# **6.2.1 Centre Zone Code**

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| **Performance outcomes** | **Acceptable outcomes** | **Complies**  **(Yes/No)** | **Justification for compliance or Alternative Solution to achieve compliance** |
| **For assessable development** | |  |  |
| **PO1**  Development is consistent with the existing built form in terms of size, design, siting and physical characteristics. The appearance and siting of buildings, other structures, car parking areas or signage is compatible with the local streetscape character, the style and design of nearby buildings, and is respectful and sympathetic to any heritage place identified in the [SPP mapping – Environment, Cultural heritage](https://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking). | **AO1**  No acceptable outcome is prescribed. |  |  |
| **PO2**  Development with frontage to a highway must have safe access points that do not adversely impact on the safety and efficiency of the road. | **AO2**  No acceptable outcome is prescribed. |  |  |
| **PO3**  Development adjacent to the highway corridor is setback from the corridor to avoid adverse impacts to the operation of the road corridor. | **AO3**  As per Queensland Development Code requirements. |  |  |
| **PO4**  All uses are located, designed, orientated and constructed to minimise the impacts from the noise, vibration and dust emissions from the State-controlled road and/or rail network. | **AO4**  As per Queensland Development Code requirements. |  |  |
| **PO5**  Tourist accommodation, in the form of a caravan park or motel is provided in a location where it can be serviced with infrastructure, where it:   1. is complementary to the existing character of the area 2. does not have an adverse impact on residential amenity in terms of privacy, safety, noise, odour and fumes, lighting and traffic generation 3. does not lead to a reduced quality of accommodation experiences available within the location. | **AO5**  No acceptable outcome is prescribed. |  |  |
| **PO6**  Commercial uses that support and service the residential areas are centrally located where they can be conveniently and safely accessed without having an adverse impact on residential amenity including privacy, safety, noise, odour and fumes, lighting and traffic generation. | **AO6**  No acceptable outcome is prescribed. |  |  |
| **PO7**  The character of the Centre zone is enhanced by the design of new buildings that are sympathetic to traditional streetscapes, in terms of scale, siting, architectural elements such as awnings and building features. | **AO7.1**  Developments are no higher than 2 storeys or 8.5m above the ground level within the Centre zone.  **AO7.2**  Site cover of buildings does not exceed 85% of the site area, with the remainder to be used for landscaping, access and car parking areas. |  |  |
| **PO8**  New buildings maintain and enhance the existing streetscape and relationship with adjoining buildings. | **AO8**  Footpaths and awnings contribute towards the street frontage, complement adjacent styles and materials, and join at the same or similar levels. |  |  |
| **PO9**  New uses developed in the zone do not detract from the zone’s predominant commercial nature. | **AO9**  No acceptable outcome is prescribed. |  |  |