

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

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**VOLUME TWO: CITYPORT LOCAL AREA PLAN**

## 1.0 Introduction

### 1.1 Overview

The Cityport Local Area Plan (LAP) will manage future development within the Cityport area, and ensure that future development reinforces the vision and preferred character for the area.

The Cityport LAP forms part of the overall Cairns Port Authority Land Use Plan (LUP). Volume 1 of the LUP sets out the administrative and assessment requirements for each of the LAPs (i.e. Seaport and Cityport). Volume 1 should be read in conjunction with this volume, as too should Volume 5, which contains the General Codes that are relevant to each of the LAPs. The overall structure of the LUP is outlined in the flowchart (right).

This LAP is a planning tool, which provides a local approach to planning the future of Cityport. It addresses a range of planning matters such as the different purposes for which land and buildings can be used, the desired built form, and the future character for areas within Cityport. Eleven individual precincts have been identified within Cityport (Precinct 9 is no longer Strategic Port Land), and future development will be managed through the detailed provisions for each precinct.

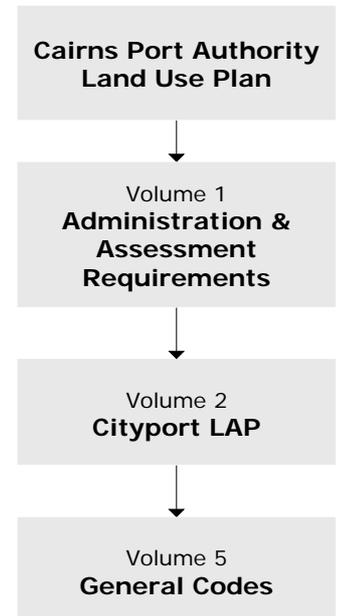
### 1.2 Description and Intent

Cityport is located at the seaward extremity of the western shore of Trinity Inlet, with the Cairns CBD to the west, the Cairns Esplanade to the north and the commercial port facilities to the south. It includes both water and land, of which the land area is approximately 33 hectares.

Cityport comprises the whole waterfront from the Seaport in the south (adjacent to White's Shed) to beyond the existing reclamation edge which aligns with Shields Street. Two areas on the western side of Wharf Street are also included, one containing the Cairns Convention Centre and Far North Queensland Ports Corporation Limited (Ports North) offices, the other the Cairns Reef Hotel Casino. The Cityport area is depicted on **Plan 1: Precincts**, with the extent of the Strategic Port land also identified cadastrally in **Appendix A**.

There are several existing buildings in Cityport which are expected to be retained, including —

- Cairns Convention Centre;
- Hilton Hotel;
- Radisson Hotel and the Pier Shopping Centre; and
- A number of Heritage buildings/structures.



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It should be noted that this LAP also includes some areas which are not Strategic Port Land but are considered to be of strategic importance to Cityport. In these instances, this Plan indicates Ports North's view on future development within these areas. It is however recognised that other agencies will be the assessment manager for development in these areas.

### 1.3 Context

This LAP focuses on the future planning and management of the Cityport area and recognises the key role Cityport has in shaping the future of Cairns.

The emergence of Cairns as a major tourist destination during the 1980's led to rapid growth within the CBD. This expansion was directed towards the Port of Cairns and adjacent industrial lands, with the Hilton Hotel, The Pier, Radisson Hotel and Trinity Wharf developed on waterfront sites.

Cityport provides the opportunity to integrate the CBD with part of the Cairns waterfront to create an outstanding urban waterfront re-development. This re-development will have ongoing benefits for residents, the commercial community and tourists alike. The re-development of this area will consolidate the port operations in Cityport, while also providing new buildings and spaces which are integral with the City centre and provide for a range of activities which will maximise the community and tourism attraction of the waterfront.

Major Project Status for the Cityport project was confirmed and Ports North has undertaken the necessary consultation and assessment process as required under Section 29 of the *State Development and Public Works Organisation Act*. As part of this assessment process a Master Plan, an Impact Assessment Study (IAS) and Supplement Report were prepared, with comment on these reports provided from the relevant State Government Agencies. Approval of the Cityport Project was granted subject to conditions under Section 29 of the *State Development and Public Works Act* and this LAP reflects the development intent of the Master Plan and the project approval.

The intention of this plan is to provide a long term focus that is consistent with the Cityport Master Plan, the Cairns Port Authority Business Plan and Corporate Plan collectively. These plans are an integrated package that will shape the future of Cityport.

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FNQ Regional Plan and related tourism and economic strategies for the area have also influenced this LAP. Ports North has prepared this LAP to guide its decision making in the future development of this area. This Plan responds to the requirements of the *Sustainable Planning Act 2009* (SPA), under which Ports North is the assessment manager for development of land contained in this plan – strategic port land.

It should be noted that in achieving the long term development intent and the vision for Cityport development and infrastructure, works will also be undertaken by Ports North, for example the construction of a new marina and an international cruise-liner terminal. This LAP includes some areas which are not contained within a precinct but are to be re-developed and as such, this document should be read in conjunction with the Cityport Master Plan.

### 1.4 Structure

The Cityport LAP forms part of the Ports North LUP. The LUP sets out the planning framework for the Ports North's major land holdings being Cityport and Seaport.

To have effective management development, Cityport has been divided into a number of individual precincts based on both the physical and local characteristics and the current and future land use intentions. These precincts form the basis of the preferred planning and land use development outcomes for Cityport. The location, extent and name of each precinct is shown on **Plan1: Precincts**.

The LAP has been structured to include —

- Strategic Vision;
- Precincts;
- Preferred Land Uses;
- Precinct Codes;
- LAP Codes; and
- General Codes.

#### Strategic Vision

The strategic vision is the overall objective for Cityport and its associated strategic port land. The strategic vision integrates economic, ecological and social objectives.

#### Precincts

As above, Cityport is divided into eleven precincts. Each has an intent statement. The intent statement outlines the desired future character, form and role of each precinct. To support this intent, those uses, which are preferred uses, are specified.

### Preferred Land Uses

A proposed development may trigger one of two levels of assessment. The level of assessment determines to what degree and who will assess the proposed development.

The levels of assessment are outlined as follows —

- where a development (material change of use) is **consistent** with the LUP, and does not trigger the requirement for an approval under other legislation, the material change of use component of the development is **exempt development** and thus does not require an application for approval;
- where a development (material change of use) is consistent with the LUP but the use requires a separate approval from a State Agency(s), the material change of use component of the development remains **exempt development under the LUP. The approval of development under other legislation is assessable (in most instances code assessable)** and a development application will be required to be lodged with the Ports North as the assessment manager (note: this is applicable for all development other than building work); or
- where development is **inconsistent** with the LUP, the development is **code assessable** and a development application will be required to be lodged with the Ports North as the assessment manager. In addition, the development application will require referral to the Minister of Transport as a concurrence agency (along with any other referrals required). The Minister may require the application to be publicly notified.

A **consistent use** is development which is —

- consistent with the strategic vision of the LAP;
- complies with the intent of the relevant precinct;
- is a preferred use within the relevant precinct;
- complies with the intent and performance criteria of the Cityport LAP Code and relevant Precinct Code; and
- complies with the intent and performance criteria of all relevant General Codes.

Where a proposed land use does not comply with one or more of the above requirements, the development will be considered an **inconsistent use** and will therefore require a development application to be lodged in accordance with the *Sustainable Planning Act 2009* (SPA).

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### **Cityport LAP & Precinct Codes**

Codes set out the performance requirements to be satisfied by development. The codes are one of the mechanisms to assist in achieving the strategic vision.

The Cityport LAP Code and precinct codes incorporate a combination of both performance-based and prescriptive approach. This allows development to be focused on achieving the vision of Cityport. The LAP code addresses matters which concern the whole LAP area (eg. connectivity between precincts) while the precinct codes outline the development standards for future development (eg. building height, setbacks, plot ratio).

All development must comply with the intent and performance criteria of the Cityport LAP code and the relevant precinct code.

### **General Codes**

General Codes are development provisions which are relevant to all development within Cityport (eg. landscaping).

Volume 5 of the LUP also comprises the General Codes for all LAPs, including the Cityport LAP. These codes give guidance on specific aspects of development and depending on the nature of the code may be applicable to all future development within Cityport. Future development must comply with the intent and performance criteria of the applicable general codes.

**1.5 Assessment Guideline**

The SPA determines when a development application is required. However, in relation to a material change of use an assessment must first be done to determine whether the proposed use is consistent with the LUP.

As a guide to determining whether a development application is required for a proposed material change of use, Steps 1 – 8 (below) should be followed.

**Step 1 –Strategic Vision**

The first step is to determine whether the proposal is consistent with the strategic vision of the relevant LAP – in this case the Cityport LAP.

**Step 2 – Proposed Use**

The nature of the proposed use and how it is defined in the LUP needs to be determined. The Land Use Definitions (contained in Volume 1) include a description of each of the definitions. Where possible, a proposal should be defined as one of these uses. In some cases it may be that a proposed use is undefined. In this circumstance, CPA will determine how the proposed use should be defined.

**Step 3 –Precinct**

Once the use has been defined, the next step is to determine which precinct the subject site is included in under this LAP. **Plan 1: Precincts** illustrates each of the precincts and their locations.

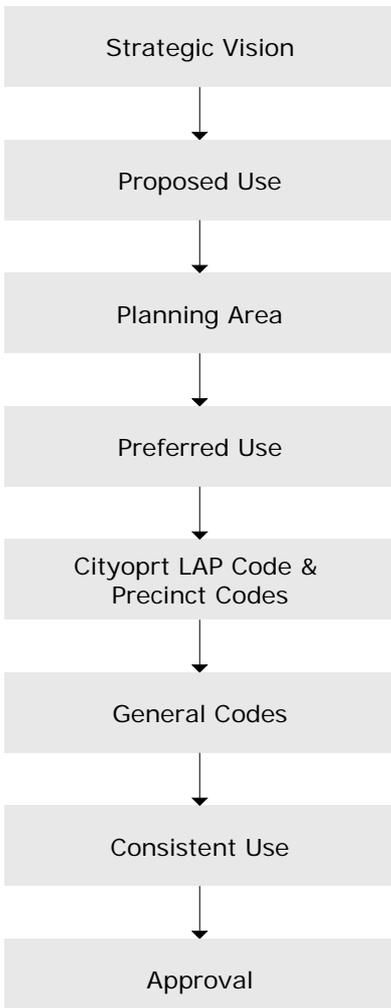
**Step 4 –Preferred Use**

Once the nature of the use and the relevant precinct has been identified, the next step is to determine whether the proposed use is a preferred use within the precinct. Each precinct includes an intent statement outlining the future planning intent for that precinct. The Preferred Use Matrix identifies whether a proposed use is considered appropriate within that precinct. A preferred use is a use that is intended within the precinct.

**Step 5 – Precinct Intent & Codes**

All proposals need to be assessed against the individual intent and the development principles for the relevant precinct. Development must comply with the purpose and development principles for the relevant precinct.

All proposals must also comply with the Cityport LAP Code.



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## Step 6 – General Codes

In addition to the precinct codes and the Cityport LAP Code, all development must be assessed against the relevant General Codes (included in Volume 5).

The codes specify development principles for specific aspects of development. All new development will be affected by these Codes. For example, the Parking Code will be applicable to all new development.

Development must comply with the purpose and performance criteria of each relevant code.

## Step 7 –Consistent Use

A proposed development that is —

- consistent with the strategic vision of the LAP;
- complies with the intent of the precinct;
- is a preferred use within the precinct;
- complies with the Cityport LAP Code and the relevant precinct code; and
- complies with the purpose and performance criteria of all relevant General Codes

will be consistent with the LUP. A consistent use is **exempt development**.

Development that is consistent with the LUP but the use requires a separate approval under other legislation, the material change of use component of the proposal remains exempt development. The approval for the development under other legislation is **code assessable**. A development application will be required to be lodged with the Ports North as the assessment manager and the application referred to the applicable State Agency(s).

Where a proposal is inconsistent with the LUP the development will require **code assessment** and a development application will be required to be lodged with Ports North as the assessment manager. In addition, the development application is **referred to the Minister of Transport as a concurrence agency** (along with any other referrals required). The Minister may require the application to be publicly notified.

### **Step 8 –Approval**

Approvals may be required for various aspects of development including material change of use, building work and operational work – refer to Schedule 3 of the *Sustainable Planning Regulation 2009* (SP Reg) .

Once the level of assessment for a proposed development has been determined, any necessary approvals need to be obtained. A range of approvals may be required and Ports North should be contacted if you need further advice.

## 2.0 Strategic Vision

The strategic vision is the central element to the LUP and outlines the “broad picture” for the future development of Cityport. The precincts and future development within each precinct will reinforce the strategic vision.

Cityport will be a functional, dynamic and cohesive urban waterfront precinct that is distinctive to Cairns. It will incorporate a diverse range of uses and activities which complement the City Centre while also creating a vibrant urban area adjoining the Inlet.

Cityport will provide world standard international cruise terminal and reef fleet tourist vessel facilities, reinforcing Cairns' reputation as the pre-eminent gateway to Far North Queensland and the Great Barrier Reef.

Views to and from the waterways and pedestrian routes will maximum public amenity in the area. The landscape and built form of Cityport will be distinctly reflective of Cairns and Tropical North Queensland.

Cityport will achieve its vision and integrate the City with the Cairns waterfront, by —

- upgrading the marine facilities to provide for cruise and reef fleet vessels, other commercial craft and recreational craft;
- creating an effective and efficient access and movement system for people, cars, service vehicles and public transport within Cityport;
- encouraging physical and visual links between the City and the waterfront;
- optimising the development potential of Cityport while also maintaining the visual and physical links to Cityport;
- linking the Cairns Esplanade redevelopment directly with the Cityport waterfront;
- encouraging integration between built form and landscape elements to create a cohesive urban environment; and
- balance economic, social and environment factors in decision making to minimise adverse impacts on the community and environment.

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Cityport will create a place for people that will —

- establish a major waterfront square within Cityport that will act as a focal point with the reef fleet terminal.
- provide a new reef fleet terminal and enlarged Marlin Jetty at the extended end of Spence Street.
- provide a new international cruise terminal through the re-development and adaptation of part of the historic Wharf Sheds located at the southern end of Cityport.
- provide adequate coach, taxi and minibus parking to accommodate the needs of Reef Fleet and cruise vessel operators, and passengers.
- create a new public waterfront promenade and encourage the use of the waterfront area through pedestrian boulevards including an extension to Shields Street.
- re-define Wharf Street as a continuous linear spine that is clearly identifiable as the major interface between the City Centre and Cityport.
- provide an improved urban and streetscape amenity through a major streetscape and landscape program, including revegetation, and provision of new awnings and public amenities that will unite Cityport.

### 3.0 Preferred Land Uses

Uses that satisfy the intent of the applicable precinct are considered preferred uses for the purposes of assessment. Preferred uses for the Cityport LAP include, but are not necessarily limited to, those uses listed in Table 1.

**Table 1: Preferred uses for the Cityport LAP**

Defined Use	Precinct 2	Precinct 3	Precinct 4	Precinct 5	Precinct 6	Precinct 7	Precinct 8	Precinct 10	Precinct 11	Precinct 12
Accommodation Units		✓		✓	✓	✓		✓	✓	
Chandlery & Tackle Shop										✓
Commercial Premises	✓	✓		✓	✓	✓		✓	✓	✓
Education Establishment		✓								
Fast Food Outlet									✓	
Function Centre		✓								
Holiday/ Serviced Apartments	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Hotel	✓		✓	✓	✓	✓	✓	✓	✓	
Indoor Sport and Entertainment		✓								
Marina										✓
Market								✓		
Park	✓	✓	✓	✓	✓			✓	✓	
Public Purpose	✓		✓	✓	✓					✓
Public Utility	✓		✓	✓	✓					
Passenger Terminal, including –										
• function centre			✓							
• indoor sport and entertainment			✓							
• nightclub			✓							
• passenger terminal facilities			✓					✓		
• restaurant			✓							
Recreation/Sporting Club										✓
Restaurant									✓	✓

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Defined Use	Precinct 2	Precinct 3	Precinct 4	Precinct 5	Precinct 6	Precinct 7	Precinct 8	Precinct 10	Precinct 11	Precinct 12
Shopping Centre, including										
• fast food outlet									✓	
• indoor sport and entertainment									✓	
• nightclub									✓	
• restaurant									✓	
• shops									✓	
Utility installation					✓					
Where located in Wharf Shed No.2 –										
• function centre				✓						
• indoor sport and entertainment				✓						
• nightclub				✓						
• restaurant				✓						
• shops				✓						
Where located on ground or podium level –										
• child care centre	✓		✓	✓						
• commercial premises			✓							
• fast food outlet	✓		✓	✓	✓		✓	✓		
• indoor sport and entertainment	✓		✓	✓	✓		✓	✓		
• nightclub	✓		✓	✓	✓			✓		
• restaurant	✓		✓	✓	✓	✓	✓	✓		
• shop	✓		✓	✓	✓	✓	✓	✓		
Where not impacting on heritage significance –										
• fast food store		✓								
• nightclub		✓								
• restaurant		✓								

## 4.0 Precinct Codes

The Cityport area has been divided into eleven separate precincts. These precincts are based on the intended function and individual characteristics of each area. The precincts not only reflect the physical characteristics but also the current and future land use intentions for Cityport.

The precinct area as follows —

- Precinct 2
- Precinct 3
- Precinct 4
- Precinct 5
- Precinct 6
- Precinct 7
- Precinct 8
- Precinct 10
- Precinct 11
- Precinct 12

**Plan 1: Precincts** provides a graphic representation of the overall framework and precincts associated with Cityport. It depicts the location and extent of each of the precincts and indicates those areas controlled by Ports North.

For those areas of Cityport not included within a specific precinct (all other areas identified as Strategic Port Land – refer to Appendix A), consistent development is considered to be those uses which advance the vision for Cityport and are in accordance with the Cityport Master Plan.

Each precinct has a corresponding precinct code. The codes set out the development requirements to be satisfied by future development within each of the individual precincts. The codes are one of the measures to assist in reaching the strategic vision.

It should be noted that Cityport Precincts do not include Precincts 1 & 9, which are no longer strategic port land. The exclusion of these precincts is intended to ensure consistency between the precincts identified in both this Plan and the Cityport Master Plan.

## 4.1 Precinct 2 Code

### Intent

This precinct adjoins the Cairns Convention Centre and includes the existing Ports North Offices. These offices are expected to be retained in some form.

This precinct will function primarily as a business and commercial area, with short-term accommodation (i.e. hotel or serviced apartments) also possibly being provided. The existing offices within this precinct may be redeveloped and expanded, with additional offices and business premises also developed.

Retail and entertainment uses such as bars, restaurants, cafes and shops which encourage pedestrian activity and contribute to an interesting and user-friendly streetscape will be located at ground and podium level. Uses which also complement the adjoining Convention Centre and the hotel may also be developed where they too are located at ground (or podium) level.

To provide for the mixed business and “tourist accommodation” nature of the precinct, this area will essentially be developed as two separate but interrelated “sub-precincts”, being portions 2A and 2B. The creation of these two “sub-precincts” ensures that views to the water are maintained and open space areas are provided. **Figure 1** shows the location of each the sub-precincts.

The two “sub-precincts” will be connected by “pedestrian plazas”, which connect with “pedestrian plaza” and open space area adjacent to the Cairns Convention Centre in Grafton Street. These plazas will provide a user-friendly and relaxing outdoor area, with outdoor dining from restaurants and cafes “spilling over” into these spaces. Useable artworks and street furniture such as drinking fountains, bins, seating and shade structures, along with boulevard tree planting and landscape features will soften the interface between the buildings, while also enhancing views to and from the precinct.

Vehicular access to this precinct is limited to Wharf, Lake and Hartley Streets to ensure the pedestrian plaza is the focus and link to the waterfront.

### Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in Precinct 2.

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## Elements of the Code

### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	Development has a strong mixed commercial business and tourism focus. Development may also include restaurants, cafe and retail uses ancillary to the primary uses of the precinct.	A1	<p>Development within Precinct 2 should include the following uses –</p> <ul style="list-style-type: none"> <li>• Commercial Premises</li> <li>• Holiday Apartments</li> <li>• Hotel</li> <li>• Park</li> <li>• Public Purpose</li> <li>• Public Utility</li> <li>• Where located on podium level –                             <ul style="list-style-type: none"> <li>- child care centre</li> <li>- fast food outlet</li> <li>- indoor sport and entertainment</li> <li>- nightclub</li> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
P2	The precinct is developed as two separate but interrelated “sub-precincts” which accommodate a range of commercial, limited retail and short term accommodation uses.	A2.1	The precinct is developed as two “sub-precincts” – being portions 2A and 2B (refer to <b>Figure 1</b> ) connected by attractive and useable pedestrian plazas.
		A2.2	<p>This precinct may comprise three separate buildings separated by pedestrian thoroughfares and open space areas. Pedestrian spaces are provided —</p> <ul style="list-style-type: none"> <li>• from the Lake and Hartley Streets intersection through to the Cairns Convention Centre; and</li> <li>• from Wharf Street through the centre of the precinct to the existing office building.</li> </ul> <p>The pedestrian areas also link with the pedestrian plaza in Grafton Street.</p>
		A2.3	Outdoor dining, entertainment and other similar activities occur within and adjoining the pedestrian “plaza” area.
<b>Built Form</b>			
P3	The precinct contains a cluster of buildings which address the pedestrian plazas and open space areas.	A3	No buildings or structures are located within the view corridors or open space areas.

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P4	All buildings are designed to address the street frontages, as well as the pedestrian plazas.	A4	Shops, restaurant and other similar uses front Wharf Street.
P5	The pedestrian and open space areas are useable open space areas with retail and entertainment uses fronting and spilling out these spaces.	A5	The north-south pedestrian plaza will become a main pedestrian link from Lake Street to the Convention Centre. Ground level retail and entertainment uses front onto and spill out into these spaces.
P6	Building bulk within this precinct is greatest at ground level and podium levels, graduating to less bulky towers above.	A6.1	Ground and podium levels are be setback at least 3 metres from the Wharf Street frontage.
		A6.2	In all other instances the ground and podium levels of the building are built to the street frontage.
		A6.3	Development is in accordance with the control guidelines shown in <b>Figure 1</b> above. Setbacks and building envelopes will be generally in accordance with those specified in this figure.
		A6.4	Podium level is to be a maximum of 3 storeys.
P7	Building height and form is varied to reduce the bulk and mass of the precinct.	A7.1	Building height is to be no greater than the development guidelines specified in <b>Figure 1</b> above.
		A7.2	The height of buildings in sub-precinct 2a is interchangeable providing at least one building does not exceed the 6 storey height limit.
		A7.3	A maximum height of 15 storeys is applicable to either the southern or western buildings where this height is "staggered" and where only one building is 15 storeys.
		A7.4	Balconies, curved and stepped facades and other similar treatments are used to reduce the bulk of the building.
		A7.5	Future buildings upon Portion 2B are curved in design so as to open up to the south-west towards the Convention Centre.

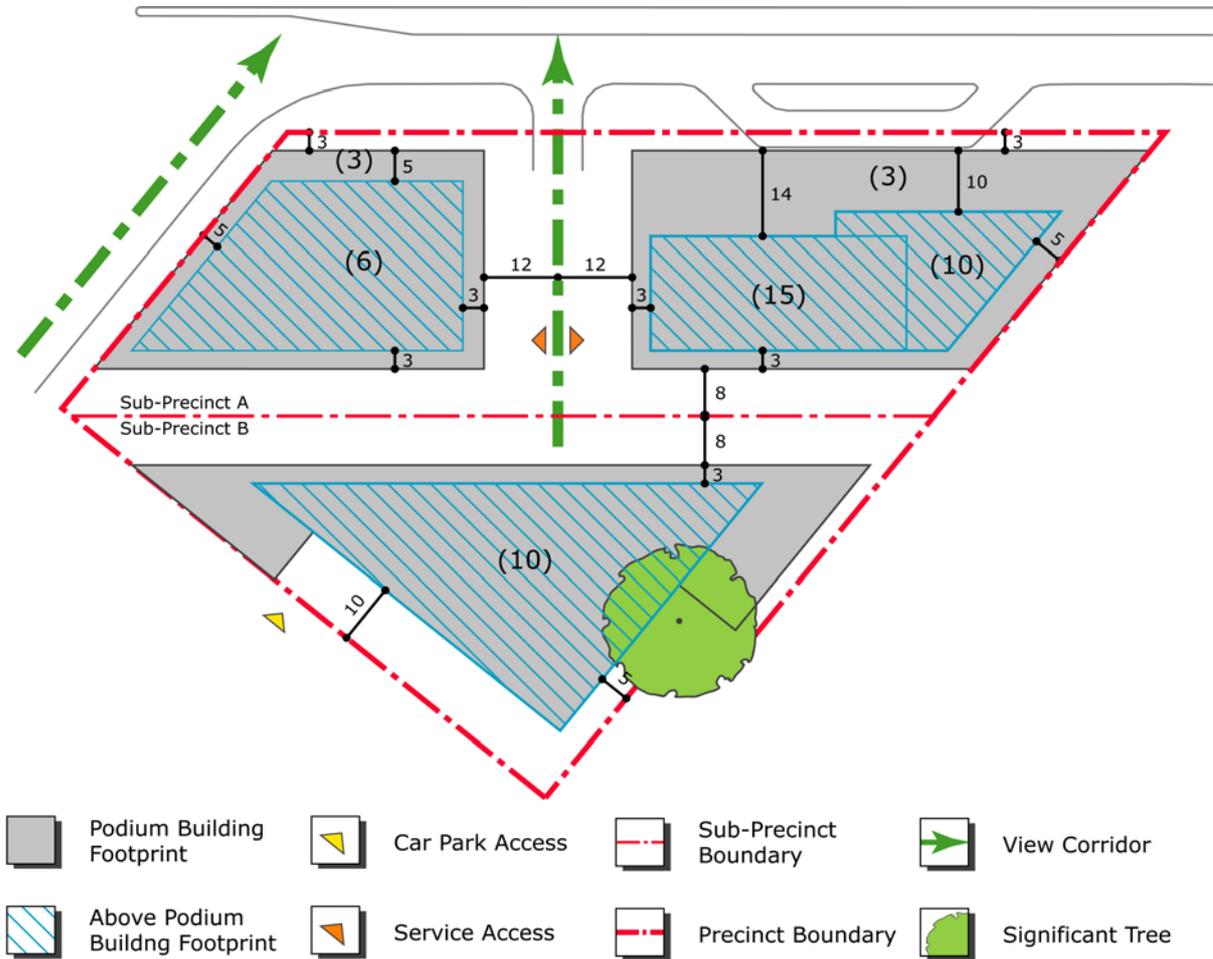
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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P8	The bulk and scale of buildings is consistent with surrounding development and steps down to complement the open space areas.	A8.1	The maximum site coverage within this precinct is no greater than — <ul style="list-style-type: none"> <li>80% for the podium (up to the first 3 levels)</li> <li>45% for all levels above the podium.</li> </ul>
		A8.2	Development within this precinct has a maximum plot ratio of 3.5:1.
		A8.3	Basement car parks are located below finished ground level and do not create an undesirable streetscape.
		A8.4	Landscaped terraces are provided at the podium level and other lower roof levels.
P9	Future development reinforces the views to the waterfront and the City (refer to <b>Plan 3: View Corridors</b> ) and creates useable open space and pedestrian areas (refer to <b>Plan 4: Major Open Space Areas</b> and <b>Plan 6: Pedestrian Movement Network</b> ).	A9	No buildings or structures are located within the view corridors or open space areas identified.
P10	An awning or colonnade for weather protection is provided to all frontages, including to the pedestrian malls.	A10	No acceptable solution provided. The applicant is to provide a solution which achieves the Performance Criteria.
P11	The design of all buildings reflects the tropical character of Cairns and creates a lively streetscape.	A11.1	Building design incorporates lightweight cladding and extensive sun-shading and shadowing devices to improve the aesthetics and energy efficiency.
		A11.2	Roof structures are designed so as to conceal any roof plant equipment from ground level view.
<b>Density</b>			
P12	Development within Cityport is of a scale and density which is appropriate given the waterfront location.	A12	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare
<b>Circulation &amp; Access</b>			
P13	Vehicle parking and manoeuvring areas are designed to be safe and functional, while also minimising pedestrian vehicle conflict.	A13	Vehicular access to the northern building in sub-precinct 2A is via Lake Street. A setdown area (porte cochere) may be provided from Wharf Street where it is also a shared pedestrian way.

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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	<p>A13.2 Vehicular access to the southern building in sub-precinct 2A is via Grafton Street. A setdown area (porte cochere) may be acceptable on Wharf Street where it is also a shared pedestrian way.</p> <p>A13.3 All vehicular access within Portion 2B will be from Hartley Street. No vehicular access is to be provided from Wharf Street.</p> <p>A13.4 On-site car parking is provided in accordance with the <b>Parking Code</b>.</p> <p>A13.5 Vehicle manoeuvring and access is be consistent with the <b>Traffic and Access Planning Code</b>.</p>
<b>Landscaping</b>	
P14 Where possible, and existing significant vegetation is retained.	A14 Significant vegetation is to be retained where possible.
P15 Any development within this precinct is to provide for the development of two pedestrian plazas that function as friendly streetscape and open space.	<p>A15.1 All development is consistent with <b>Figure 2</b> above and creates useable open space areas which encourage pedestrian movement (refer to <b>Plan 4: Major Open Space Areas</b> and <b>Plan 6: Pedestrian Movement Network</b>).</p> <p>A15.2 Shops, cafes and other similar uses are located at ground level adjoining the pedestrian "plaza".</p> <p>A15.3 The design of these pedestrian plazas complements the adjoining pedestrian plaza (Precinct 1). The design of these areas should link this precinct with the Convention Centre.</p> <p>A15.4 The detailed design of these urban recreation areas is in accordance with the <b>Landscape Design Code</b>.</p> <p>A15.5 Artworks and other features will be provided within both external and internal public spaces.</p>

Figure 1: Precinct 2 Development Controls



**Note:** All building footprints exclude encroachments such as lift cores, fire stairs, balconies, entry canopies & pergolas. All dimensions to be verified once site geometry set out has been undertaken. Building widths to be a maximum of 18 metres general, with exception for podium, lift and circulation cores. Dimensions may vary +2 metres.

## 4.2 Precinct 3 Code

### Intent

Precinct 3 is located at the southern extremity of Cityport and adjoins the Seaport area to the south. This precinct contains the historic White's Shed and the open space area between the shed and Wharf Street.

There are several buildings and structures of heritage significance that are located in Cityport. Subsequently, the Cairns Wharves are listed on the Queensland Heritage Register, of which areas of Precincts 3-6 are included within the bounds of the Reregistered Place.

Development in Precinct 3 (as the balance of the Heritage Area) will be required to be undertaken in accordance with *Cairns Cityport Wharf Area Conservation and Management Plan* prepared by Allom Lovell Architects. Future development within this precinct should carefully consider the potential impacts of development on the broad Heritage Area.

White's Shed is the major historically and culturally significant structure in this precinct and therefore it is intended that any development of the site will include the adaptive re-use of the shed. There is also an opportunity to potentially integrate White's Shed into any future development on the site.

Through an appropriate redesign and reuse, this building offers an excellent opportunity to create a significant public attraction. Uses that complement the heritage values of this building would be the most suitable, such as a regional use (eg. museum, public gallery, or a performance venue or conference facility associated with the nearby Cairns Convention Centre) or commercial or tourist activities.

There is the possibility that the non-historic addition to White's Shed could be removed and replaced with a more sympathetic structure, which would allow development between the Shed and Wharf Street. Future re-development should also investigate revealing (in part) the structure to external view, to encourage visitation and to promote interpretation.

The balance of Precinct 3 is intended to function primarily as a mixed-use residential, tourism and commercial precinct. Short to medium term accommodation and support facilities are envisaged, with large outdoor spaces providing meeting places and recreation areas. Commercial uses, at either podium level or as a commercial tower are encouraged in Sub-Precinct A where not adversely impacting on heritage values. This area is also suited to uses such as bars, restaurants and cafes and uses which complement the reuse of White's Shed.

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The area between White's Shed and Wharf Street will be designed to provide a visual and pedestrian link to the adjoining precincts. A pedestrian plaza should be created to enhance the appearance and useability of this area. Artworks, particularly historical themed works, and street furniture will be utilised in creating a pedestrian boulevard which links this precinct with the water and the City. Other activities, such as outdoor dining and outdoor entertainment uses that encourage the use of this pedestrian plaza will also be encouraged.

The open space area to the east of White's Shed will function as both a coach parking area for the cruise terminal and Seaport container storage. Vehicular access to the wharf will be provided through this area.

The area between White's Shed and the wharf will also be utilised by Seaport operations and future design will need to consider this shared usage.

Regardless of the above, all future development within this precinct is subject to approval by the Queensland Heritage Council which may envisage the future development of the precinct as not was is reflected in the above precinct intent statement.

### Applicability

This Code applies to development that is:

- exempt or assessable development; and
- in Precinct 3.

### Elements of the Code

#### Development Principles – Applicable to all Development

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	Future development will reinforce the historical nature of the area, while also providing opportunities for public interaction and entertainment, residential, tourism and commercial uses.	A1	Development within Precinct 3 should include the following uses – <ul style="list-style-type: none"> <li>• Accommodation Units</li> <li>• Commercial Premises</li> <li>• Education Establishment</li> <li>• Function Centre</li> <li>• Holiday Apartments</li> <li>• Indoor Sport Entertainment</li> <li>• Where not impacting on heritage significance –               <ul style="list-style-type: none"> <li>- fast food store</li> <li>- nightclub</li> <li>- restaurant</li> </ul> </li> </ul>

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P2	Future development protects the heritage values of the area.	A2.1	All development is consistent with the <b>Heritage Conservation Code</b> and the Cairns Cityport Wharf Area Conservation Plan.
		A2.2	The necessary approvals are obtained from the Queensland Heritage Council for all development/work on a Registered Place.
<b>Built Form</b>			
P3	Development is of a bulk and scale that is compatible with surrounding buildings.	A3.1	Development within this precinct has a maximum (cumulative) gross floor area of 20,000m <sup>2</sup> .
		A2.1	Above podium level, the site coverage is a maximum of 15%.
		A3.2	Basement car parks are located below finished ground level and do not create an undesirable streetscape.
		A3.3	Awnings are provided along the key frontages of the building.
		A3.4	The awnings to Wharf Street are of similar design and height of those in Precincts 4 & 5.
P4	Future development reinforces the views to the waterfront and the City (refer to <b>Plan 3: View Corridors</b> ) and creates useable open space areas for pedestrian activity (refer to <b>Plan 4: Major Open Space Areas</b> and <b>Plan 6: Pedestrian Movement Networks</b> ).	A4	No buildings or structures are located within the view corridors or open space areas (excluding the existing White's Shed).
P5	Future development within this precinct is of a scale and design that is consistent with the existing White's Shed.	A5	No acceptable solution provided. The applicant is to provide a solution which achieves the Performance Criteria.
P6	Development in this precinct does not impact on the operation of the adjoining Seaport.	A6	No acceptable solution provided. The applicant is to provide a solution which achieves the Performance Criteria.
<b>Density</b>			
P7	Development within Cityport is of a scale and density which is appropriate given the waterfront location.	A7	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare
P8	Suitable service vehicle access, coach parking and manoeuvring areas are provided.	A8.1	A coach set down and parking area is provided between White's Shed and Trinity Inlet.

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
		A8.2	Service vehicle access is provided from the shared pedestrian way between Precincts 3 & 4.
		A8.3	The parking set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b> .
P9	Adequate on-site parking is provided.	A9	On-site parking is provided in accordance with the <b>Parking Code</b> .
<b>Landscaping</b>			
P10	The “pedestrian” plaza provides a visual and pedestrian link to the adjoining heritage areas and the city.	A10	A pedestrian plaza is to be developed between the building and Wharf Street and connects with the adjoining Precinct 4. Pedestrian linkages are also provided to the pedestrian and open space areas in Precinct 2.
P11	Useable open space areas for pedestrian activity are provided (refer to <b>Plans 4: Major Open Space Areas and Plan 6</b> ).	A11.1	Open space areas as identified on <b>Plan 4: Major Open Space Areas</b> are provided.
		A11.2	The detailed design of the “pedestrian” plaza is in accordance with the <b>Landscape Design Code</b> .
P12	Artworks and other similar features reflect the heritage feel of the precinct.	A12	Artworks and other features are provided in the pedestrian areas adjoining the Wharf Shed.

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### Development Principles – Applicable to Sub-Precinct A only

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
Land Use			
P1	Future development will reinforce the historical nature of the area, while also providing opportunities for public interaction and entertainment, residential, tourism and commercial uses.	A1	Townhouses or terrace housing at ground (or podium) level are located adjoining the view corridors and pedestrian areas.
P2	Building bulk is greatest at the ground level with podium levels graduating to less bulky towers.	A2.2	Building height is a maximum of 10 storeys.  <b>Note:</b> this maximum height includes the podium level.
		A2.2	Podium level is a maximum of three (3) storeys.
P3	Buildings are designed to provide pedestrian spaces and to retain and enhance views to Trinity Inlet.	A3.1	At podium level, buildings are setback a minimum of — <ul style="list-style-type: none"> <li>• 10m from the boundary between Precinct 3 and Seaport; and</li> <li>• 19m from the eastern property boundary to provide for the pedestrian promenade</li> </ul> Refer to <b>Figure 2</b> .
		A3.2	Above podium level, setbacks are in accordance with <b>Figure 2</b> .

### Development Principles – Applicable to Sub-Precinct B only

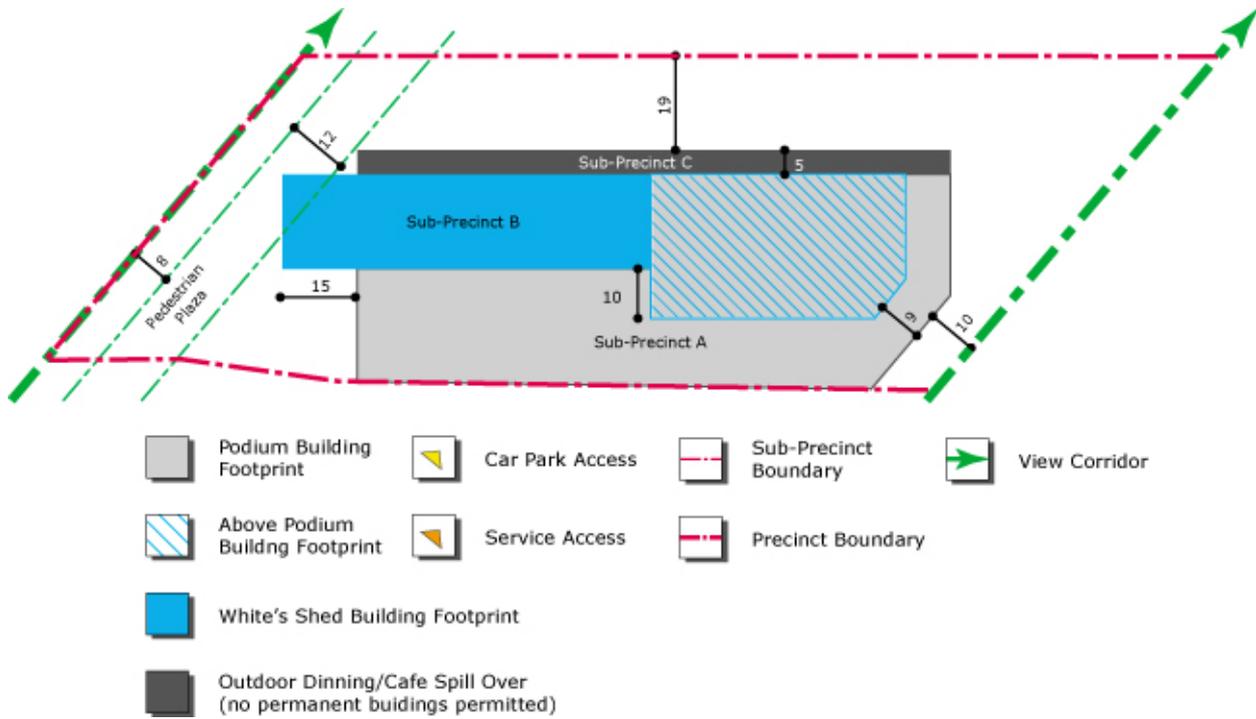
PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
Land Use			
P1	Future development will reinforce the historical nature of the area, while also providing opportunities for public interaction and entertainment, residential, tourism and commercial uses.	A1	Commercial, tourism and regional uses are encouraged where associated with the adaptive reuse of White's Shed.
Built Form			
P2	Development is of a bulk and scale that is compatible with surrounding buildings.	A2	Development is contained wholly within the existing White's Shed footprint.
P3	Building bulk is greatest at the ground level with podium levels graduating to less bulky towers.	A3.1	Building height must not exceed the height of the existing White' Shed.
		A3.2	Awnings are provided along each frontage of the building.

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## Development Principles – Applicable to Sub-Precinct C only

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	Future development will reinforce the historical nature of the area, while also providing opportunities for public interaction and entertainment, residential, tourism and commercial uses.	A1.1	Cafes, restaurants, outdoor dining and other similar uses are appropriate adjoining the pedestrian “plaza” area or pedestrian boardwalk where they are associated with the principal use.
		A1.2	Where cafes, restaurants, outdoor dining and other uses are proposed along the Trinity Inlet frontage of White’s Shed – <ul style="list-style-type: none"> <li>• all development is of a sympathetic scale and nature and complements the cultural values of the shed;</li> <li>• uses are located under an awning only;</li> </ul> Refer to <b>Figure 2</b> .
<b>Built Form</b>			
P2	Development is of a bulk and scale that is compatible with surrounding buildings.	A2.1	No enclosed structures are located along the Trinity Inlet frontage of White’s Shed.
		A2.2	The awning structure provided is to a maximum depth of 5 metres.
P3	Building bulk is greatest at the ground level with podium levels graduating to less bulky towers.	A3.1	Building height is a maximum of 1 storey.
		A3.2	Awnings are provided along each frontage of the building.
P4	Buildings are designed to provide pedestrian spaces and to retain and enhance views to Trinity Inlet.	A4	Buildings are setback a minimum of — <ul style="list-style-type: none"> <li>• 10m from the boundary between Precinct 3 and Seaport; and</li> <li>• 20m from the precinct boundary between Precincts 3 &amp; 4.</li> </ul> Refer to <b>Figure 2</b> .

Figure 2: Precinct 3 Development Controls



**Note:** All building footprints exclude encroachments such as lift cores, fire stairs, balconies, entry canopies & pergolas. All dimensions to be verified once site geometry set out has been undertaken. Building widths to be a maximum of 18 metres general, with exception for podium, lift and circulation cores. Dimensions may vary +2 metres.

## 4.3 Precinct 4 Code

### Intent

Precinct 4 is essentially the gateway into Cityport. This precinct has the potential to be substantially redeveloped and is therefore a key area in linking Cityport with the City.

Development in this precinct is to be developed to the highest design standards and should focus on tourist activities and accommodation. Short term tourist accommodation including hotels and serviced apartments which support the cruise liner terminal will be developed. Key views to the waterfront and Trinity Inlet are to be enhanced through the siting and design of future buildings.

As the gateway precinct, views and access to the waterfront are the focus. Pedestrian plazas and open space areas are to link this precinct with the adjoining precincts and the waterfront. Attractive and useable outdoor areas will be provided to all frontages of the precinct. The design of any future building will also reinforce the "people" focus of the area. Ground floor uses that encourage activity, such as shops, restaurants, bars and outdoor dining areas will also "spill over" into this outdoor plaza and create an "active" atmosphere.

While Precinct 4 does not contain Wharf Shed 3, it directly adjoins this historic shed and also abuts other significant historic features in adjoining precincts. This precinct therefore forms part of a larger "heritage area" and future development should complement the heritage "feel" of this area of Cityport. Development will complement the historical elements of Cityport, while also allowing for public interaction and interpretation.

While Wharf Shed 3 does not form part of this precinct, the shed may be included within this precinct if a developer provides an upgraded international cruise liner terminal (to the requirements of Ports North). In such a case, restaurants, bars and shops may be incorporated within the upgraded terminal, where they are designed to facilitate pedestrian movement and activity within the open space areas adjoining the building and do not compromise the cruise liner terminal operations.

The open space area is to be located between any proposed building and the Wharf Shed. This area is to be developed as a promenade/ boardwalk which provides pedestrian access along the waterfront of Cityport and connects this precinct to adjoining areas, including Precinct 3 (to the south).

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

## Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in the Precinct 4.

## Elements of the Code

### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	This precinct is the “gateway” to Cityport and development should define the entry to Cityport which a focus on tourism and accommodation uses, development should be sympathetic to the heritage values of the adjacent White’s Shed.	A1.1	Development within Precinct 4 should include the following uses – <ul style="list-style-type: none"> <li>• Holiday Apartments</li> <li>• Hotel</li> <li>• Park</li> <li>• Public Purpose</li> <li>• Public Utility</li> <li>• Passenger Terminal, including –               <ul style="list-style-type: none"> <li>- function centre</li> <li>- indoor sport and entertainment</li> <li>- nightclub</li> <li>- passenger terminal facilities</li> <li>- restaurant</li> </ul> </li> <li>• Where located on ground or podium level –               <ul style="list-style-type: none"> <li>- child care centre</li> <li>- commercial premises</li> <li>- fast food outlet</li> <li>- indoor sport and entertainment</li> <li>- nightclub</li> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
		A1.2	Cafes, restaurants, bars and cultural uses are located at ground (or podium) level and are designed to encourage pedestrian movement and interaction.
P2	Wharf Shed No. 3 (currently excluded from Precinct 4), is developed as an international cruise liner terminal.	A2.1	An international cruise liner terminal is established in Wharf Shed No. 3. Retail and commercial uses which support the terminal will also be developed.
		A2.2	The cruise liner terminal will be developed to the requirements of Ports North.
<b>Built Form</b>			
P3	Building design reinforces the role of the precinct while also linking the precinct with the whole Cityport area.	A3.1	Development is in accordance with the control guidelines shown in <b>Figure 3</b> below. Setbacks and building envelopes are specified in this figure.

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
		A3.2	Given the high visual exposure of this area, all building facades will be treated as 'front' elevations and are of the highest design standard.
P4	Development is of a bulk and scale that is compatible with surrounding buildings.	A4.1	Above podium level site coverage within this precinct is a maximum of 60%.
		A4.2	Development within this precinct has a maximum plot ratio of 3.0:1.
		A4.3	The podium level of the building/s is on a similar alignment to adjoining developments (refer to <b>Figure 3</b> above in P1 - A1.1).
		A4.4	Basement car parks are located below finished ground level and do not create an undesirable streetscape.
P5	Building bulk is greatest at the ground level with podium levels graduating to less bulky towers.	A5.1	Building height is a maximum of 10 storeys.
		A5.2	Podium level is a maximum of three (3) storeys.
		A5.3	Awnings are provided along each frontage of the building.
		A5.4	The awnings to Wharf Street are of the same design and height of those in Precincts 5, 6 & 7.
P6	View corridors to Trinity Inlet and adjoining precincts are retained and enhanced.	A6	Buildings and structures are not located within the view corridors to the waterfront and the City (refer to <b>Plan 3: View Corridors</b> ) or the identified open space areas (refer to <b>Plan 4: Major Open Space Areas</b> ).
P7	Future development protects the heritage significance of White's Shed.	A7.1	All development is consistent with the <b>Heritage Conservation Code</b> and the Conservation Plans.
		A7.2	All development obtains the necessary approvals from the Heritage Council.
P8	The design of the building/s reflects the tropical character of Cairns	A8.1	Building design incorporates lightweight cladding glazing and sun protection such as deep reveals, louvres and overhangs to each elevation.

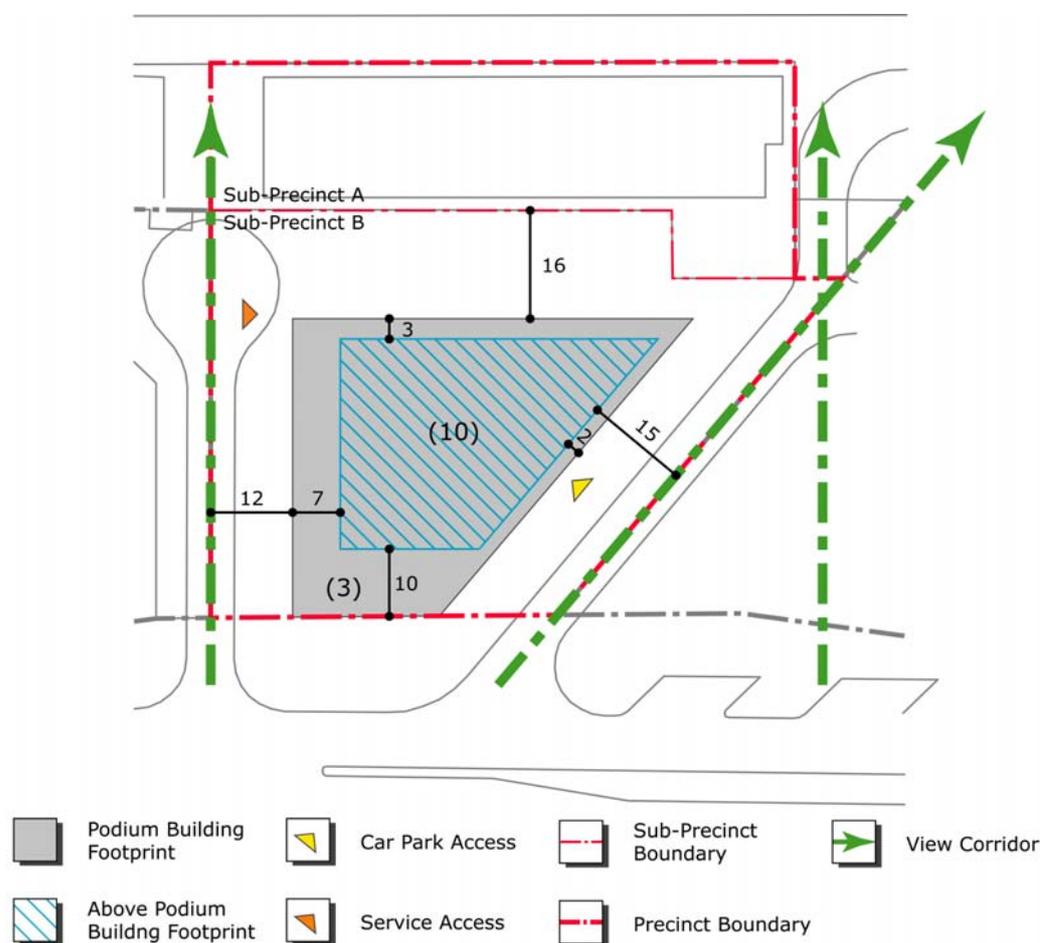
## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
		A8.2	Roof structures are designed to conceal any roof plant equipment from ground level view.
<b>Density</b>			
P9	Development within Cityport is of a scale and density which is appropriate given its waterfront location.	A9	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare.
<b>Circulation &amp; Access</b>			
P10	The Gateway Plaza is designed to accommodate coach, taxi and service vehicle movement when cruise vessels are in port.	A10.1	Buildings are suitably located to provide for vehicular access from the shared zone with Precinct 5 to the north.
		A10.2	A setdown area (porte cochere) is provided adjoining the Gateway Plaza.
		A10.3	No vehicle access is provided from Wharf Street.
		A10.4	The design incorporates only minor level changes in accordance with 'AS1428 – Design for Access and Mobility'.
		A10.5	The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b> .
P11	Adequate on-site car parking is provided.	A11.1	On-site car parking is provided in accordance with the <b>Parking Code</b> .
		A11.2	Car parking is limited to one basement or semi-basement level. Car parking under the Gateway Plaza must not raise the level of the plaza above the floor level of adjacent Wharf Shed No. 3, or impede pedestrian access from Wharf Street to the plaza.
<b>Landscaping</b>			
P12	A "pedestrian" plaza is developed to provide a useable open space area which also reinforces visual and pedestrian links to the adjoining Precinct 3.	A12.1	The pedestrian plaza is developed to link this precinct with the adjoining Precinct 3. It will also link to the promenade between any future buildings and the international cruise terminal.
		A12.2	The design of the "pedestrian" plaza is in accordance with the <b>Landscape Design Code</b> .

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P13	Continuous pedestrian access is provided along the waterfront of Cityport.	A13	A promenade/boardwalk is developed between any future building and the international cruise terminal to provide a continuous link along the waterfront.
P14	The design of the promenade is consistent with adjoining precincts.	A14	The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .
P15	Artworks in the pedestrian plaza complement the heritage "feel" of the area.	A15	Artworks and other features are provided in the pedestrian plaza.

**Figure 3:** Precinct 4 Development Controls



**Note:** All building footprints exclude encroachments such as lift cores, fire stairs, balconies, entry canopies & pergolas. All dimensions to be verified once site geometry set out has been undertaken. Building widths to be a maximum of 18 metres general, with exception for podium, lift and circulation cores. Dimensions may vary +2 metres.

### 4.4 Precinct 5 Code

#### Intent

In association with the adjoining Precinct 4, this precinct forms part of the “entrance” into Cityport. It also plays a key role in promoting the heritage “feel” and features of this area of Cityport.

The boundaries of Precinct 5 are defined so extensive pedestrian areas surround any future buildings. A strong pedestrian focus and interaction with surrounding areas and developments is the principal focus of this precinct.

As with Precinct 4, this precinct is intended to function primarily as a tourist related area. Short to medium term accommodation and support facilities are envisaged, with large outdoor spaces providing meeting places and recreation areas. A mixed use development would also be suited to this precinct. Ground and lower level retail and entertainment uses which support the tourist intent for the precinct and encourage interaction with pedestrians are envisaged. This area is also suited to uses such as bars, restaurants, cafes and shops and uses which complement the re-use of Wharf Shed 2. Business premises and offices may also be appropriate where they are within a mixed use development.

This precinct includes the historic Wharf Shed No. 2 and also abuts significant historic features in adjoining precincts. This precinct therefore also forms part of a larger “heritage area” and future development should enhance Wharf Shed 2 and the historical elements of Cityport, while also allowing for public interaction and interpretation. Development in this area must be in accordance with the recommendations of the relevant heritage studies and should consider the impacts of the broader heritage precinct.

It is intended that Wharf Shed No. 2 be retained and re-used either as part of, or separate from new development, for example re-using this shed as a restaurant and function centre in association with a hotel. The “opening up” of this structure to promote accessibility and view over the inlet will be encouraged.

The built form and appearance of this precinct should be staggered to “scale down” to Wharf Shed No.2. A greater building height will be permitted adjoining the Wharf Street frontage of the precinct.

A pedestrian plaza and promenade is intended between any new buildings and the existing Wharf Shed 3. This promenade is to link to adjoining precincts and provide a continuous waterfront “esplanade”. As access to the wharf apron will be restricted when cruise liners are berthed, public access to and within the courtyard shall not be restricted at any time.

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

## Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in Precinct 5.

## Elements of the Code

### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	This precinct will function as a mixed-use tourist area.	A1.1	<p>Development within Precinct 5 should include the following uses –</p> <ul style="list-style-type: none"> <li>• Accommodation Uses</li> <li>• Commercial Premises</li> <li>• Holiday Apartments</li> <li>• Hotel</li> <li>• Park</li> <li>• Public Purpose</li> <li>• Public Utility</li> <li>• Where located in Wharf Shed No.2 – <ul style="list-style-type: none"> <li>- function centre</li> <li>- indoor sport and entertainment</li> <li>- nightclub</li> <li>- restaurant</li> <li>- shops</li> </ul> </li> <li>• Where located on ground or podium level – <ul style="list-style-type: none"> <li>- child care centre</li> <li>- fast food outlet</li> <li>- indoor sport entertainment</li> <li>- nightclub</li> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
		A1.2	Shops, cafes, restaurants, bars and recreational uses are located at ground (or podium) level and are designed to encourage pedestrian movement and interaction.
P2	Wharf Shed No. 2 should be adaptively re-used to support the tourist nature of Cityport while also retaining the heritage significance of the building.	A2	<p>The re-use of Wharf Shed No. 2 should “open up” the building to provide views and pedestrian access to the waterfront.</p> <p>Heritage controls will apply to any re-development of Wharf Shed No. 2.</p>

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Built Form</b>			
P3	Building design and bulk “steps down” to complement the existing heritage structures.	A3.1	Building height is staggered from a maximum of 10 storeys to the north to no more than 6 storeys to the south and adjoining the heritage buildings (note — this maximum height includes the podium level).
		A3.2	Podium level is a maximum of three (3) storeys.
		A3.3	Above podium level, the tower steps back from the pedestrian areas, Wharf Street and the waterfront. The tower is to be stepped in at least 3 metres (greater setbacks will be required where the overall height of the building exceeds 6 storeys).
P4	Future development is of a bulk and scale which is compatible with surrounding buildings.	A4.1	Above podium level, the maximum site coverage within this precinct is 60%.
		A4.2	Development has a maximum plot ratio of 3.0:1.
		A4.3	Basement car parks are below finished ground level and are designed to ensure an attractive streetscape.
P5	Pedestrian spaces and boulevards are designed and located to enhance the views to adjoining precincts and the water.	A5.1	<p>The following setbacks are applicable to the podium level of all buildings —</p> <ul style="list-style-type: none"> <li>• 16m from Wharf Shed No. 2; and</li> <li>• 12m from the precinct boundary between this precinct and Precinct 4; and</li> <li>• a minimum of 8m from the precinct boundary between this precinct and Precinct 6.</li> </ul> <p>No minimum setback is required to Wharf Street.</p>
		A5.2	Shops and restaurants are located adjoining the public areas.
P6	Development reinforces the views to the waterfront and the City (refer to <b>Plan 3: View Corridors</b> ) and creates useable open space areas (refer to <b>Plan 4: Major Open Space Areas</b> and <b>Plan 6: Pedestrian Movement Network</b> ).	A6.1	The siting and design of buildings maintains the views to the waterfront and the City (refer to <b>Plan 3: View Corridors</b> ) and creates useable open space areas (refer to <b>Plan 4: Major Open Space Areas</b> ). No buildings or structures are located within these areas.

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
		A6.2	Buildings are designed to allow pedestrian movement through the precinct as per the overall pedestrian networks shown on <b>Plan 6: Pedestrian Movement Network</b> .
P7	Building design reflects the tropical character of Cairns and contributes to the streetscape.	A7.1	Building design incorporates lightweight cladding and extensive sun-shading treatments such as deep reveals, louvres and overhangs.
		A7.2	Roof structures are designed so as to conceal any roof plant equipment from ground level view.
P8	Awnings are provided to all four facades of any building.	A8.1	The awnings in Wharf Street are of the same design and height as those in adjoining precincts.
		A8.2	Any awning provided along the length of Wharf Shed No. 2 shall be of a character which is sympathetic with the architecture of the Shed.
<b>Density</b>			
P9	Development within Cityport is of a scale and density which is appropriate given its waterfront location.	A9	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare.
<b>Circulation &amp; Access</b>			
P10	View corridors and shared pedestrian and vehicular access ways are provided to the north and south of the precinct.	A10.1	All vehicular access, including set down areas, service vehicle access and car park access is to provided from the northern and southern shared access ways.
		A10.2	The northern shared access way incorporates service vehicle access to the development.
		A10.3	The southern shared access way provides car park access and set down areas.
		A10.4	Building design incorporates only minor level changes in accordance with 'AS1428 – Design for Access and Mobility'.
		A10.5	The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b> .

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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
P11 Adequate on-site car parking is provided.	<p>A11.1 On-site car parking is provided in accordance with the <b>Parking Code</b>.</p> <p>A11.2 Car parking is limited to one basement or semi-basement level.</p>
<b>Landscaping</b>	
P12 Continuous pedestrian access is provided along the waterfront of Cityport.	<p>A12.1 Open space areas and the pedestrian promenade/boardwalk are in accordance with <b>Plan 6: Pedestrian Movement Network</b>.</p> <p>A12.1 A promenade is provided between any future building and Wharf Shed 3 to provide a continuous link along the waterfront.</p>
P13 The design of this promenade is consistent with adjoining precincts.	A13 The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .

### 4.5 Precinct 6 Code

#### Intent

This Precinct is intended to function as discrete predominately-residential precinct. Townhouse or terracing housing is encouraged along the Abbott Street view corridor where suitable grade separation is provided.

Ground and podium level retail and entertainment uses including, bars, restaurants, cafes and shops, which complement the residential intent for the precinct and encourage activation are provided along Wharf Street, the waterfront and surrounding the public open space areas. Commercial office uses are also encouraged at podium level.

Trinity Wharf is currently located within this precinct, however this building will be removed as part of any re-development of the precinct. The future re-development of the precinct also needs to consider any potential heritage implications given the proximity of historic Wharf No. 1.

The boundaries of this precinct have been defined so that extensive pedestrian areas are provided surrounding any proposed building. This also provides a link to the adjoining open space areas (ie Precinct 5). A pedestrian plaza and promenade is intended between any new buildings and the waterfront. This promenade is to link to adjoining precincts and to provide a continuous waterfront "esplanade"/ promenade.

#### Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in the Precinct 6.

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

## Elements of the Code

### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	This precinct will function as a tourist area.	A1.1	<p>Development within Precinct 6 should include the following uses –</p> <ul style="list-style-type: none"> <li>• Accommodation Uses</li> <li>• Commercial Premises</li> <li>• Holiday Apartments</li> <li>• Hotel</li> <li>• Park</li> <li>• Public Purpose</li> <li>• Public Utility</li> <li>• Utility Installation</li> <li>• Where located on ground or podium level –                             <ul style="list-style-type: none"> <li>- fast food outlet</li> <li>- indoor sport and entertainment</li> <li>- nightclub</li> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
		A1.2	Townhouses or terrace housing at ground (or podium) level are located along view corridors.
		A1.3	Offices, shops, cafes, restaurants, bars and recreational uses are located at ground (or podium) level and are ancillary to the principal accommodation use.
		A1.4	Retail and entertainment uses are focused towards the waterside and Wharf Street frontages. Pedestrian entrances and arcades may also be appropriate.
<b>Built Form</b>			
P2	Building design and bulk are “scaled down” to be an appropriate scale when viewed from the water-side.	A2.1	<p>Building height is a maximum of 10 storeys.</p> <p><b>Note:</b> this maximum height includes the podium level.</p>
		A2.2	Podium level is a maximum of one (1) storey

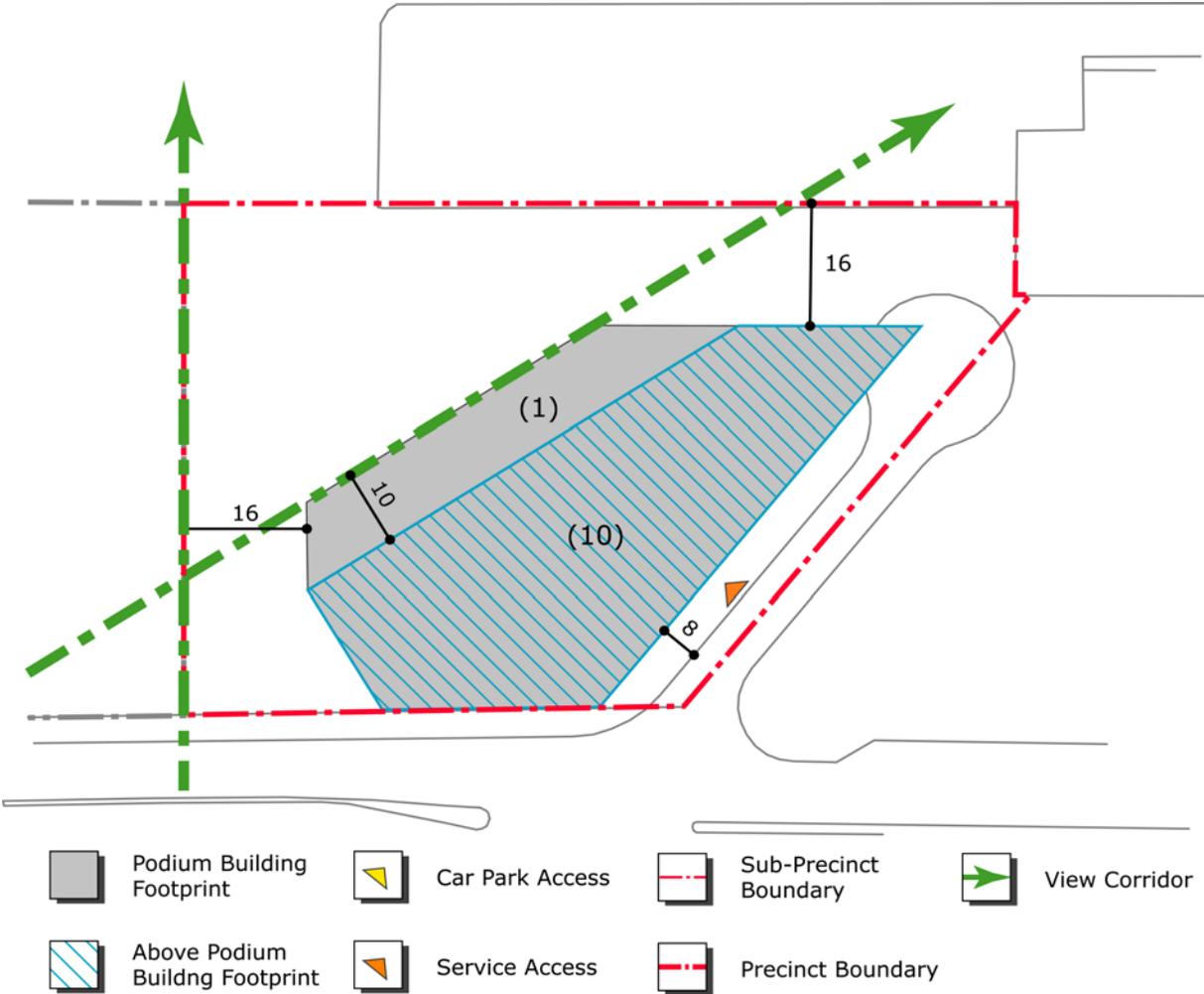
## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P3	Development is of a bulk and scale which is compatible with surrounding buildings.	3.1	Above podium level, the maximum site coverage is 30%.
		A3.2	Development has a maximum gross floor area of 34, 250m <sup>2</sup> .
		A3.4	Car parking is provided at basement or semi-basement level (below Q100).
		A3.5	Basement car parks are below finished ground level and the level of the wharves and are designed to ensure an attractive streetscape
P4	Buildings are designed to provide pedestrian spaces and boulevards and to enhance views to adjoining precincts and the water (refer to Plans 2, 4 & 6).	A4.1	Buildings are setback (below podium) a minimum of — <ul style="list-style-type: none"> <li>• 8m from the precinct boundary between Precincts 5 and 6;</li> <li>• 16m from the precinct boundary between Precinct 6 and 7;</li> <li>• 16m from the eastern property boundary with the pedestrian promenade.</li> </ul> <p>Refer to <b>Figure 4</b>.</p>
		A4.2	Above podium level, the tower steps back a minimum of 10 meters from the view corridor frontage (refer to <b>Plan 3: View Corridors</b> ).
		A4.3	The building does not protrude into the view corridor as indicated on <b>Plan 3: View Corridor</b> .
		A4.4	Shops and restaurants are located adjoining the waterside and Wharf Street frontage.
P5	View corridors to Trinity Inlet and adjoining precincts are retained and enhanced.	A5	Buildings and structures are suitably located to maintain the view corridors as indicated on <b>Plan 3: View Corridors</b> .
P6	Building design reflects the tropical character of Cairns.	A6.1	Building design incorporates lightweight cladding and extensive sun-shading treatments such as deep reveals, louvres and overhangs to each elevation.
		A6.2	Roof structures are designed so as to conceal any roof plant equipment from ground level view.

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P7	Awnings are provided to all facades of any building.	A7	The awnings to Wharf Street are of the same design and height as those in adjoining precincts.
<b>Density</b>			
P8	Development within Cityport is of a scale and density which is appropriate given its waterfront location.	A8	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare.
<b>Circulation &amp; Access</b>			
P9	Buildings are appropriately located to provide view corridors and shared pedestrian and vehicular access ways to the north and south.	A9.1	A shared set down area (eg. porte cochere) is provided off Wharf Street to services development in both Precincts 6 & 7.
		A9.2	All vehicular access, including service vehicle access and car park access is provided from the extension of Abbott Street..
		A9.3	No vehicular access is provided from Wharf Street (excluding porte cochere).
		A9.4	Building design incorporates only minor level changes in accordance with <i>AS1428 – Design for Access and Mobility</i> .
		A9.5	The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b> .
P10	Adequate on-site car parking is provided.	A10.1	On-site car parking is provided in accordance with the <b>Parking Code</b> .
		A10.2	Car parking is provided at basement or semi-basement level.
<b>Landscaping</b>			
P11	Pedestrian access is to be provided along the waterfront of Cityport.	A11	Open space areas and the pedestrian promenade are provided as per Plans 4 and 6.
P12	The design of this promenade is consistent with adjoining precincts.	A12	The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .

Figure 4: Precinct 6 Development Controls



**Note:** All building footprints exclude encroachments such as lift cores, fire stairs, balconies, entry canopies & pergolas. All dimensions to be verified once site geometry set out has been undertaken. Building widths to be a maximum of 18 metres general, with exception for podium, lift and circulation cores. Dimensions may vary +2 metres.

## 4.6 Precinct 7 Code

### Intent

This area is intended primarily for lower scale and density residential and tourism accommodation, particularly in association with the adjoining marina areas.

It is intended that boutique hotels and similar lower density residential uses, either as separate developments or as an extension of existing hotels will be situated within this area. Townhouse or terrace housing is encouraged along the pedestrian boardwalk with views to Trinity Inlet where suitable grade separation is provided.

Restaurants, retail uses and recreational facilities may also be located on the lower levels and will primarily provide for guests of the boutique hotel and located along the extended Esplanade view corridor and public open space area. Commercial uses, such as offices are also considered appropriate where located on podium level.

Given the “lower density” nature of this precinct, a maximum height of 6 storeys is applicable. This lower height limit will also protect views to and from this precinct and achieve a staggered building height across Cityport.

Vehicular access to the site is proposed along the common boundary of Precincts 7 & 8. A shared pedestrian and porte cochere area is provided to Wharf Street. A boardwalk and a large public open space area will also be provided between any new buildings and the waterfront. This boardwalk will link with adjoining precincts and provide a continuous waterfront “esplanade” promenade.

### Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in Precinct 7.

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

## Elements of the Code

### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	This precinct will function as a tourist area.	A1.1	Development within Precinct 7 should include the following uses – <ul style="list-style-type: none"> <li>• Accommodation Uses</li> <li>• Commercial Premises</li> <li>• Function Centre</li> <li>• Holiday Apartments</li> <li>• Hotel</li> <li>• Where located on ground or podium level –               <ul style="list-style-type: none"> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
		A1.2	Townhouses or terrace housing at ground (or podium) level are located along view corridors and pedestrian boardwalk.
<b>Built Form</b>			
P2	Building design and bulk is limited to provide a “staggered” building appearance throughout Cityport.	A2.1	Building height is a maximum of 6 storeys (including the podium level).
		A2.2	Podium level is a maximum of – <ul style="list-style-type: none"> <li>• two (2) storeys where retail and residential uses are proposed on podium level; or</li> <li>• three (3) storeys where office uses are proposed on podium level</li> </ul>
		A2.3	Podium level is a maximum of one (2) storeys.
P3	Development is of a bulk and scale which is compatible with surrounding buildings.	A3.1	Above podium level, the maximum site coverage within this Precinct is 45%.
		A3.2	Development has a maximum gross floor area of 17,050m <sup>2</sup> .
		A3.3	Car parking is provided at basement or semi-basement level (below Q100).
		A3.4	Basement car parks are below finished ground level and are designed to ensure an attractive streetscape.

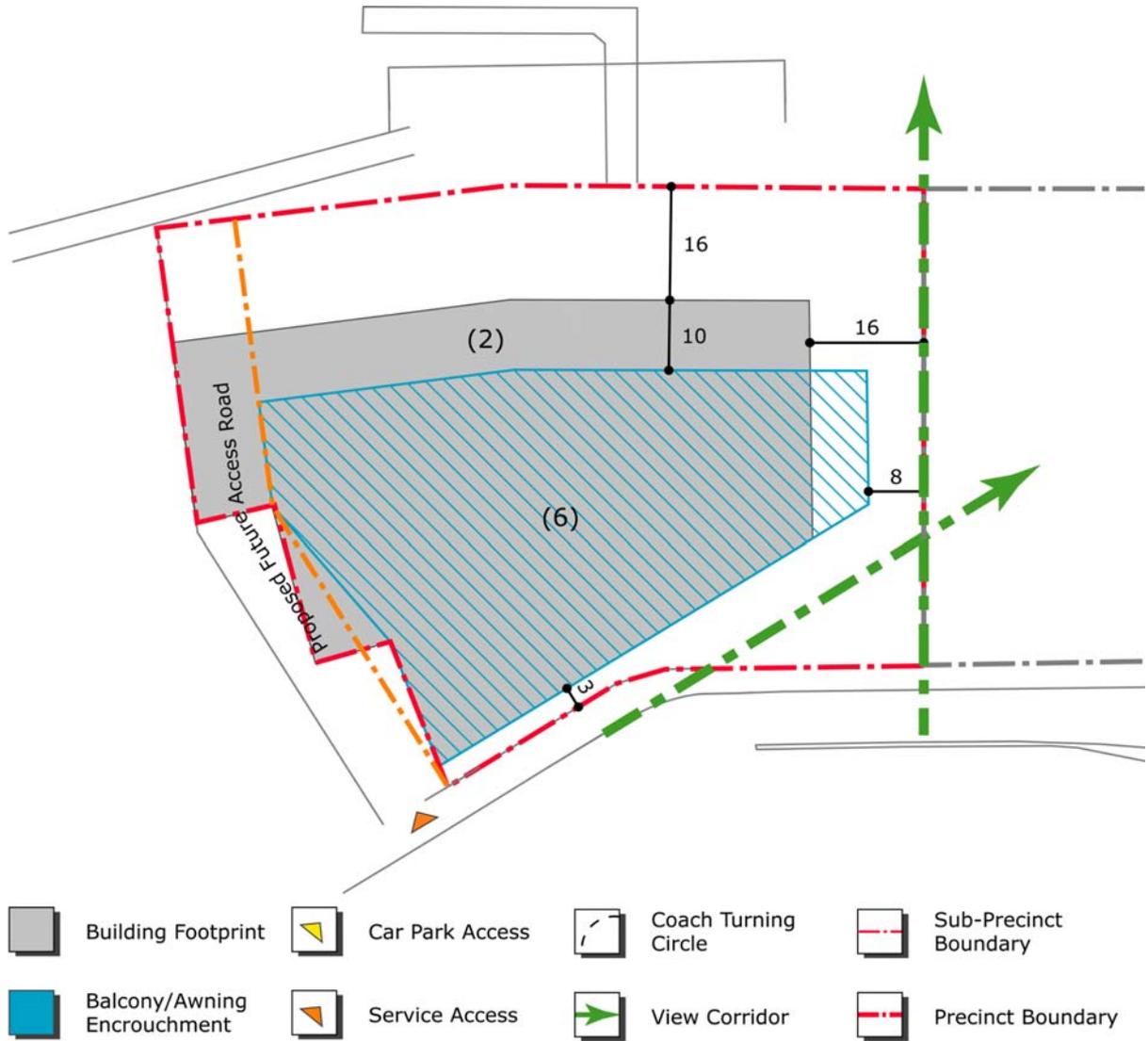
## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P4	Buildings are designed and sited to provide view corridors and shared pedestrian/open space and movement areas in a suitable location.	A4.1	<p>Buildings are setback (below podium) a minimum of –</p> <ul style="list-style-type: none"> <li>• 16m from the precinct boundary between Precincts 6 and 7;</li> <li>• 3m from Esplanade Street frontage;</li> <li>• 16m from the eastern property boundary with the pedestrian promenade.</li> </ul> <p>Refer to <b>Figure 5</b>.</p>
		A4.2	<p>Above podium level, the tower may overhang the podium level where the residential tower is setback a minimum of –</p> <ul style="list-style-type: none"> <li>• 3m from the precinct boundary between Precincts 6 and 7;</li> <li>• 16m from the view corridor (refer to <b>Plan 3: View Corridor</b>); and</li> <li>• 16m from the eastern property boundary with the pedestrian promenade.</li> </ul> <p>Refer to <b>Figure 5</b>.</p> <p>The building does not protrude into the view corridor as indicated on <b>Plan 3: View Corridor</b>.</p>
P5	Building design reflects the tropical character of Cairns.	A5.1	<p>Building design incorporates lightweight cladding and extensive sun-shading treatments such as deep reveals, louvres and overhangs to each elevation.</p>
		A5.2	<p>Roof structures are designed so as to conceal any roof plant equipment from ground level view.</p>
P6	View corridors to Trinity Inlet and adjoining precincts are retained and enhanced.	A6	<p>Buildings and structures are suitably located to maintain the view corridors as indicated on <b>Plan 3: View Corridors</b>.</p>
P7	Awnings are provided to all four facades of any building.	A7	<p>The awnings provided in Wharf Street are of the same design and height as those in adjoining precincts.</p>

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Density</b>			
P8	Development within Cityport is of a scale and density which is appropriate given its waterfront location.	A8	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare.
<b>Circulation &amp; Access</b>			
P9	Setbacks at ground level provide for view corridors and shared pedestrian and vehicular access ways.	A9.1	A shared set down area (eg. porte cochere) is provided off Wharf Street to services development in both Precincts 6 & 7.
		A9.2	All vehicular access, including service vehicles access and car park access is provided via the proposed future access road off the Esplanade road.  Refer to <b>Figure 5</b> .
		A9.3	No vehicular access is provided from Wharf Street (excluding porte cochere)
		A9.4	Building design incorporates only minor level changes in accordance with 'AS1428 – Design for Access and Mobility'.
		A9.5	The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Code</b> .
P10	Adequate on-site car parking is provided.	A10.1	On-site car parking is provided in accordance with the <b>Parking Code</b> .
		A10.2	Car parking is provided at basement or semi-basement level.
<b>Landscaping</b>			
P11	Continuous pedestrian access is provided along the waterfront of Cityport.	A11.1	The promenade and open space areas are in accordance with those identified on <b>Plans 4 and 6</b> .
		A11.2	If the precinct boundary is altered between this precinct and Precinct 6 or 8, buildings and structures are located to provide a pedestrian connection and view corridor (of a similar size to the existing corridor) between the two separate buildings.
P12	The design of this promenade is consistent with adjoining precincts.	A12	The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .

Figure 5: Precinct 7 Development Controls



**Note:** All building footprints exclude encroachments such as lift cores, fire stairs, balconies, entry canopies & pergolas. All dimensions to be verified once site geometry set out has been undertaken. Building widths to be a maximum of 18 metres general, with exception for podium, lift and circulation cores. Dimensions may vary +2 metres.

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

## 4.7 Precinct 8 Code

### Intent

This precinct is primarily a tourist accommodation area, with the Hilton Hotel being the focus and principal use within the precinct.

No major development is intended within this precinct, with the exception of the minor expansion or upgrading of the hotel. An expansion of the existing retail, restaurant and bar uses on the ground level of the hotel is supported, especially where this is integrated with adjoining pedestrian areas and particularly the waterfront boardwalk.

As part of the promenade works along the eastern boundary of Cityport, the waterfront directly adjoining the eastern boundary of Precinct 8 will also be upgraded, including the provision of service vehicle access to revised wharf facilities.

### Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in Precinct 8.

### Elements of the Code

#### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	Future development complements the existing hotel located within this Precinct	A1.1	Development within Precinct 8 should include the following uses – <ul style="list-style-type: none"> <li>• Holiday Apartments</li> <li>• Hotel</li> <li>• Where located on ground or podium level –               <ul style="list-style-type: none"> <li>- fast food outlet</li> <li>- indoor sport and entertainment</li> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
		A1.2	Cafes, restaurants, bars and entertainment uses are provided at ground (and podium levels) adjoining the waterfront.
<b>Built Form</b>			
P2	Building design is visually appealing when viewed from the water and does not dominate the waterfront promenade/boardwalk.	A2.1	Building height is a maximum of 10 storeys.
		A2.2	Above podium level, the maximum site coverage within this precinct is 60%.

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
		A2.3	Development has a maximum plot ratio of 3: 1.
P3	Buildings are appropriately located to provide views to the water and provide areas for pedestrian interaction.	A3	Buildings and structures are suitably located to maintain the view corridors as indicated on <b>Plan 3: View Corridors</b> .  OR  If the precinct boundary is altered between this precinct and Precinct 7, buildings and structures are located to provide a view corridor (of a similar size to the existing corridor) between the two separate buildings.
P4	Building design reflects the tropical character of Cairns and contributes to the streetscape.	A4.1	Building design incorporates lightweight cladding and extensive sun-shading treatments such as deep reveals, louvres and overhangs to each elevation.
		A4.2	Roof structures are designed to conceal any roof plant equipment from ground level view.
<b>Density</b>			
P5	Development within Cityport is of a scale and density which is appropriate given its waterfront location.	A5	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare.
<b>Circulation &amp; Access</b>			
P6	Vehicle parking and manoeuvring areas are designed to be safe and functional and minimise pedestrian vehicle conflict.	A6.1	On-site car parking is provided in accordance with the <b>Parking Code</b> .
		A6.2	The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b> .
<b>Landscaping</b>			
P7	Continuous pedestrian access is provided along the waterfront of Cityport.	A7	The promenade and open space areas are in accordance with those identified on Plans 4 and 6.  OR  If the precinct boundary is altered between this precinct and Precinct 7, buildings and structures are located to provide a pedestrian connection and view corridor (of a similar size to the existing corridor) between the two separate buildings.

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P8	The design of this promenade/boardwalk is consistent with adjoining precincts.	A8	The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .

### 4.8 Precinct 10 Code

#### Intent

Precinct 10 is the largest and most central of the re-development sites within Cityport and therefore plays an important role in achieving the vision for Cityport.

This precinct will be the key tourist area with the Reef Fleet Terminal, associated booking areas and offices, commercial premises and tourist accommodation, including a hotel or serviced apartments. Restaurants, shops and other "more active" uses will occupy the ground level, particularly towards the Spence Street, waterside and pedestrian "frontages". These uses should generally be provided to the full frontage, although they will be broken by pedestrian entrances and arcades.

Development within this precinct will consist of a series of building masses that step in height and form so as not to dominate the waterfront or The Esplanade views. Buildings will be designed to face all "frontages" and should not "turn their backs" on the City. Given the large site area, buildings will be setback from the waterfront to enhance the appearance of this area.

In the medium to long term it is intended that the existing buildings within this precinct will be replaced. As this precinct is a prominent re-development area, future building design and finishes will be of the highest standard. The Reef Fleet Terminal should be "low scale" and separated from adjoining buildings by a pedestrian area. The terminal should be highly visible and a gateway building to the precinct and the reef.

The prominence of this area will be further reinforced through the creation of a "public square" adjoining the Reef Fleet Terminal. Reef Fleet Square will be a waterfront plaza. It will function as a working square - that is, during the peak "drop-off" times for the reef fleet (early morning and late afternoon), vehicular access will be provided to the square, with the area being a place for people during the day. This area may be suitable for markets and/or outdoor entertainment activities.

The waterfront promenade will link this precinct to the adjoining areas and the waterfront and will be the primary pedestrian space. However, service trolleys for the marina will also use this space.

A continuous awning will be provided around the Reef Fleet terminal to the main coach setdown areas, and out along Marlin Jetty. The design of these awnings should be consistent with those provided elsewhere in Cityport.

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

Access to this precinct and the Reef Fleet Terminal will be provided via an extension of Spence Street. Boulevard planting along this extension will enhance the views to and from the area. Spence Street will become a major traffic street accommodating coach parking, service vehicles, taxis and vehicular movements to the northern marina. Consequently, access to the balance of the precinct will be provided from Marlin Parade. This is intended to be a discreet low key access and the design of this area should reflect this intent.

### Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in Precinct 10.

### Elements of the Code

#### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	Development within this precinct will have a strong tourism focus.	A1	<p>Development within Precinct 10 should include the following uses –</p> <ul style="list-style-type: none"> <li>• Accommodation Uses</li> <li>• Commercial Premises</li> <li>• Holiday Apartments</li> <li>• Hotel</li> <li>• Market</li> <li>• Park</li> <li>• Passenger Terminal, including – <ul style="list-style-type: none"> <li>- passenger terminal facilities</li> </ul> </li> <li>• Where located on ground or podium level – <ul style="list-style-type: none"> <li>- fast food outlet</li> <li>- indoor sport and entertainment</li> <li>- nightclub</li> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
<b>Built Form</b>			
P2	Building design and bulk complements the waterfront location.	A2.1	The Reef Fleet Terminal Building is a maximum of 2 storeys.
		A2.2	Building height for all other buildings is a maximum of 12 storeys (including the podium level).
		A2.3	Podium level is limited to three storeys.

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
		A2.4	Towers above podium level will be setback from the podium level (note: the greater the height of the tower the greater the setback).
P3	Future development is of a bulk and scale which is compatible with surrounding buildings.	A3.1	Above podium level, the maximum site coverage within this precinct is 60%.
		A3.2	The total plot ratio for Precinct 10 is 3.0:1 (note: the plot ratio will be calculated as the sum of the plot ratios for each development in the precinct at any one time).
		A3.2	Basement car parks are below finished ground level and are designed to ensure an attractive streetscape.
P4	Buildings are appropriately designed and located to maintain the important view corridors (refer to <b>Plan 3: View Corridors</b> ) and create shared open space and movement areas (refer to <b>Plan 4: Major Open Space Areas</b> and <b>Plan 6: Pedestrian Movement Network</b> ).	A4	No buildings or structures are located within the view corridors or open space areas.
P5	Cafes, restaurants, bars and entertainment uses are provided at ground (and podium levels) adjoining the waterfront.	A5	No acceptable solution provided. The applicant is to provide a solution which achieves the Performance Criteria.
P6	Awnings are provided to the pedestrian areas.	A6.1	Awnings are provided to the main coach area, Spence Street, and Marling Jetty.
		A6.2	The awnings are of the same design and height as those in adjoining precincts.
<b>Density</b>			
P7	Development within Cityport is of a scale and density which is appropriate given its waterfront location.	A7	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare.
<b>Circulation &amp; Access</b>			
P8	Vehicular access for each use is separated to allow the square to be a shared pedestrian and vehicular access way.	A8.1	Access and coach setdown is provided adjoining the proposed Reef Fleet Terminal through an extension of Spence Street.
		A8.2	Access and setdown areas for all other buildings are provided as low key access from Marlin Parade.

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	<p>A8.3 The overall design incorporates only minor level changes in accordance with 'AS1428 – Design for Access and Mobility'.</p> <p>A8.4 The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b>.</p>
P9 Adequate on-site car parking is provided.	A9 On-site car parking is provided in accordance with the <b>Parking Code</b> .
<b>Landscaping</b>	
P10 A major public square is provided adjoining the Reef Fleet Terminal. This square will be multi-functional and provide pedestrian and limited vehicular access.	<p>A10.1 A major public square is provided adjoining the Reef Fleet Terminal.</p> <p>A10.2 This square will function as a working square with vehicular access provided during peak periods.</p> <p>A10.3 The detailed design of the square is in accordance with the <b>Landscape Design Code</b>.</p>
P11 Continuous pedestrian access is provided along the waterfront of Cityport.	A11 The promenade and open space areas are in accordance with those identified on <b>Plan 4: Major Open Space Areas</b> and <b>Plan 6: Pedestrian Movement Networks</b> .
P12 The design of this promenade is consistent with adjoining precincts.	A12 The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .

## 4.9 Precinct 11 Code

### **Intent**

Precinct 11 incorporates the Radisson Hotel and The Pier (shopping complex) and is located at the northern end of Cityport. This precinct plays an important role within Cityport as the key link to the Esplanade and the CBD.

This precinct is “mixed” use in nature accommodating retail, commercial, tourist and accommodation uses. The existing Pier shopping centre is to be the main retail and shopping facility within Cityport.

Any future development will be of a design and scale that reflects the existing built form and is visually appealing when viewed from the water.

Shields Street will be extended to provide a pedestrian boulevard – “the Strand” from The Esplanade to the waterfront. This boulevard will be tree lined and link with the waterfront promenade which is provided along the waterfront of Cityport. This will create a continuous pedestrian promenade along the waterfront of the City and Cityport.

The extension of the Strand will create an opportunity to provide a new public entry point to the Pier.

Vehicular access will be provided from the modified Spence Street, with two way access provided to the existing complex. One way service vehicle access will be provided between the existing building and the waterfront.

### **Applicability**

This Code applies to development that is —

- exempt or assessable development; and
- in Precinct 11 Radisson Hotel and The Pier.

# VOLUME TWO: CITYPORT LOCAL AREA PLAN

## Elements of the Code

### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	This precinct is “mixed” use in nature accommodating retail, commercial, tourist and accommodation uses.	A1	Development within Precinct 11 should include the following uses – <ul style="list-style-type: none"> <li>• Accommodation Units (where not the dominant use)</li> <li>• Commercial Premises</li> <li>• Fast Food Outlet</li> <li>• Hotel</li> <li>• Park</li> <li>• Restaurant</li> <li>• Shopping Centre, including –               <ul style="list-style-type: none"> <li>- fast food outlet</li> <li>- indoor entertainment</li> <li>- nightclub</li> <li>- restaurant</li> <li>- shop</li> </ul> </li> </ul>
<b>Built Form</b>			
P2	Future development is of a bulk and scale which is compatible with surrounding buildings.	A2.1	Building height is limited to a maximum of 6 storeys (including the podium level).
		A2.2	The maximum site coverage within this precinct is 100%.
		A2.3	The total plot ratio for development within this precinct is 3.0: 1 (note: plot ratio will be calculated as the sum of the plot ratios for each development in the precinct at any one time).
		A2.4	Car park structures and areas should be designed to complement the existing built form.
P3	Buildings are sited to maintain and enhance important view corridors and to create pedestrian open spaces.	A3	No building or structure will be located within the view corridors or space areas
P4	Building setbacks to the waterfront are consistent with those in adjoining precincts.	A4	No acceptable solution provided. The applicant is to provide a solution which achieves the Performance Criteria.
<b>Density</b>			
P5	Development within Cityport is of a scale and density which is appropriate given its waterfront location.	A5	Development within the Cityport Local Plan area has a maximum residential density of 800 persons per hectare.

## VOLUME TWO: CITYPORT LOCAL AREA PLAN

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Circulation &amp; Access</b>			
P6	Any future development will provide for vehicular movement and access to the waterfront.	A6.1	Vehicular access, including service vehicle access, is provided via a modified Pier Point Road.
		A6.2	Overall design incorporates only minor level changes in accordance with 'AS1428 – Design for Access and Mobility'.
		A6.3	The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b> .
P7	Adequate on-site car parking is provided.	A7	On-site car parking is provided in accordance with the <b>Parking Code</b> .
<b>Landscaping</b>			
P8	Continuous pedestrian access is provided along the waterfront of Cityport. This promenade will also link to The Esplanade.	A8.1	Shields Street is extended to include a pedestrian boulevard to the waterfront.
		A8.2	A waterfront promenade links the pedestrian boulevard (from Shield Street) to the balance of Cityport.
		A8.3	The promenade and open space areas are in accordance with those identified on <b>Plan 4: Major Open Space Areas</b> and <b>Plan 6: Pedestrian Movement Areas</b> .
P9	The design of this promenade is consistent with adjoining precincts.	A9	The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .

### 4.10 Precinct 12 Code

#### Intent

Precinct 12 is located within the promontory, at the end of the proposed pedestrian boulevard that links with Shields Street. This precinct is bound by the waterfront promenade and the adjoining Precinct 11 and includes the marina facilities of Cityport.

This precinct is focused on the marina areas and is intended to support the marina facilities of Cityport, which are also included within this precinct. It will be a mixed use area with a range of tourism, commercial, public open space and marina related uses designed to complement the views to the surrounding pedestrian boulevards and waterways.

Facilities and outlets which support the expanded marina such as marina related shops, offices and amenities will be located within this area. Clubs and associated recreational facilities including, sailing or yacht clubs and game fishing clubs, will also utilise these facilities.

The area adjoining Precinct 11 provides an opportunity for commercial and other support activities. Future development in this area will need to address the interface of the site between the Strand and the Pier. Future development should be setback from the marina access road and respect the existing views from the Pier.

This precinct will convey the image of Cityport as a relaxed and informal environment for mixed tourism, public activity and marina operations. It has a significant role as the termination of the pedestrian boulevard linking to Shields Street and The Esplanade and should be regarded as having frontages to all sides.

Although the whole of the Cityport waterfront edge is to be accessible to the public, this precinct is the only precinct where it is desirable for a building to be built to the edge and possibly cantilevered out over the water. Therefore building designs should be flexible and incorporate public access to the waterfront in some way.

Along with several waterfront character elements (such as colonnades, awnings and civic furniture), the marina buildings are intended to convey the spirit of Cityport as a combined working and leisure port. The buildings are the "flagship" buildings of Cityport as the first buildings seen by vessels arriving at Cairns and therefore buildings should be of the highest design standard. Buildings should be constructed of lightweight materials which reflect the "nautical" and maritime character of this precinct.

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Buildings in this precinct are to be predominantly two storeys in height, with potential for a third partial storey or attic area, depending on the design of the buildings. This precinct should also include facilities for the harbour master and a pier master tower or public outlook structure could be included. This structure will exceed the 2 – 3 storey height limit.

Shields Street will be extended to provide a pedestrian boulevard from The Esplanade to the waterfront. This boulevard will be tree lined and link with the waterfront promenade which is provided along the waterfront of Cityport. This will create a continuous pedestrian promenade along the waterfront of the City and Cityport.

Vehicular access will extend around The Pier complex and alongside the pedestrian boulevard. Provision will be made for service vehicles to continue along the waterside promenade/boardwalk to the Reef Fleet Square exiting via a road parallel to The Pier.

### Marinas

This precinct also includes the marina areas of Cityport. As part of the redevelopment of Cityport, it is intended that the existing marinas will be expanded to accommodate the increasing demand for marina berths and facilities. The marina will be reconfigured to provide three main areas, being the north, central and south marina.

The central marina will service both commercial and recreational vessels. It is anticipated that commercial vessels (dive boats, charter vessels etc) will utilise the southern portion of the marina adjacent to The Pier, with recreational vessels focused in the northern portion of the marina. A number of berths of varying size will be provided accommodating up to 320 vessels. Helicopter and seaplane facilities will also be considered.

The southern marina for the Reef Fleet will be developed and staged to accommodate approximately 30 vessels.

The existing wharves (Wharves 1 – 6) will also be upgraded to better service international cruiseliners and other larger craft.

It is intended that the marina upgrades will be undertaken by Ports North, although these facilities form a key part of the re-development of Cityport.

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## Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in Precinct 12.

## Elements of the Code

### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Land Use</b>			
P1	Development within this precinct is focused on the marina area with development intended to support and complement the marina facilities.	A1	Development within Precinct 12 should include the following uses – <ul style="list-style-type: none"> <li>• Chandlery &amp; Tackle Shop</li> <li>• Commercial Premises</li> <li>• Marina</li> <li>• Public Purpose</li> <li>• Recreation/Sporting Club</li> <li>• Restaurant</li> </ul>
<b>Built Form</b>			
P2	Future development is of a bulk and scale which is compatible with surrounding buildings.	A2.1	Building height is a maximum of three storeys, where the third storey is split level.
		A2.1	Marine operation facilities may exceed this height limit.
P3	Development maintains and enhance view corridors and create public open spaces and boulevards.	A3	No acceptable solution is specified.
<b>Circulation &amp; Access</b>			
P4	Access to this area will be provided for marina vehicles and service vehicles.	A4.1	Vehicular access is provided via a modified Spence Street, with service vehicle access provided to the rear of the building adjoining the waterfront.
		A4.2	The parking, set down and manoeuvring areas are in accordance with the <b>Traffic and Access Planning Code</b> .
<b>Landscaping</b>			
P5	Continuous pedestrian access to the waterfront and The Esplanade will be provided.	A5.1	Shields Street will be extended to include a pedestrian boulevard to the waterfront.
		A5.2	A waterfront promenade will link the pedestrian boulevard (from Shield Street) to the balance of Cityport.

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
		A5.3	The promenade and open space areas are established to be in accordance with those identified on Plans 4 and 6.
P6	Building design provides for public access to the waterfront.	A6	No acceptable solution is specified.
P7	The design of the promenade is be consistent with adjoining precincts.	A7	The detailed design of the promenade is in accordance with the <b>Landscape Design Code</b> .

## 5.0 General Cityport Codes

### 5.1 Cityport LAP Code

The purpose of this code is to facilitate the achievement of the following desired environmental outcomes for the Cityport area:

- ensure the design and layout of future building have an important role in creating the character of Cityport;
- ensure building design creates a vibrant and distinctive character for Cityport which is reflective of Cairns and this waterfront location;
- ensure development retains view corridors through Cityport, enhancing views to and from the waterfront and the City;
- ensure the urban waterfront area, landscaping and open space area are provided in strategic locations to protect views and improve amenity; and
- ensure pedestrian and vehicle movement networks within Cityport are effective and efficient and adequately service the needs of visitors and residents of Cityport alike.

#### Applicability

This Code applies to development that is —

- exempt or assessable development; and
- in the Cityport LAP area.

#### Elements of the Code

##### Development Principles

PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Design</b>			
P1	Building height is alternated along the waterfront to provide a varied skyline and to provide views to the waterfront, City and surrounding mountains.	A1.1	Tall buildings are setback from the waterfront and the historic wharves to maintain a low-scale development along the waterfront.
		A1.2	High and low building masses are alternated along the length of Cityport and are divided by extensively paved and landscaped pedestrian ways that also function as shared vehicular access.
		A1.3	A distinctive podium height is created along the length of Cityport with upper portions progressively setback with increasing height.
		A1.4	The scale of buildings is reduced through emphasising horizontal proportions and framing and fenestration where possible.

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
P2	Building design across Cityport will be distinctive and reflect the maritime character of the area.	A2.1	Architectural features such as wind protection, sunshades and awnings are incorporated into building design to enhance the visual appearance of the buildings.
		A2.2	Lightweight building materials (i.e. metallic coloured, pre-fabricated sheet, timber boarding etc) are the dominant building material.
		A2.3	Landscape terraces are provided at the podium level and other lower roof levels.
		A2.4	Roof structures are designed to conceal any roof plan equipment from ground level view.
P3	Development integrates with the City centre.	A3.1	A continuous streetscape is developed to Wharf Street.
		A3.2	Awnings are provided to all public edges.
		A3.3	Landscape design and other features reflect the character of the City.
P4	Vehicle access and service areas do not dominate the streetscape.	A4.1	Car park entrances are suitably designed and located to minimise the impact of these areas on adjoining uses.
		A4.2	Loading docks and other service areas are concealed within buildings.
<b>View Corridors</b>			
P5	Key views to and from the waterfront are retained and enhanced through the future re-development of Cityport.	A5.1	All key view identified on <b>Plan 3: View Corridors</b> are retained.  OR  If the precinct boundary between two precincts is altered, building and structures are located to provide a view corridor (of a similar size to the existing corridor) between the two precincts.
		A5.2	No structures impede these view corridors.
		A5.3	Where possible, existing buildings within these view corridors are removed.
		A5.4	The view corridors are enhanced by appropriate landscape design and planting.

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PERFORMANCE CRITERIA		ACCEPTABLE SOLUTIONS	
<b>Landscaping &amp; Open Space</b>			
P6	A combination of pedestrian linkages and open spaces areas are provided as a key feature of Cityport. These open space areas ensure Cityport is highly accessible.	A6.1	An integrated and enlarged open space and pedestrian movement networks is provided as depicted on Plans 4 & &  OR  If the precinct boundary between two precincts is altered, buildings and structure are located to provide a pedestrian connection and view corridor (of a similar size to the existing corridor).
		A6.2	The design of these areas is consistent with the <b>Landscape Design Code</b> .
P7	Development complements the open space and pedestrian movement systems.	A7	No building or structures are located within the view corridors or open space areas as identified.
P8	A continuous waterfront promenade/boardwalk is provided, linking Cityport wit the Esplanade.	A8.1	Continuous pedestrian access is provided adjoining the waterfront as shown on <b>Plan 4: Major Open Space Areas</b> .
		A8.2	An alternative pedestrian route is provided for occasions when access to the wharf at the southern end of Cityport is restricted by cruise operations.
		A8.3	The design of the waterfront promenade is consistent with the <b>Landscape Design Code</b> .
<b>Access &amp; Movement Network</b>			
P9	Development provides convenient pedestrian links between the City Centre and Cityport.	A9	An integrated and efficient pedestrian movement network is provided as depicted on <b>Plan 4: Major Open Space Areas</b> .
P10	Vehicular access to Cityport is safe, efficient and provides for the needs of all users of Cityport.	A10.1	An efficient traffic network is provided as depicted on <b>Plan 5: Road Network</b> .
		A10.2	Development along Shields Street provides suitable linkages between the Esplanade and Cityport marina facilities. Such linkages will provide efficient pedestrian and vehicular access and suitable car parking facilities.
P11	Car parking, servicing and setdown areas do not dominate the streetscape.	A11.1	Sufficient on-site parking is provided to cater for all development (refer to the <b>Parking Code</b> ).

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PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS
	A11.2 Car parking entrances, loading/unloading areas and setdown areas are designed to minimise the impact of these areas on the streetscape.