

ACTIVITY CENTRES CODE

1 Purpose of the Code

To ensure that the development of commercial areas or precincts are:

- attractive, responsive to climatic conditions, and functional;
- accessible for motor vehicles, pedestrians and cyclists;
- safe and comfortable for pedestrians moving in and through the site;
- consistent with the intended role and desired character of the centre, locality and street in which the development is to be carried out.

2 Application of the Code

This section is applicable to Code Assessable development, made Code Assessable by the Level of Assessment Table for a Commercial Area or a Commercial Precinct within a Residential Area. For code assessable development, the code for assessment consists of the secondary code(s) listed below:

- Airport Code; and
- Crime Prevention Through Environmental Design Code; and
- Demolition Code – where on a site where the code applies; and
- External Works and Servicing Code; and
- Filling or Excavation Code; and
- Flood Prone Land Code – where any part of the proposal is within the Q100 flood line shown on the Area maps; and
- Heritage Code - where on a Heritage Place or on a site adjoining a Heritage Place; and
- Landscape Code; and
- Norman Road Residential Area Code - where located in the Norman Road Residential Area; and
- Parking and Access Code; and
- Railway Noise Code – where located within the Railway Noise Affected Corridor; and
- Signage Code; and
- Steep or Unstable Land Code – to the extent relevant as outlined at the beginning of the Steep or Unstable Land Code; and
- Water Quality and Water Quantity Code – where any part of the proposal is located within a waterway corridor.

3 Explanation

This code applies to development in Commercial Centres in the City of Rockhampton, including the Central Business District, which has additional particular requirements set out in the City Centre Code.

Commercial Centres referred to in the Strategic Framework are those locations specifically set aside for commercial development, and include both Commercial Areas, and also Commercial Precincts identified in Residential Areas throughout Rockhampton. Centres identified as Commercial Areas are major centres in Rockhampton,



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largely located on major access roads and that serve a larger catchment than the local area. Conversely, those centres identified as Commercial Precincts are either district or neighbourhood / convenience centres located within residential areas that largely service a local catchment.

For example, the Allenstown Commercial Precinct (District Centre) is included within the Allenstown Residential Area, but is specifically identified in this Residential Area as a Commercial Precinct to accommodate commercial purposes. Similarly, the Wandal Commercial Precinct (Neighbourhood / Convenience Centre) is located in the Wandal Residential Area.

Each Commercial Centre has a different role in the hierarchy of centres in the City – and accordingly, different standards of development will apply to each centre. A list of the different centres in the City and their location (as a definition) is outlined in the table below.

Centres Hierarchy and Characteristics	Location
Central Business District <ul style="list-style-type: none"> Highest order commercial, administrative, community, cultural, recreational, leisure, entertainment and service activities for the City and surrounding region. 	Central Business District, in South Rockhampton, which is defined by the Central Business District Commercial Area.
Specialist Sub-regional Centre <ul style="list-style-type: none"> Higher order comparison shopping; Discount department stores, department stores, discount variety stores, variety stores, direct factory outlets and specialist retailing; and Community facilities, and commercial offices are discouraged unless of a small scale and local nature. 	Rockhampton Shopping Fair and Kmart Plaza at Moores Creek Road and Yaamba Road, North Rockhampton, defined as the North Rockhampton Centre Commercial Area.
District Centre <ul style="list-style-type: none"> Major weekly or fortnightly shopping trips; Major supermarket; Possibly an additional supermarket; and Some speciality shops. 	The Allenstown District Centre Commercial Precinct
Neighbourhood / Convenience Centres	Existing Centres at: <ul style="list-style-type: none"> Glenmore; Park Avenue; Wandal; Dean Street; Elphinstone Street; and Richardson Road
Specialist Centre <ul style="list-style-type: none"> Site with special emphasis on bulky goods retailing 	Red Hill Site in North Rockhampton, which is defined by the Yaamba Road South Commercial Area.
Highway Business <ul style="list-style-type: none"> Emphasis on bulky goods retailing; and 	Existing Centres at: <ul style="list-style-type: none"> South Rockhampton



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Centres Hierarchy and Characteristics	Location
<ul style="list-style-type: none"> Not intended for supermarkets or specialist retailing (except within Northside Plaza) or discount department stores, department stores, discount variety stores, variety stores or direct factory outlets. 	<ul style="list-style-type: none"> Highway Commercial Area, (Lower Dawson/Gladstone Road); Musgrave Street Highway Commercial Area, (Queen Elizabeth Drive and Musgrave Street); Yaamba Road South Commercial Area (Yaamba Road).
Local shops / General stores / service stations	<ul style="list-style-type: none"> Numerous, and located throughout Rockhampton.

This code provides the requirements for any new commercial development in the City, which is expected in the Commercial Centres of the City. The code consists of performance criteria and acceptable solutions that apply to all centres, as well as particular requirements that apply to individual centres in the City including:

- Allenstown District Centre Commercial Precinct;
- Wandal Neighbourhood / Convenience Centre Commercial Precinct;
- North Rockhampton Centre Commercial Area;
- South Rockhampton Highway Commercial Area; and
- Musgrave Street Highway Commercial Area.

Performance criteria and acceptable solutions that apply to individual centres may provide more specific local solutions and, therefore, take precedence if in conflict with the general requirements of the code.

Particular requirements over and above this code for the Central Business District Commercial Area are identified in the City Centre Code.

4 Definitions

There are no definitions specific to this Code.

5 Performance Criteria and Acceptable Solutions

Performance Criteria		Acceptable Solutions	
Building Scale and Form			
P1 The form of development is consistent with the Centres Hierarchy.	A1.1	The location and nature of the proposed development is consistent with the Commercial Centre hierarchy in the Strategic Framework of this Planning Scheme.	
	A1.2		
		Uses that are defined as a Commercial Premises (office activities) that have a Gross Floor Area greater than 250m ² on a site and when not part of a Major Shopping Outlet are located in the	



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Performance Criteria		Acceptable Solutions	
		A1.3	Central Business District Commercial Area – Precincts 1 or 2. AND Commercial Premises (office activities) with a Gross Floor Area greater than 250m ² on a site, a Cinema or a Community Facility development serving a catchment area larger than the boundaries of the former Rockhampton City Council are located in the Central Business District Commercial Area – Precincts 1 or 2 or in the Sub Regional Centre.
P2	Buildings and structures are of a scale that is consistent with: (a) other buildings in the locality; (b) the desired character of the centre as described in the Area Intent; (c) the role of the commercial centre being a reflection of its role in the centres hierarchy for the City; (d) the requirement that they do not impact on the amenity of adjoining Areas; (e) the requirement that they will not affect the navigation or safe operation of the Rockhampton airport or aircraft; and (f) the requirement that they will not impact on a Heritage Place.	A2.1 A2.2 A2.3 A2.4 A2.5 A2.6	The maximum building height is in accordance with the height limits specified on Planning Scheme Map 3. AND The maximum site cover for the Central Business District is in accordance with the following limits: (i) 100% of the site area up to three (3) storeys in height and 12 metres in height; and (ii) 60% of the site area for any part above three (3) storeys or 12 metres in height. AND The maximum site cover in the specialist sub-regional centre is 80%. AND The maximum site cover in the District Centre, Highway Business Areas, Specialist Centre, Local Shopping / Neighbourhood Centres and any <u>Local Shops / General Stores</u> is 60%. AND When the development is proposed on or adjoining a Heritage Place ¹ , the development complies with the requirements of the Heritage Place Code . AND The development complies with the Airport Code .
P3	Buildings present a continuous	A3.1.1	In the Central Business District Commercial Area – Precinct 1 or 2, the height of a building

¹ Refer to section 3.7 for the definition of a Heritage Place.



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Performance Criteria		Acceptable Solutions	
<p>pedestrian friendly façade at a human scale.</p>		<p>A3.1.2</p>	<p>podium is no more than 12 metres.</p> <p>OR</p> <p>The height of a building podium is the same as existing development on an adjoining site or the height of a development that has been approved, and the approval remains current, on an adjoining site.</p>
		<p>A3.2</p>	<p>AND</p> <p>Awnings are provided above ground level.</p>
Pedestrian Linkages			
<p>P4 Building and landscape design incorporate clear, direct, safe and pleasant pathways to and through sites, including;</p> <p>(a) access to public transport facilities; and</p> <p>(b) links to car parking areas; and</p> <p>(c) provision for wheelchairs, trolleys and prams;</p> <p>to encourage or allow walking within, though and between sites.</p>	<p>A4</p>	<p>Development incorporates pedestrian paths that:</p> <p>(i) comply with the Crime Prevention Through Environmental Design Code contained within this planning scheme; and</p> <p>(ii) create at least one (1) linkage with each adjacent site if the adjacent site is able to be physically linked with²; and</p> <p>(iii) create a link between car parking areas on the site and a building entrance; and</p> <p>(iv) connect the network of pedestrian paths within the site to open space or other pedestrian spaces within the site; and</p> <p>(v) are clearly defined as being for pedestrian purposes only by line-marking, signage, design or materials of construction used, and</p> <p>(vi) are lined with landscaped areas at least 0.75 metres wide or alternatively with active frontages; and</p> <p>(vii) that have a walking surface a minimum of 1.2 metres wide within a corridor at least 3 metres wide.</p>	
Managing Impacts on Nearby Residential Areas			
<p>P5 Residential amenity for adjacent Residential Areas and for existing residential development in centres is maintained with;</p> <p>(a) no increase in undesirable visual, noise and odour impacts caused by development on:</p> <ul style="list-style-type: none"> • public and 	<p>A5.1</p>	<p>Development is designed in a manner whereby:</p> <p>(i) vehicle loading/unloading areas and refuse storage/collection facilities are;</p> <p>(1) located within service yards or courtyards enclosed by a 1.8 metre high opaque fence or building wall; and</p> <p>(2) not located along any frontage or boundary facing or common with respectively existing residential development or public (or semi-public) street or other urban space. This particularly applies to mobile refuse bins when not placed on the street for collection purposes;</p> <p>(ii) refuse collection times are limited to daylight</p>	



² As an example, if the adjacent site has a wall built along the full extent of the common property boundary with no doorways, etc, no physical linkage is possible.



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Performance Criteria		Acceptable Solutions	
semi-public urban spaces; or • residential development; or • residential accommodation incorporated into a mixed use development. (b) (c) no loss of visual amenity outlook.	A5.2	hours where premises are adjacent to a site containing residential accommodation of any type excluding a caretakers residence; and (iii) ventilation and mechanical plant are located and designed so that the prevailing breezes do not direct noise or odours in the general direction of any nearby residential accommodation except for a caretakers residence.	AND For development adjacent to existing buildings containing residential accommodation, the reasonable privacy of that accommodation is maintained by having: (i) windows and outdoor areas (eg terraces and balconies) located and designed so that they do not directly overlook or look into residential accommodation in adjoining premises; and (ii) buildings sited and orientated on a site to minimise the likelihood of overlooking occurring or designed with the inclusion of screening across all openings where the likelihood of overlooking occurring exists with perforated panels or trellises that have a maximum of 25% of openings.
	A5.3		AND Buildings with a rear and/or side boundary to a Residential Area incorporate the following design features: (i) a minimum building setback from such a boundary of 6m; and (ii) changes in setback of at least 0.5 metres along such a boundary at intervals of at least every 10 metres; and (iii) landscaping with plants of a type consistent with any of those listed in Appendix A, B and C of Planning Scheme Policy No. 6 – Planting Species ; and (iv) an acoustic and visual screen fence at least 1.8 metres high is erected and maintained along the entire length of the boundary where residential uses already exist on the adjoining land; (v) a minimum 3 metres wide landscape buffer (Type A ³) along the whole rear frontage.
Public Safety and Amenity			
P6 Automatic teller machines	teller are	A6	Automatic teller machines are: (i) well illuminated at all times; and



³ As defined in Planning Scheme Policy No. 6 – Planting Species.

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Performance Criteria		Acceptable Solutions	
	located to maximise user safety.		(ii) located in full view of the street frontage that has the most passing vehicular and pedestrian traffic.
P7	Developments; (a) clearly define, frame or enclose streets and other useable public and semi-public urban spaces by being located as close as possible to those streets and spaces so that they create a continuous edge of built form; and (b) create safe urban environments and conditions ⁴ ; and (c) have car parking areas, service areas and access driveways located where they do not dominate the streetscape or unduly intrude upon pedestrian use of footpaths; and (d)	A7.1	In respect to clause (a), there is no Acceptable Solution specified.
		A7.2	AND In respect to clause (b), the development complies with the requirements set out within the Crime Prevention Through Environmental Design Code .
		A7.3	AND In respect to clause (c), the development employs: (i) the use of rear access laneways if available and practicably possible; and (ii) shared driveways; and (iii) the location of parking and service areas at the rear of the site or below ground level.
		A7.4	having regard to the dimensions and size of vehicles. AND In respect to clause (d), the development if creating a mixed use environment, provides separate access between non residential uses and residential uses.
P8	Pedestrians are protected from the sun and rain in public spaces adjoining a development.	A8	An awning is provided and maintained, and: (i) located over footpaths within the road reserve; and (ii) includes under awning lighting; and (iii) constructed of impervious and opaque materials; and (iv) is continuous across the frontage/s of a site; and (v) aligns to provide continuity with shelter on adjoining sites within the limits specified in the next clause; and (vi) is a minimum 3.2 metres and generally not more than 4.2 metres above pavement height, regardless of the height of an awning on an adjoining site; and

⁴ Development will also need to comply with the clearance requirements of the Electrical Safety Regulation 2002 to demonstrate that a safe environment and conditions have been established.

⁵ Such as customers to a commercial land use unintentionally wandering through the residential component of the mixed use development therefore potentially creating safety concerns with strangers walking around.



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Performance Criteria		Acceptable Solutions	
			(vii) extends from the face of the building or the property line; and (1) does not extend past a vertical plane 1.5m inside the kerbline to enable street trees to be planted and grow; or (2) 0.6m inside the kerbline where trees are established.
P9	Landscaping improves centre amenity without restricting opportunities for casual surveillance.	A9	Development is carried out in accordance with the Landscape Code .
P10	All pedestrian spaces reinforce the character of the Centre by; (a) promoting useability and safety; and (b) having infrastructure elements of a consistent design, material and type used throughout the centre. ⁶	A10.1.1	A suitable area of 10% of the site is set aside for a pedestrian area or for landscaping.
		A10.1.2	OR Pedestrian pavement is provided for the full length of each road frontage: (i) for the full width of an awning above it; or (ii) where there is no awning above it, pedestrian paving 3 metres wide or the width of the verge, whichever is the lesser.
		A10.2	AND Street furniture - including seats, bollards, grates, grills, screens and fences, bicycle racks, flag poles, banners, litter bins, telephone booths and drinking fountains - is installed as a part of the development within the road reserve along the frontage of the site in accordance with any Planning Scheme Policy applicable to the site.
P11	External, functional, pedestrian scale spaces are provided in specialist sub-regional and district centres to offer a wide variety of passive recreational opportunities and experiences ranging from intimate seating to large open spaces with features to enhance their use and enjoyment, such as food outlets, tables and chairs, seating, ledges, shade structures and	A11	No Acceptable Solution specified.



⁶ Where no infrastructure elements exist within a centre, then new elements are coordinated with other elements already existing within the streetscape.

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Performance Criteria		Acceptable Solutions	
artwork.			
Building Design			
P12 Building design: (a) provides visual interest in their forms and facades; (b) provides outdoor or semi-enclosed public spaces that complement adjoining indoor spaces; and (c) takes advantage of local climatic conditions in ways that reduce demands on non-renewable energy sources for cooling and heating.	A12.1 Buildings have articulated and textured facades that incorporate a low proportion (maximum 30%) of blank wall in one plane with the balance made up of articulation, recesses and the like by using elements such as any or all of the following: (i) recesses, entrances, screens, awnings and shutters; and (ii) windows that are protected from direct sunlight between the months of October to March inclusive.		
	A12.2	AND Buildings incorporate: (i) walls with at least 3 variations in any of the following - textures, materials or colours; (ii) a design at ground level that is clearly differentiated (ie. visually separated) from the rest of the building by the use of awnings, detail, etc; and (iii) large vertical or horizontal masses broken down with the use of a variety of colour, recesses, texture variation or the like.	
	A12.3	AND For development in the specialist sub-regional centre and district centre, the length of uniform treatment of elevations above ground level without variation, articulation or openings is no more than 30m.	
	A12.4	AND Semi-enclosed spaces and colonnades are provided at ground level of buildings abutting pedestrian routes through the use of awnings, pergolas or other devices that may be suspended, freestanding, supported on columns or cantilevered.	
P13 Buildings respect and reflect the distinctive character of their settings and express contemporary architectural practice, and (a) Buildings are finished with external building materials and colours that: (1) are robust and	A13	No Acceptable Solution specified.	



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Performance Criteria	Acceptable Solutions
<p>do not require high levels of maintenance; and</p> <p>(2) complement their setting; and</p> <p>(3) are not mirrored or reflective.</p> <p>(b) have a building elevation that visually balances the height of the building using at least 4 of the following design elements:</p> <p>(1) variations in plan shape, such as curves, steps, recesses, projections or splays;</p> <p>(2) variations in vertical profile, with steps or slopes at different levels;</p> <p>(3) variations in the treatment and patterning of windows, sun protection devices, or other elements of a facade;</p> <p>(4) elements of a finer scale than the main structural framing;</p> <p>(5) integrating major landscape elements to maximise their aesthetic value and use including planting at any or all levels, particularly on podia or low</p>	



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Performance Criteria		Acceptable Solutions	
	level roof decks; and (6) murals and artworks.		
Urban Frontages			
P14	Urban frontages contribute activity, safety and amenity at ground floor level to the urban environment that foster casual, social and business interaction for extended periods.	A14.1 A14.2 A14.3	Frontages to public spaces comprise active frontages. AND 50% of facades are located between 0 and 3 metres of the street frontage, the remainder being for car parking or buildings which are further set back. AND Building entries are clearly articulated and orientated towards the primary street frontage.
P15	Signage is integrated into the design of the building.	A15	Development is carried out in accordance with the Signage Code .
P16	Landscape design within and around the development contributes to the amenity and character of the street.	A16	Development is carried out in accordance with the Landscape Code .
P17	Car parking and servicing; (a) is safe, convenient, available and useable; and (b) is sufficient to meet the needs and demands of the respective development; and (c) is finished to a standard that does not create noise, dust or lighting nuisances, and (d) is provided with opportunities for shade; and (e) incorporates landscaping to reduce its visual impact and reduce	A17	Car parking is provided in accordance with the Parking and Access Code .



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Performance Criteria	Acceptable Solutions
irradiation.	



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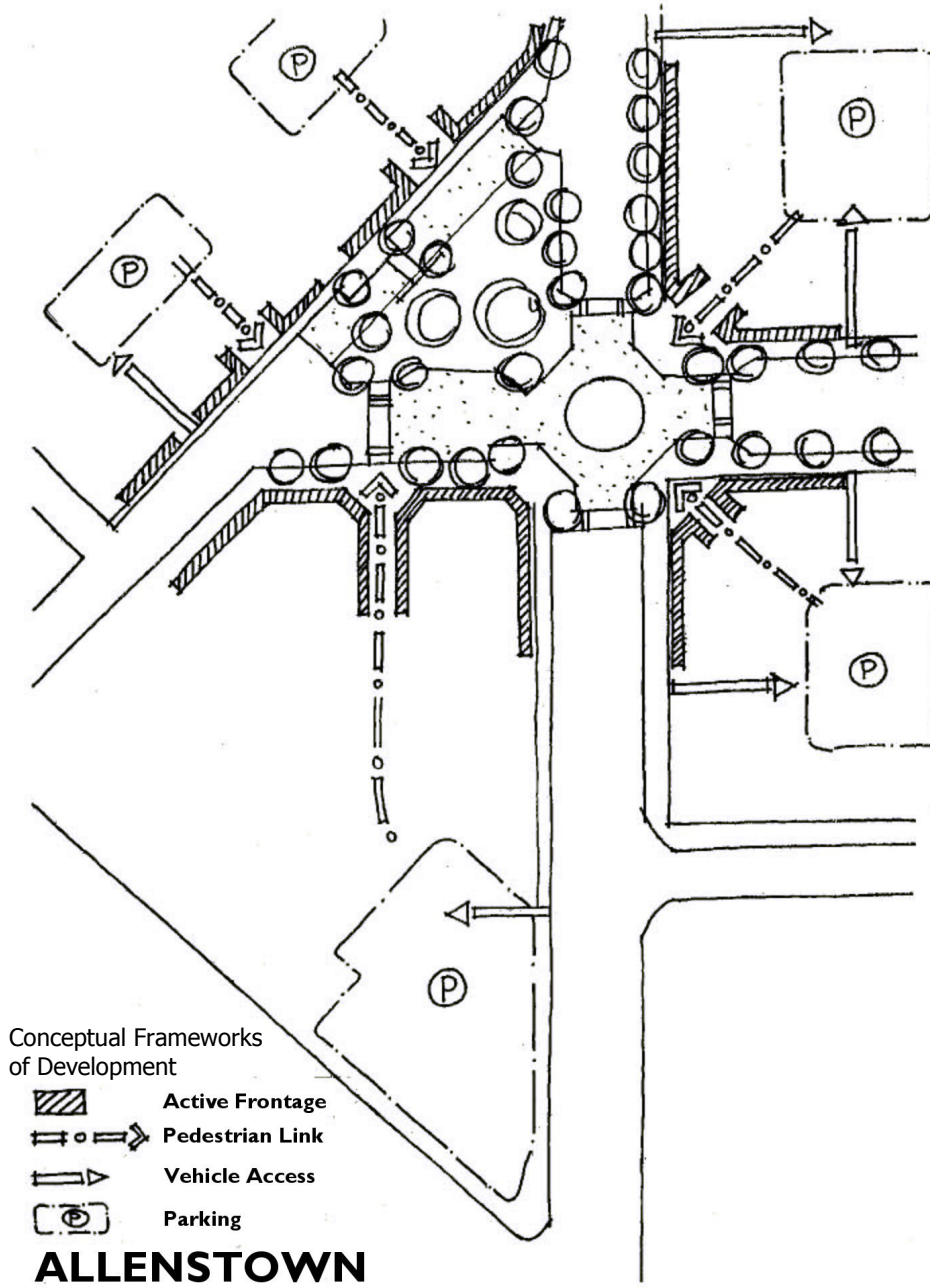
ALLENSTOWN

This part of the code provides specific additional requirements for development in the Allenstown District Centre, as shown on the Allenstown Area map. Performance criteria and acceptable solutions that apply to specific locations may provide more specific local solutions and, therefore, take precedence if in conflict with the general requirements of the code.

Performance Criteria		Acceptable Solutions	
Form of Development			
P1	Allenstown is to develop as a pedestrian friendly district centre, with a strong and active focus, and good amenity.	A1	New development contributes to the formation of a central court around Connolly Park by aligning the conceptual elements of: <ul style="list-style-type: none"> (i) active frontages; (ii) pedestrian linkages; (iii) vehicle access; and (iv) parking. as generally shown in Figure 1.
Ground Floor Active Frontages			
P2	Ground floor frontages of new development are consistent with and contribute to the pedestrian activity, amenity and safety of streets.	A2	New buildings facing Upper Dawson Rd, Derby St and Canning St as indicated on the concept plan (refer to figure 1) include: <ul style="list-style-type: none"> (i) a minimum of 85% ground floor active frontages; (ii) the building's ground floor street frontage occupying a minimum of 70% of the width of the site within a 0-3m frontage setback; and (iii) a maximum of 20% of the total commercial building shop frontage faces side boundaries.
Carparking			
P3	Carparking and servicing is located so as not to have adverse amenity and visual impacts on the streetscape.	A3	Parking is to be located to the rear of the development or underground, in accordance with figure 1.



FIGURE 1



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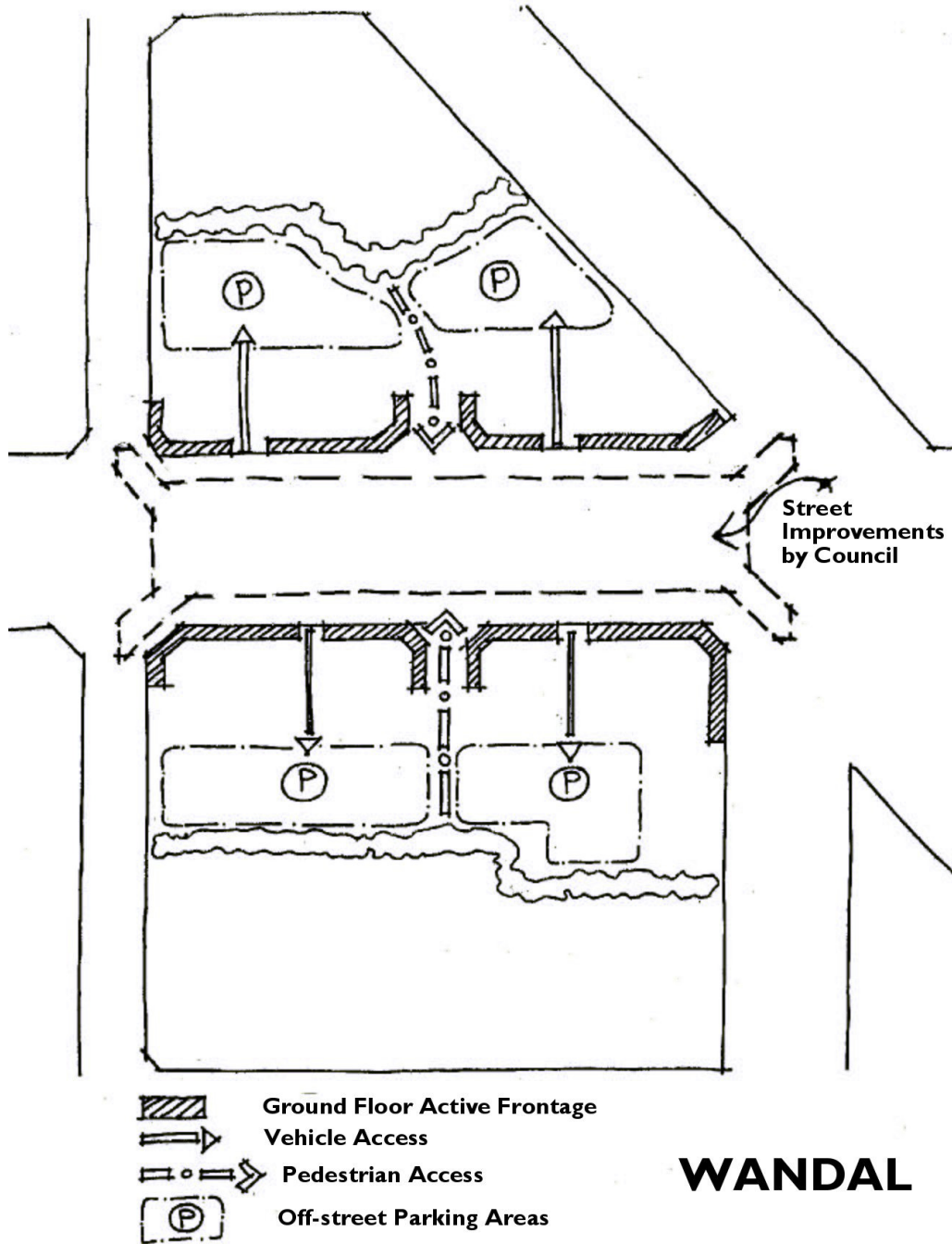
WANDAL

This part of the code provides additional specific requirements for development in the Wandal Neighbourhood / Convenience Centre, as shown on the Wandal Area map. Performance criteria and acceptable solutions that apply to specific locations may provide more specific local solutions and therefore take precedence if in conflict with the general requirements of the code.

Performance Criteria		Acceptable Solutions	
Form of Development			
P1	Wandal is to develop as a pedestrian friendly neighbourhood centre with a focus on retail development.	A1.1	Development is in keeping with the concept plan in relation to the location of active frontages, parking, the provision of pedestrian links and contributions to the amenity of the pedestrian environment. (Refer to figure 2 below).
		A1.2	AND Commercial development occurs on both sides of Wandal Road in the Local Shopping / Neighbourhood Centre.
Ground Floor Active Frontages			
P2	Ground floor frontages of new development are consistent with and contribute to the pedestrian activity, amenity and safety of streets.	A2.1	Building entries are clearly articulated and oriented towards the primary street frontage.
		A2.2	AND New buildings facing Wandal Road: (i) have a minimum of 85% ground floor active frontage; (ii) have the buildings' ground floor street frontage occupying a minimum of 70% of the width of the site within a 0-3m frontage setback; (Refer to figure 2).
Carparking			
P3	Carparking and servicing is located so as not to have adverse amenity and visual impacts on the streetscape.	A3	Parking is generally in accordance with figure 2.



FIGURE 2



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NORTH ROCKHAMPTON CENTRE COMMERCIAL AREA

This part of the code provides specific requirements for development in the North Rockhampton Centre Commercial Area, as shown on the North Rockhampton Centre Commercial Area map. Performance criteria and acceptable solutions that apply to specific locations may provide more specific local solutions and, therefore, take precedence if in conflict with the general requirements of the code.

Performance Criteria		Acceptable Solutions	
Entries			
P1	New development creates entries which are safe and legible with entrance areas that allow for activities for pedestrian activity such as: (a) shade; (b) shelter; (c) seating and other street furniture; and (d) plantings. Refer Figure 3	A1	<i>In partial satisfaction of P1</i> A pedestrian entry point is provided for pedestrians as an integral part of the centre design.
Integration with Public Transport			
P2	Public transport activities are integrated with and have strong visual and pedestrian connections to primary building entries.	A2	Public transport facilities in the form of bus stops and taxi ranks are: (i) located on the same site as the centre; (ii) sited within 20 metres of major entries to the buildings; (iii) visible from a shopping centre entrance; (iv) integrated with other land uses so that natural surveillance is provided to waiting areas; and (v) designed to provide shelter and seating to waiting areas with access to public information boards including timetables where available.
External Walls			
P3	External walls are articulated to contribute to a human scale.	A3	External walls are articulated with recesses, changes in texture or other devices at maximum intervals of 30m.
Public Spaces			

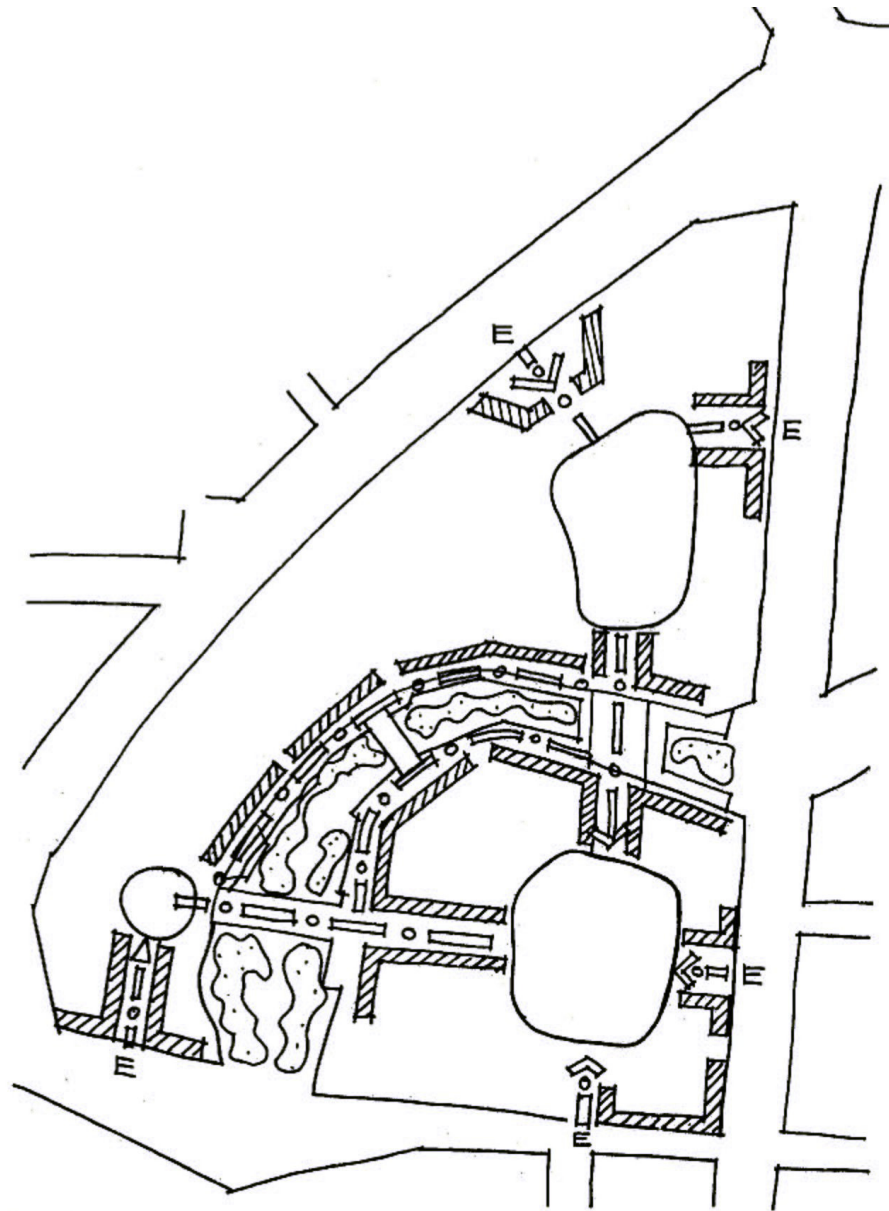


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Performance Criteria		Acceptable Solutions	
P4	Buildings are designed to contribute to the creation of public external spaces with high amenity, active frontages and good provisions for pedestrian activity.	A4.1	For the part of the centre that directly fronts onto Musgrave Street, this frontage contains active frontages as shown on Figure 3.
		A4.2	AND Awnings are provided above pedestrian circulation areas.
		A4.3	AND External public spaces are designed to provide a high level of amenity, incorporating shade tree planting, seating and other street furniture and artwork.
Conceptual Development Elements for Centre Redevelopment			
P5	Centre redevelopment of the whole site will have: (a) a focus on the natural setting of the creek; (b) linkages between the two sides of the creek; (c) legible entries; and (d) well integrated pedestrian circulation.	A5	New development to include the conceptual elements of: (i) active frontages incorporating boardwalks and public spaces facing onto Moores Creek; (ii) pedestrian linkages between two sides of the creek which are integrated with internal organisation of the centre ; (iii) public access along the creek through the site; and (iv) key entries to front streets and to include active frontage, visible entries and public spaces. as generally shown in Figure 3.



FIGURE 3



-  Active Frontage
-  Entry
-  Pedestrian Link

**North Rockhampton
Centre Commercial
Area**



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SOUTH ROCKHAMPTON HIGHWAY COMMERCIAL AREA

This part of the code provides specific requirements for development in the South Rockhampton Highway Commercial Area, as shown on the South Rockhampton Highway Commercial Area map.

Performance criteria and acceptable solutions that apply to specific locations may provide more specific local solutions and, therefore, take precedence if in conflict with the general requirements of the code.

Performance Criteria		Acceptable Solutions	
Building frontage			
P1	New development contributes to the creation of an attractive and aesthetic streetscape.	A1.1	New development is located within a 0-3m setback of the street alignment for a minimum of 50% of the frontage of the site to the street.
		A1.2	Landscaping is carried out in accordance with the Landscape Code .
Landscape			
P2	Development contributes to the creation of a strong, positive entrance into the city.	A2	No Acceptable Solution specified.
P3	Locate commercial development in the Area that is consistent with the Area Intent.	A3.1	The northern portion of the Area will accommodate service stations, motels and fast food outlets.
		A3.2	AND The southern portion of the Area will accommodate retail showrooms and warehouses.



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MUSGRAVE STREET HIGHWAY COMMERCIAL AREA

This part of the code provides specific requirements for development in the Musgrave Street Highway Commercial Area, as shown on the Musgrave Street Highway Commercial Area map. Performance criteria and acceptable solutions that apply to specific locations may provide more specific local solutions and, therefore, take precedence if in conflict with the general requirements of the code.

Performance Criteria		Acceptable Solutions	
Frontage			
P1	New development outcomes reflect and contribute to the existing pattern of development along this commercial strip.	A1.1	Where an adjacent building abuts the street frontage, a minimum of 70% of the proposed building abuts the street frontage.
		AND	
		A1.2	Where no adjacent development abuts the street frontage, 50% of the building is located between 0-3m of the street frontage.
Landscape			
P2	Development contributes to the creation of a strong entry into the city.	A2	No Acceptable Solution specified.

