

## **COMMUNITY USE CODE**

### **1 Purpose of the Code**

The purpose of the Community Use code is to:

- facilitate the establishment of uses for community benefits in appropriate locations that are accessible, visible and compatible in design and character with the area within which the community use is proposed;
- not allow any adverse impacts on adjoining residential properties located in the same Area as a community use; and
- encourage the integration and co-location of different community uses, especially within areas that are well serviced by public transport.

### **2 Application of the Code**

This section is applicable to Code Assessable Community Use development, made Code Assessable by a Level of Assessment Table. 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
- Environmental Nuisance by Noise and Light Code; 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; &
- 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; &
- 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 Definitions**

There are no definitions specific only to this Code.

### **4 Explanation**

The Community Use Code sets out the requirements and standards for some community / recreation uses across the City. Community uses are normally located within the residential area they serve, or within a central location such as a Commercial Area, Precinct or the Central



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

Business District itself. The code sets out the range of conditions for where these uses are to be located, and the types of development standards that apply. Part A1 is applicable to all development while part A2 is applicable to all development in certain locations. Part B however only applies to Code or Impact Assessable development that would be applicable in addition to Parts A1 and A2.

**5 Performance Criteria and Acceptable Solutions**

<b>PART A1 – ALL DEVELOPMENT</b>	
<b>Performance Criteria</b>	<b>Acceptable Solutions</b>
<b>Location and Access</b>	
<p><b>P1</b> Proposals for a community facility are located within, adjacent or close to other community facilities, Commercial Areas or Commercial Precincts so that a strong community use node can develop with impacts consolidated.</p>	<p><b>A1.1</b> The proposal is located on a site adjacent to, or directly opposite a road reserve to, a site that accommodates another community use or a Park.</p> <p><b>A1.2 OR</b> The proposal is to be co located on a site with another community use that already exists or a Park.</p> <p><b>A1.3 OR</b> The proposal is located within a Commercial Area or Commercial Precinct.</p> <p><b>A1.4 OR</b> The proposal is located on a site within 50 metres (measured along a road reserve) of a Commercial Area or Commercial Precinct.</p>
<p><b>P2</b> All community / recreation uses are highly accessible to all members of the community.</p>	<p><b>A2.1</b> The use is located within 400 metres (measured according to the shortest route a person may reasonably and lawfully take, by vehicle or on foot, that has been constructed for the purposes of walking or driving) to a public bus route.</p> <p><b>A2.2 AND</b> Non-discriminatory access, in compliance with AS 1428 – <i>Design for Access and Mobility</i>, is provided to all the buildings from adjoining roads and public areas.</p>
<p><b>P3</b> Any use of land for the purposes of a Community Facility;                      (a) is located where it will not be affected by aircraft noise; and                      (b) is located where it will not affect the navigation or safe operation of the Rockhampton airport or aircraft;</p>	<p><b>A3.1</b> The development complies with the <b>Railway Noise Code</b>.</p> <p><b>AND</b></p> <p><b>A3.2</b> The development complies with the <b>Airport Code</b>.</p>



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

**PART A1 – ALL DEVELOPMENT**

Performance Criteria	Acceptable Solutions
<p>and                      (c) that is specifically for the purposes of a library, is located where it will not be affected by rail noise.</p>	
<b>Amenity</b>	
<p><b>P4</b> The proposal minimises all possible adverse impacts on the surrounding area and accommodates any possible vehicular parking impacts within the site.</p>	<p><b>A4.1.1</b> Any air conditioning plant is located a minimum of 3 metres away from the nearest allotment boundary of an allotment containing a residential dwelling.</p> <p><b>A4.1.2 OR</b>                      Air conditioning units are provided with acoustic screening to comply with <i>Environmental Protection Regulation 1998</i> standards.</p> <p><b>A4.2 AND</b>                      Garbage bin storage areas are located within the site and are screened so that they are not visible from any location external to the site.</p> <p><b>A4.3 AND</b>                      On site bin storage areas are:                      (i) not located within 5 metres of a property boundary; and                      (ii) located where it can be accessed by a refuse collection vehicle.</p> <p><b>A4.4 AND</b>                      Vehicle parking is screened by fencing or landscaping or a combination of both to remove any potential of a vehicle's glare or lights intruding into neighbouring properties that are used for a residential use. Where landscaping is used, it is in accordance with the <b>Landscaping Code</b>.</p> <p><b>A4.5 AND</b>                      Vehicle access and parking areas are separated from the windows of a dwelling on an adjoining property by a minimum distance of 6 metres.</p> <p><b>A4.6 AND</b>                      Vehicle parking structures<sup>1</sup> are designed and located on the site to:                      (i) be below or behind the façade of a building; and</p>

<sup>1</sup> Being car ports, garages and sheds used for the purposes of parking vehicles.



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

**PART A1 – ALL DEVELOPMENT**

Performance Criteria	Acceptable Solutions
	<p><b>A4.7</b> (ii) have the same height, roof form, detail, use of materials and colours, as the building located closest to it on the site.</p> <p><b>AND</b></p> <p><b>A4.8</b> Acoustic screening<sup>2</sup> is provided adjacent to any vehicle movement or parking area for any parts of it located within 10 metres of a residential building located on another site.</p> <p><b>AND</b></p> <p>The development complies with the requirements of the <b>Parking and Access Code</b>.</p>
<p><b>P5</b> The proposal does not result in overlooking, overshadowing or overbearing development for the surrounding area.</p>	<p><b>A5.1</b> The development has a maximum building height in accordance with Planning Scheme Map 3 – Building Height.</p> <p><b>AND</b></p> <p><b>A5.2</b> The length of building does not exceed 30 metres.</p> <p><b>A5.3 AND</b></p> <p>Site cover is consistent with the code provisions applicable for that Area or Precinct in which the site is included, and if not stated (such as in a Residential Area) the maximum site cover will be 50%.</p> <p><b>A5.4 AND</b></p> <p>Landscaping is provided on the site in accordance with the requirements of the <b>Landscape Code</b>, based on the use category of the development.</p> <p><i>Note: Setbacks are consistent with the Standard Building Regulation.</i></p>

**PART A2 – ALL DEVELOPMENT IN THE CENTRAL QUEENSLAND UNIVERSITY SPECIAL USE AREA ONLY**

Performance Criteria	Acceptable Solutions
<b>Access</b>	
<p><b>P6</b> The proposal will not adversely impact on the function, operation, safety or carrying capacity of the surrounding road network.</p>	<p><b>A6</b> The proposal does not create a new access point onto any state controlled road or Norman Road and instead obtains vehicular access via an existing access point.</p>

<sup>2</sup> Being fencing that provides a superficial mass not lower than 10kg/m<sup>2</sup> and have aggregated leakage penetrations not greater than 2% of area.



**ROCKHAMPTON CITY PLAN**  
**PLANNING SCHEME FOR THE CITY OF ROCKHAMPTON**

**PART B – CODE OR IMPACT ASSESSABLE DEVELOPMENT ONLY**

**Performance Criteria**

**Acceptable Solutions**

**Amenity and Safety**

<p><b>P6</b> The use will not adversely impact on the amenity of the surrounding area in all respects, including but not limited to:                  (a) noise<sup>3</sup>;                  (b) traffic volume and vehicle type;                  (c) hours of operation; and                  (d) design of building (including colour, materials, etc)</p>	<p><b>A6</b> No Acceptable Solution specified.</p>
<p><b>P7</b> Buildings are designed to promote a safe environment for residents, staff and visitors.</p>	<p><b>A7</b> Where building works (other than minor building works) are proposed, the development complies with the requirements contained within the <b>Crime Prevention Through Environmental Design Code</b>.</p>

**Specific Outcomes For The Range North Residential Area and The Range South Residential Area only**

<p><b>P8</b> Expansion of existing community / recreation uses such as The Rockhampton Hospital and the Rockhampton Grammar Schools and the provision of additional community / recreation uses will not detract from the residential amenity of the Area with impacts contained within the site boundaries.</p>	<p><b>A8</b> No Acceptable Solution specified.</p>
--	--



<sup>3</sup> The nature and type of noise or lighting that is generated from the use, does not cause an environmental nuisance (as defined in the *Environmental Protection Act 1994*).

