an entertainment & a sporting activity. It is a focal point for a substantial amount of Bargarra's entertainment. It is not a large scale facility which could undermine or weaken either of the local activity centres.
Relationship of buildings to streets and public spaces		
<p>PO2 The business use is in a building that:-</p> <ol style="list-style-type: none"> clearly defines, frames or encloses the street and other useable public and semi-public open space; has a front building line that is consistent with the existing or intended built form of the locality; and has a positive streetfront address and helps create or maintain an attractive and coherent local streetscape character. 	<p>AO2.1 Buildings located in a main street or a core retail area² are built to the front boundary for all or most of its length so as to create a continuous or mostly continuous edge.</p> <p>AO2.2 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.</p>	<p>The proposal complies with the acceptable outcomes.</p> <ul style="list-style-type: none"> AO2.1 is not applicable as the site is not in a main street or core retail area. The building setback exceeds 6 metres: 17.5 metres to Whalley Street (porte cochere is 11 metres), 19 metres to Grimwood Street & 16 metres to Tanner Street.
<p>PO3 Car parking areas, service areas and driveways are located so as not to dominate the streetscape.</p>	<p>AO3 The development provides for:-</p> <ol style="list-style-type: none"> shared driveways; rear access lanes; and parking and service areas situated at the rear or the site or in a basement. 	<p>The proposal complies with the performance outcome. It does not provide for any of the elements nominated in the acceptable outcome as the site is not part of an activity centre for which the outcomes were written. It nevertheless complies with the performance solution because –</p> <ul style="list-style-type: none"> It proposes a solution that would not dominate the streetscape

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
		<p>because, although it proposes 4 driveways, they are over 3 street frontages, with 2 driveways to Grimwood Street only.</p> <ul style="list-style-type: none"> • Car parking areas are to be effectively screened. • The service area is to be retained in essentially the same location as it is now, where it is set back 20 metres from Grimwood Street and integrated into the building.
<p>PO4 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>AO4.1 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>AO4.1 Development in areas other than as specified in AO4.1 no acceptable outcome provided.</p>	<p>Not applicable. The proposal is not in a main street or core retail area.</p> <p>It is also not in a location adjacent to or near other commercial activities, so that no purpose is served in providing footpaths & walkways, etc to connect to other properties.</p>
<p>PO5 The business use is in a building which is designed to create vibrant and active streets and public spaces.</p>	<p>AO5.1 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>AO5.1 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>AO5.3 Development minimises vehicular access across active street frontages.</p>	<p>Not applicable. These outcomes apply to development within an activity centre & aim to create interesting retail spaces. The proposal is not in a main street or core retail area, so should not apply.</p> <p>It is nevertheless relevant that the proposal is designed to improve casual & social interactions in an established local spot & recreation facility within the sphere of influence of both Bargara activity centres.</p>
Building mass and composition		
<p>PO6 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>	<p>AO6.1 Other than where located in a main street or a core retail area, site cover does not exceed:- (a) 70% for that part of the</p>	<p>The proposal complies with the acceptable outcomes. The site is not in a main street or core retail area and – (a) All of the building is in one storey. (b) As above.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<p>(a) maintains some area free of buildings at ground level to facilitate pedestrian movement and other functions associated with the building;</p> <p>(b) ensures access to attractive views and prevailing cooling breezes; and</p> <p>(c) reduces the apparent scale and bulk of buildings, to the extent practicable.</p>	<p>development not exceeding 2 storeys in height;</p> <p>(b) 40% for that part of the development exceeding 2 storeys in height.</p> <p>AO6.2 Buildings are set back from street frontages:-</p> <p>(a) in accordance with Acceptable Outcome AO2.1 and AO2.2 (as applicable) for that part of building up to 2 storeys in height;</p> <p>(b) at least 6m for that part of a building exceeding 2 storeys in height.</p> <p>AO6.3 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> <p>(a) for that part of a building up to 2 storeys in height:-</p> <p>(i) 0m if adjoining an existing blank wall or vacant land on an adjoining site; or</p> <p>(ii) at least 3m if adjoining an existing wall with openings on an adjoining site;</p> <p>(b) at least 4m for that part of a building exceeding 2 storeys in height.</p> <p>OR 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> <p>(a) at least 3m for that part of a building up to 2 storeys or 8.5m in height;</p>	<p>Buildings are set back –</p> <p>(a) in accordance with Acceptable Outcome AO2.2; and</p> <p>(b) no part of the building exceeds 2 storeys.</p> <p>Buildings are set back at least 3 metres to all side boundaries, notwithstanding that there are no adjoining walls anywhere near the club building.</p> <p>Not applicable.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
	<p>(b) at least 6m for that part of a building exceeding 2 storeys or 8.5m in height.</p> <p>AO6.4 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>AO6.5 All storeys of a building above the second storey have a plan area that does not exceed 1,000m² with no horizontal facade exceeding 45m in length.</p>	<p>Not applicable. There is no podium level.</p> <p>Not applicable. There is no second storey.</p>
Building features and articulation		
<p>PO7 The business use is in a building which:-</p> <p>(a) provides visual interest through form and facade design;</p> <p>(b) provides outdoor or semi-enclosed public spaces that complement adjoining indoor spaces;</p> <p>(c) takes advantage of local climatic conditions in ways that reduce demand on non-renewable energy sources for cooling and heating; and</p> <p>(d) appropriately responds to the character and amenity of neighbouring premises.</p>	<p>AO7.1 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> <p>(a) pedestrian awning, colonnades, verandahs, balconies and eaves;</p> <p>(b) recesses, screens and shutters;</p> <p>(c) textural and material variation;</p> <p>(d) windows that are protected from excessive direct sunlight during warmer months.</p> <p>AO7.2 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>AO7.3 The building incorporates vertical and horizontal articulation such that no unbroken elevation is longer than 15m.</p>	<p>The proposal complies with the acceptable outcomes. The proposed façades to each street are designed to transform the street presentation, which is to be achieved through a combination of a more prominent roof (with gable ends), a simple but distinctive porte cochere, horizontal banding, weather-protected windows, some colonnading in the Whalley Street façade & doors, a variation in materials & perimeter wall landscaping.</p> <p>The premises are not in an activity centre, so they do not adjoin buildings with which visual continuity could be created. However, the design incorporates a significantly pitched roof & gables, which draw from local traditional architecture.</p> <p>The proposal incorporates regular articulation in all façades such that there is no visual wall longer than 15 metres.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<p>PO8 Where the business use involves the development of a multi-storey building, the building is designed to:-</p> <ul style="list-style-type: none"> (a) display the functional differences between the ground level and the above ground level spaces; (b) have a top level and roof form that is shaped to provide a visually attractive skyline silhouette; and (c) effectively screen rooftop mechanical plants from view. 	<p>AO8 No acceptable outcome provided.</p>	<p>Not applicable. The building is not multi-storey.</p>
<p><i>Environmental management and amenity of residential premises</i></p>		
<p>PO9 The business use does not unreasonably impact upon the amenity or environmental quality of its environs and especially any nearby residential premises.</p>	<p>AO9.1 Undesirable visual, noise and odour impacts on public spaces and residential uses, are avoided or reduced by:-</p> <ul style="list-style-type: none"> (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; (b) providing vehicle loading/unloading and refuse storage/collection facilities within enclosed service yards or courtyards; and (c) not locating site service facilities and areas along any frontage to a street or other public space. <p>AO9.2 Where the business use requires the use of acoustic attenuation measures to mitigate adverse impacts on nearby sensitive land uses, such measures are designed and constructed to be compatible with the local streetscape.</p> <p>AO9.3 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>The proposal complies with the acceptable outcomes. It incorporates the following –</p> <ul style="list-style-type: none"> (a) Operating hours are proposed to be maintained as they currently are, which are governed by the club’s liquor licence. It is possible that an extension to those hours may be proposed in the future, but if that were to happen, the Office of Liquor & Gaming Regulation would conduct a stringent investigation into potential additional impacts. (b) Vehicle loading/unloading and refuse storage/collection facilities are proposed in a single enclosed area at the southern corner of the building that is integrated into the building proper. (c) Through the explanation in (b), site service facilities are not proposed along any of the site’s 3 road frontages or the adjoining park. <p>The club’s night time activities may require acoustic attenuation. The club is committed to abiding by the recommendations of an acoustic expert who has been commissioned to report on the proposed activities.</p> <p>Neighbouring, though not adjoining, properties are houses. The buildings are set back a substantial distance from the nearest houses & will be designed to mitigate acoustic impacts, as dictated by the acoustic expert referred to in response to AO9.2.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<p>PO10 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>AO10.1 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"> (a) siting and orienting buildings to minimise the likelihood of overlooking occurring; (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 (c) incorporating screening over building openings. 	<p>The proposal complies with the acceptable outcomes.</p> <p>The development is not adjacent to an existing or approved building containing residential uses, but the following responses are relevant –</p> <ul style="list-style-type: none"> (a) All building are singles storey & at least 30 metres from the nearest house, so there is no realistic prospect of overlooking. (b) All internal public areas & the only outdoor space – the deck overlooking the bowling greens – are oriented toward the bowling greens & away from residential properties. (c) For the reasons covered in (b), there is no need for screening over building openings.
Safety and security		
<p>PO11 Development contributes to a safe and secure pedestrian environment by:-</p> <ul style="list-style-type: none"> (a) allowing casual surveillance to and from the street and other public spaces; (b) orienting the upper level windows so that they overlook the street and other public spaces; (c) ensuring entrances to businesses are clearly defined and visible from the street, car parking areas and pathways; (d) providing adequate lighting of entrances; (e) providing clear sightlines for pathways and routes; (f) presenting an active face to the street by generous provision of windows and openings and avoiding the use of security shutters; (g) using external building materials and finishes that are robust and durable; and (h) avoidance of blank exposed walls to discourage vandalism. 	<p>AO11 No acceptable outcome provided.</p>	<p>The proposal complies with the acceptable outcomes.</p> <ul style="list-style-type: none"> (a) Although the formal public facilities are oriented toward the bowling greens, the entry & foyer, designated outdoor smoking area, offices, cash room, meeting rooms, entry & service bay are oriented toward Whalley Street, affording casual surveillance over the main entry street. (b) There is no upper level. (c) The entry is clearly defined & highly visible from the street. (d) Entrances are to be adequately lit. (e) There are clear sightlines from the carpark & footpaths to the main entry. (f) The full renovation, & particularly the new porte cohere, is designed to present an active face to the street. (g) External materials will be robust & durable. (h) The north-east & south-west external walls are blank because they frame the gaming room & kitchen respectively. However, because the building covers a single storey, neither wall presents a highly visible target to vandals and as the club trades for quite long hours, there are few hours during which someone is not likely to be in the carpark, which discourages vandals.
Requirements for corner stores in residential areas		
<p>PO12 Where the business use involves the establishment of a corner store in a residential area, the corner store:-</p>	<p>AO12.1 The corner store is located on a site that:-</p> <ul style="list-style-type: none"> (a) has access and frontage to a 	<p>Not applicable. The proposal is not for a corner store.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<p>(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</p> <p>(b) is compatible with the scale and intensity of development in the neighbourhood.</p>	<p>collector street or higher order road; or</p> <p>(b) is adjacent to a community activity or an existing non-residential use.</p> <p>AO12.2 The corner store is located on a site that is more than 400m radial distance from:-</p> <p>(a) any existing shop; (b) any site with a current approval for a shop; or (c) any land included in a centre zone.</p> <p>AO12.3 Site cover for a corner store does not exceed 50%.</p>	

ACID SULPHATE SOILS OVERLAY CODE

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
<i>Avoidance or management of ASS</i>		
<p>PO1 Works:- (a) do not disturb ASS; or (b) are managed to avoid or minimise the release of acid and metal contaminants, where disturbance of ASS is unavoidable.</p>	<p>AO1.1 ASS are identified and the disturbance of ASS is avoided by:- (a) undertaking an ASS investigation conforming to the <i>Queensland Sampling Guidelines</i> and soil analyses according to the <i>Laboratory Methods Guidelines</i> or Australian Standard 4969; (b) not excavating or otherwise removing soil or sediment identified as containing ASS; (c) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated ASS; and (d) not undertaking filling on land at or below 5 metres AHD that results in:- (i) actual ASS being moved below the water table; or (ii) previously saturated ASS being aerated.</p> <p>OR</p> <p>The disturbance of ASS avoids the release of acid and metal contaminants by:- (a) undertaking an acid sulfate soils investigation conforming to the <i>Queensland Sampling Guidelines</i> and soil analyses according to the <i>Laboratory Methods Guidelines</i> or Australian Standard 4969; (b) neutralising existing acidity and preventing the generation of acid and metal contaminants using strategies documented in the <i>Soil Management Guidelines</i>; and (c) preventing the release of surface or groundwater flows containing acid</p>	<p>The proposal can comply with the acceptable outcome. The land is not especially low lying, so the applicant will accept a condition of approval requiring appropriate harm minimisation measures in the event that acid sulphate soils are found.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	ASSESSMENT
	<p>and metal contaminants into the environment.</p> <p>AO1.2 Where potential or actual ASS are identified, they are managed in accordance with an ASS management plan.</p> <p>Editor's note—the Planning scheme policy for information that Council may require provides guidance for the preparation of an ASS management plan.</p> <p>5 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.</p>	

- 2 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).
- 3 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.
- 4 Footnote—Ahern CR, McElnea AE and Sullivan LA (2004). Acid Sulfate Soils Laboratory Methods Guidelines. Department of Natural Resources and Mines, Indooroopilly. Draft Bundaberg Regional Council Planning Scheme (Public Notification Version) – September 2014 Page 8-3

TRANSPORT & PARKING CODE

PERFORMANCE OUTCOME	ACCEPTABLE OUTCOME	ASSESSMENT
<p><i>On-site parking and access</i></p> <p>PO1 Development ensures that the location, layout and design of vehicle access, on-site circulation systems and parking and service areas:-</p> <ul style="list-style-type: none"> (a) is safe, convenient and legible for all users including people with disabilities, pedestrians, cyclists and public transport services, where relevant; (b) does not interfere with the planned function, safety, capacity, efficiency and operation of the transport network; (c) provides sufficient on-site parking to meet the needs of, and anticipated demand generated by, the development; (d) limit potential conflict between service vehicles, other vehicles and pedestrians; and (e) minimises adverse impacts on the local streetscape character and amenity of the surrounding area. 	<p>AO1.1 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 Planning scheme policy for development works, including ensuring:-</p> <ul style="list-style-type: none"> (a) the number and type of vehicles planned for the development can be accommodated on-site; (b) on-site vehicle parking and manoeuvring areas provide for vehicles to enter and leave the site in a forward motion; and (c) a progressive reduction in vehicle speed between the external transport corridor and internal parking spaces such that lower speeds occur near areas of high pedestrian activity. <p>AO1.2 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>AO1.3 Development provides on-site parking spaces at the rate specified in Table 9.4.5.3.3 (Minimum on-site parking requirements). 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>The proposal can comply with the acceptable outcome.</p> <p>The planning scheme policy for development works specifies –</p> <ul style="list-style-type: none"> • For commercial & industrial developments, a 6m wide driveway in accordance with R1011. All driveways comply. • Pavement design parameters & types. The applicant will accept a condition requiring compliance with the relevant Policy provisions. <p>Addressing the specific paragraphs –</p> <ul style="list-style-type: none"> (a) See response to AO1.3. (b) All parking spaces are satisfactorily accessible, with all being at least 5.5m x 2.6m & all aisles being at least 6.2m wide. (c) Access streets are not high speed streets, but in any case speed reductions are achieved through relatively short aisle runs between driveways & parking spaces. <p>The proposal involves 4 access driveways, one more than the existing situation. This is nevertheless considered satisfactory because of the 370 metres between the 3 street frontages, which means an average of one driveway for every 92 metres of frontage. That is well below the approximately one driveway per 20 metres elsewhere in the surrounding streets.</p> <p>The Code does not nominate parking rates for a club. In that instance, it is helpful to be aware of parking requirements in other planning schemes, which tend to cover the range 1 space / 15-25m² of gross floor area (see list below). In these 2 scenarios, the 662m² expansion would require an additional 41 or 26 spaces respectively. The proposal is to add 22 spaces. This deficiency of between</p>

	<p>Note—the minimum on-site parking rates specified in Table 9.4.5.3.3 provide for the needs of all users of the development including employees, customers, students and visitors.</p> <p>AO1.4 Development provides clearly defined pedestrian paths within and around on-site vehicle parking areas that:-</p> <ul style="list-style-type: none"> (a) are located in areas where people will choose to walk; and (b) ensure pedestrian movement through vehicle parking areas is along aisles rather than across them. <p>AO1.5 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"> (a) designed and provided to accommodate the nominated design vehicles for each development type; and (b) are constructed in accordance with the standards specified in the Planning scheme policy for development works. 	<p>4 & 19 spaces is considered acceptable because of the amount of on-street parking afforded by the 3 street frontages, the 340 metres of which provide a total of 48 spaces.</p> <p><i>Planning scheme parking rates:</i> <i>Bundaberg: 1/10m²</i> <i>Burnett: 1/20m²</i> <i>Isis: 1/18.5m²</i> <i>Toowoomba: 0.3/patron (1/25m² for a bar)</i> <i>Fraser Coast: Not specified, but 1/15m² for hotel & function facility</i> <i>Gympie: 1/50m² for club (1/25m² for function facility)</i></p> <p>Because of the parking area configuration – in which the circulation aisles provide access to one side of parking only, it is considered reasonable to use those aisles for pedestrian movement.</p> <p>The proposal complies with this acceptable outcome, with one exception. The driveway to Grimwood Street is unusual in that it utilises part of the footpath. Acknowledging that this occupies more of the footpath than is conventional practice, it is nevertheless preferable to the occasionally acceptable practice of having a series of 90° spaces accessible directly from the street (in effect, using the street as a parking aisle). The Club is prepared to undertake specific design measures to minimise pedestrian/vehicular conflict, such as pedestrian priority signage &/or paving.</p>
Strategic transport network		
<p>PO1 Development, particularly where involving high trip generating land uses or the creation of new roads and other transport</p>	<p>AO1 No acceptable outcome provided.</p>	<p>Not applicable. These outcomes are written to apply to applications for reconfiguration.</p>

<p>corridors, ensures provision of a transport network that:-</p> <ul style="list-style-type: none"> (a) accords with the Strategic transport network as shown on Strategic Framework Map SFM-003 (Transport and infrastructure elements) and the Priority Infrastructure Plan; (b) provides visible distinction of roads, with the design of streets and roads based on function, safety and efficiency; (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; (d) allows for unimpeded and practical access to the development site and each proposed lot; (e) facilitates and promotes the use of public and active transport, including access to cycle and pedestrian pathways; (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; (g) connects to and integrates with existing roads and other relevant facilities within and external to the land to be developed or subdivided; (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; (i) provides for the construction and adequate drainage of all proposed roads, pathways, laneways and bikeways within and adjoining the land to be developed; (j) minimises any adverse impacts on the existing transport network, surrounding land uses, and the amenity of the surrounding environment; and (k) does not adversely impact on wildlife movement corridors. 	<p>Editor's note—the Planning scheme policy for development works 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 Planning scheme policy for information that Council may require to demonstrate compliance with Performance outcome PO1.</p>	
<p><i>Pedestrian and bicycle network and facilities</i></p>		
<p>PO2 Development provides for the establishment of a safe and convenient network of pedestrian and bicycle paths that:-</p> <ul style="list-style-type: none"> (a) provides a high level of permeability and connectivity; (b) provide for joint usage where appropriate; (c) maximises opportunities to link activity centres, employment areas, residential areas, community facilities, 	<p>AO2 No acceptable outcome provided.</p> <p>Editor's note—the Planning scheme policy for development works specifies standards and provides guidance for the design and construction of pedestrian and bicycle paths.</p>	<p>Not applicable. These outcomes are written to apply to applications for reconfiguration.</p>

<p>open space and public transport stops located internally and externally to the site;</p> <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>PO3 Appropriate on-site end of trip facilities are provided to encourage walking and cycling as an alternative to private car travel.</p>	<p>A03.1 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 5,500m² of gross floor area, provided that the development exceeds a minimum gross floor area of 1,500m²; plus</p> <p>(b) 1 additional cubicle and 5 additional lockers for that part of the development that exceeds 5,500m² gross floor area up to a maximum of 30,000m² gross floor area; plus</p> <p>(c) 2 additional cubicles and 10 additional lockers for 30,000m² gross floor area.</p> <p>A03.2 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>Not applicable. The proposal has a gross floor area less than 1500m².</p>

	<ul style="list-style-type: none"> (c) do not adversely impact on visual amenity; and (d) are designed in accordance with the Planning scheme policy for development works. 	
Public transport facilities		
<p>PO4 Development encourages the use of public transport through:-</p> <ul style="list-style-type: none"> (a) appropriate development design which maximises accessibility via existing and planned public transport facilities; and (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>AO4.1 Development is designed and arranged to provide safe, convenient and functional linkages to existing and proposed public transport facilities.</p> <p>AO4.2 On-site public transport facilities are provided in conjunction with the following development:-</p> <ul style="list-style-type: none"> (a) shopping centre, where having a gross floor area of greater than 10,000m²; (b) tourist attraction, having a total use area of greater than 10,000m²; (c) educational establishment, where accommodating more than 500 students; (d) major sport, recreation and entertainment facility; (e) indoor sport and recreation, where having a gross floor area of more than 1,000m² or for spectator sports; and (f) outdoor sport and recreation where for spectator sports. <p>AO4.3 On-street public transport facilities are provided as part of the following development:-</p> <ul style="list-style-type: none"> (a) shopping centre, where having a gross floor area of 10,000m² or less; (b) tourist attraction, where having a gross floor area of 10,000m² or less; (c) educational establishment, where 	<p>The proposal complies with the acceptable outcome. Access to public transport is along Whalley Street, which is a safe, convenient & functional link.</p> <p>Not applicable. The proposal is not one of the listed activities.</p> <p>Not applicable. The proposal is not one of the listed activities.</p>

	<p>accommodating 500 or less students; and</p> <p>(d) indoor sport and recreation where having a gross floor area of 500m² or less and not for spectator sports.</p> <p>A04.4 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>A04.5 Public transport facilities are located and designed in accordance with the standards specified in the Planning scheme policy for development works.</p>	<p>Not applicable. The site is not on an existing or future public transport route.</p> <p>Not applicable, the reasons cited above.</p>
<i>Amenity and environmental impacts of transport infrastructure</i>		
<p>PO5 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>A05 No acceptable outcome provided.</p>	<p>The proposal complies with the performance outcome. As discussed in response to PO7 of the Sport & Recreation zone code, traffic impacts are potentially the most significant for the neighbourhood, but this needs to be seen in the context of –</p> <ul style="list-style-type: none"> • The site is in the sphere of influence of both Bargara activity centres, so there is an expectation that there will be above average traffic movements on local streets. • A club is code assessable development in the Sport & Recreation zone, so there is an expectation that the land will develop for some form of recreation, any one of which poses impacts, including those at night & on weekends created by clubs associated with the recreation use. • Access is from 3 streets, so vehicles would dissipate in 3 directions rather than be concentrated onto one street. • Motorists need only travel one block to Bauer Street, via which most patrons will travel to reach home, so most vehicle-related impacts would be contained to that one block. • There are no adjoining residential neighbours & the club is separated from other neighbours by streets. • The proposal is to expand a long term existing use; it is consolidation of an existing activity rather than creation of a new

		<p>activity.</p> <ul style="list-style-type: none"> • The proposal relates to a club with a long association with Bargarra; its members & guests are local residents so are likely to respect the amenity of local residents. • The existing & proposed landscaping on the perimeter of the parking areas will minimise headlight glare into neighbouring houses. <p>In that context, amenity impacts are considered reasonable.</p>
<i>Transport corridor widths, pavement, surfacing and verges</i>		
<p>PO6 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> <ol style="list-style-type: none"> paved roadway; kerb and channel; safe vehicular access; safe footpaths and bikeways; safe on-road cycle lanes or verges for cycling. stormwater drainage; provision of public utility services; streetscaping and landscaping; and provision of street lighting systems, road signage and line marking. 	<p>A06 The design and construction of road works, including external road works, is:-</p> <ol style="list-style-type: none"> undertaken in accordance with the Planning scheme policy for development works; and consistent with the characteristics intended for the particular type of transport corridor specified in the Planning scheme policy for development works. 	<p>The proposal will comply with the acceptable outcome as required. It is nevertheless noted that none of the 3 streets are significant elements in the local transport network, so are unlikely to require upgrading.</p>
<i>Intersections and traffic controls</i>		
<p>PO7 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> <ol style="list-style-type: none"> ensure the function, safety and efficiency of the road network is maintained; minimise unacceptable traffic noise to adjoining land uses; and maintain convenience and safety levels for pedestrians, cyclists and public transport. 	<p>A07 Intersections and speed control devices are designed and constructed in accordance with the Planning scheme policy for development works.</p>	<p>Not applicable. The outcome relates to reconfiguration applications where new roads are proposed.</p>
<i>Development staging</i>		
<p>PO8 Staged development is planned, designed and constructed to</p>	<p>A08 No acceptable outcome provided.</p>	<p>Not applicable. The development is not planned to be staged.</p>

<p>ensure that:-</p> <ul style="list-style-type: none">(a) each stage of the development can be constructed without interruption to services and utilities provided to the previous stages;(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.		
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