

Division 2 Accommodation Units Code

2.1 Overall Outcomes

- (1) The overall outcomes are the purpose of this code.
- (2) The overall outcomes sought by the Accommodation Units Code are the following:-
 - (a) The siting and physical form of accommodation facilities and other **ancillary structures**:-
 - (i) are appropriate to the desired character and environmental values of the areas in which they are situated; and
 - (ii) facilitate the efficient use of energy for artificial heating and cooling of the premises;
 - (b) Acceptable levels of natural light, natural ventilation and privacy for occupants of the premises and the occupants of the adjoining premises are provided and maintained;
 - (c) Safe, convenient and adequate facilities addressing the following aspects of development are provided on **site**:-
 - (i) parking facilities and vehicle manoeuvring areas;
 - (ii) passive and active recreation;
 - (iii) potable water supply and power;
 - (iv) waste storage, recycling and disposal;
 - (v) emergency vehicle access; and
 - (vi) equitable access;
 - (d) **Accommodation units** are provided in locations which meet the reasonable needs of the occupants of such facilities in terms of ready access to community services;
 - (e) An acceptable standard of recreational facilities are provided on **site** for the occupants of the **accommodation units**; and
 - (f) Safe, convenient and adequate infrastructure is available to the premises.

2.2 Compliance with the Accommodation Units Code

Assessable development that is consistent with the specific outcomes of the Development Requirements *Table 6.1.2 – Assessment Criteria for Assessable Development* contained in Section 2.4 complies with the Accommodation Units Code.

2.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (1) Proximity of the Development to Service Facilities
- (2) Site Frontage and Road Access Constraints
- (3) Density of Development and Overall Site Coverage
- (4) Development Site Area Limitations
- (5) Setbacks and Buffers to the Development Site Perimeter
- (6) On-Site Waste Storage, Recycling and Disposal Facilities
- (7) Car Parking and Service Vehicle Facilities
- (8) Communal Recreation Facilities
- (9) Emergency Vehicle Access and Signage
- (10) Artificial Lighting
- (11) Disabled Facilities
- (12) Building Form and Appearance
- (13) Infrastructure Provision
- (14) Tall Structures
- (15) Energy Efficiency

2.4 Development Requirements Table
Table 6.1.2: Assessment Criteria for Assessable Development

Specific Outcomes for Assessable Development	Probable Solutions
Proximity of the Development to Service Facilities	
SO 1 The development is within a reasonable travel distance of community services providing for the short term needs of the residents of the accommodation units .	PS 1 The development is located adjacent to, or within a 1km travel distance of, an established convenience shopping area, which at the time that application is made to establish the accommodation units on the land, contains:- (1) no fewer than one dine-in or takeaway food premise; and (2) no fewer than one premise supplying fresh food and general grocery lines.
Site Frontage and Road Access Constraints	
SO 2 The development site has:- (1) a road frontage of sufficient length to cater for:- (a) vehicular movement to and from the site by vehicles appropriate to the scale of the facility; (b) vehicular movements on the development site ; (c) on-site accommodation facilities adequately buffered from adjacent land uses; and (2) a frontage road of adequate reserve width to accommodate:- (a) the footpath reserves; and (b) the sealed pavement widths; appropriate for the traffic generated by the development and the land uses within close proximity to the development site .	PS 2.1 The development site has a frontage of no less than 20m to a public road. <p style="text-align: center;">AND</p> PS 2.2 The road from which vehicular access to the development is taken has a reserve width of no less than 18m and a sealed pavement width of no less than 7.5m.
Density of Development and Overall Site Coverage	
SO 3 The development is of a density, and is in a form, which gives recognition to, and does not detract from, the character of development on adjacent land and other land in the general vicinity of the development site .	PS 3.1 The gross floor area of the development is no more than 55% of the area of that section of the development site occupied by the accommodation facilities ¹ and the buffers to adjacent land uses. <p style="text-align: center;">AND</p> PS 3.2 Site coverage over that area of the development site occupied by the accommodation facilities ¹ and the associated buffers to adjacent land uses does not exceed 50%.
Development Site Area Limitations	
SO 4 The overall development site is of a size which adequately accommodates the siting and use of the buildings and other associated facilities comprising the accommodation units while maintaining the established or desired character of the area.	PS 4 The overall development site has an area of no less than 600m ² .
Setbacks and Buffers to the Development Site Perimeter	
SO 5 All buildings, other structures and car parking facilities are located on the development site in a manner which:- (1) does not adversely impact on the existing or desired streetscape for the area; (2) is in keeping with the desired or established character of the area; (3) does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the site , having regard to:- (a) overshadowing; (b) privacy and overlooking; (c) natural light and ventilation; and	PS 5.1 Unless more extensive buffering is required by another code within this planning scheme which is applicable ² to the particular development site , a landscaped buffer having a width of no less than 3m and constructed to the standard prescribed in the <i>Planning Scheme Policy PSP30 Landscape Design</i> is provided and maintained on site for the full length of, and adjacent to, the road boundaries of the overall development site . For purposes of this provision, the property boundary includes any identified probable future land acquisition line . <p style="text-align: center;">AND</p>

Specific Outcomes for Assessable Development	Probable Solutions
<p>(4) does not result in adverse effects on the safe and efficient operation of the vehicle carriageways and pedestrian thoroughfares within the frontage road.</p>	<p>PS 5.2 Unless a greater setback distance is required by another code within this planning scheme which is applicable² to the particular development site, the following boundary clearances are maintained for all buildings and structures, (other than structures having a height of less than 1m above natural ground surface, fences or freestanding retaining walls), on the development site:-</p> <ol style="list-style-type: none"> (1) no less than 6m to any road boundary; (2) no less than 6m to the rear boundary (i.e. the boundary opposite, or approximately opposite the road boundary); and (3) a setback distance of no less than that applicable under acceptable solution A2 within Part 12 of the <i>Queensland Development Code</i> to any boundary not covered by (1) and (2) above. <p>For purposes of this provision, the property boundary includes any identified probable future land acquisition line.</p>
On-Site Waste Storage, Recycling and Disposal Facilities	
<p>SO 6 Waste storage, recycling, disposal and bin washout facilities adequately catering for the everyday on-site activities of residents, managers/operators and maintenance staff are:-</p> <ol style="list-style-type: none"> (1) conveniently located in terms of the waste generating activities; (2) appropriately screened from recreation areas, internal thoroughfares, accommodation facilities, reception area and adjacent land; (3) of sufficient size to accommodate the everyday anticipated load of the waste generating activities; (4) so located as to not have a significant adverse effect on the amenity of occupants of the site and adjacent land; (5) readily accessible to waste collection vehicles; and (6) so located that required reversing manoeuvres by waste collection vehicles are minimised in terms of number and travel distance, and are restricted to areas where sight distances are not overly constrained. 	<p>PS 6. Waste storage and bin washout facilities meeting the acceptable construction standards outlined in <i>Planning Scheme Policy PSP16 Construction Standards for Bin Washout Facilities, Shared Carwash Facilities and Waste Receptacle Storage Areas</i> are provided on the development site.</p> <p>There is no “probable solution” for the location, screening and size of waste storage and bin washout facilities to be provided on the development site under this element.</p>
Car Parking and Service Vehicle Facilities	
<p>SO 7 Car washing facilities adequate to cater for the everyday needs of on-site residents are available:-</p> <ol style="list-style-type: none"> (1) in locations which allow for the efficient washing of resident vehicles while ensuring that the washing activity has no significant adverse effect on the use of internal roadways, pedestrian thoroughfares or accommodation facilities; and (2) in a form which allows the efficient capture of wash water and the direction of wash water into an approved drainage system while minimising the potential for contamination of surface soil or surface waters. 	<p>PS 7.1 Where the development provides for the accommodation of more than 15 residents, car washing facilities meeting the applicable construction standards outlined in <i>Planning Scheme Policy PSP16 Construction Standards for Bin Washout Facilities, Shared Carwash Facilities and Waste Receptacle Storage Areas</i> are provided within communal areas of the site at the rate of 1 car washing space per 100 residents, or part thereof, accommodated on the development site.</p> <p style="text-align: center;">AND</p> <p>PS 7.2 A separation distance of no less than 6m is provided between any car washing facilities and any internal pedestrian thoroughfare or internal roadway.</p> <p>There is no “probable solution” for the numbers or type of service vehicle standing bays to be provided on the development site under this element.</p>
<p>SO 8 Sufficient space is available on the development site to accommodate:-</p> <ol style="list-style-type: none"> (1) the likely demand and expectations of the occupants in regard to resident vehicle parking; (2) the parking needs of the on-site manager, maintenance staff and other on-site employees; (3) the likely demand of visitors to the site in terms of numbers and location of visitor parking bays; and 	<p>PS 8.1 One car parking space³ is provided on the development site for every residential unit, other than any on-site manager’s residence or staff accommodation, on the land.</p> <p>Where the car parking space serves a residential unit that is required to be accessible to people with physical disabilities, the car parking space is designed and</p>

Specific Outcomes for Assessable Development	Probable Solutions
<p>(4) the need for service vehicle access, manoeuvring and standing areas.</p>	<p>constructed for use by disabled persons to the standard prescribed in <i>Australian Standard AS2890.1 (1993) Off-Street Car Parking</i>.</p> <p>For the purpose of this provision, a residential unit is every room set aside for sleeping purposes.</p> <p style="text-align: center;">AND</p> <p>PS 8.2 Visitor car parking bays and vehicle standing areas for use by residents undertaking “check-in” and “check-out” processes, which are sign posted to indicate their intended purpose, are provided adjacent to the on-site reception area:-</p> <ol style="list-style-type: none"> (1) at a rate of 1 space for every 4 residential units, or part thereof, on the development site; and (2) in a location visible from the vehicular entry point to the site. <p>For the purpose of this provision, a residential unit is every room set aside for sleeping purposes, except those within an on-site manager’s residence.</p> <p style="text-align: center;">AND</p> <p>PS 8.3 Service vehicle standing areas* are provided adjacent to the facilities that they service.</p> <p style="text-align: center;">AND</p> <p>PS 8.4 No fewer than 3 car parking spaces are provided within 10m travel distance of an access door to any on-site manager’s residence and are set aside for the exclusive use of the on-site manager.</p> <p style="text-align: center;">AND</p> <p>PS 8.5 No fewer than 1 car parking space for each staff member employed on the site at any point in time, is provided on site and is set aside for the exclusive use of on-site staff employed in the operation of the accommodation units.</p>
Communal Recreation Facilities	
<p>SO 9 The development is provided with landscaped open space and recreation facilities which are accessible by all occupants of the accommodation units and which are equivalent to that required for other forms of residential development of a similar density in terms of:-</p> <ol style="list-style-type: none"> (1) area; (2) shape; (3) casual observation; (4) catering for the recreational needs of all age groups likely to be represented in a residential facility of this nature; and (5) protection of users from direct exposure to the sun and inclement weather conditions. 	<p>PS 9.1 Not less than 30% of the area of that section of the development site occupied by the accommodation units is developed and maintained as landscaped open space and recreation facilities for the use of the occupants of the accommodation units and their bonafide visitors.</p> <p style="text-align: center;">AND</p> <p>PS 9.2 The 30% open space and recreation area prescribed under <i>PS 9.1</i> does not include:-</p> <ol style="list-style-type: none"> (1) service areas such as clothes drying areas and bin storage facilities; or (2) those areas having a dimension of less than 5m in any direction. <p style="text-align: center;">AND</p> <p>PS 9.3 For those developments which incorporate more than 10 residential units, not less than 5% of the area of that section of the development site occupied by the accommodation units is developed and maintained as communal recreation space.</p> <p>For the purpose of this provision, a residential unit is every room set aside for sleeping purposes, except those within an on-site manager’s residence.</p> <p style="text-align: center;">AND</p> <p>PS 9.4 The 5% communal recreation space prescribed under <i>PS 9.3</i>:-</p> <ol style="list-style-type: none"> (1) does not include any of the landscaped buffers to the perimeter of the site prescribed in “probable solution” <i>PS 5.1</i> of this code;

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	<p>(2) does not include vehicle standing areas or internal roadways;</p> <p>(3) is so located that pedestrian access from any residential unit to the entry point to such space does not involve crossing more than one internal roadway;</p> <p>(4) is so located that entry to such space is within 100m walking distance of every residential unit; and</p> <p>(5) is so designed that every part of the required communal recreation space is observable from a roofed facility accessible by all occupants of the accommodation units.</p> <p>For the purpose of this provision, a residential unit is every room set aside for sleeping purposes, except those within an on-site manager's residence.</p> <p style="text-align: center;">AND</p> <p>PS 9.5 Every swimming pool provided within the development is surrounded by a fence or other barrier complying with <i>Australian Standards AS 1926.1 (1993) and AS 1926.2 (1995) Swimming Pool Safety</i>.</p> <p style="text-align: center;">AND</p> <p>PS 9.6 For those developments which incorporate more than 10 residential units, roofed recreation areas having an aggregate floor area equivalent to no less than 1m² per resident for the licensed capacity of the accommodation units are provided on the development site.</p> <p>For the purpose of this provision, a residential unit is every room set aside for sleeping purposes, except those within an on-site manager's residence.</p>
Emergency Vehicle Access and Signage	
<p>SO 10 A complete and readily understood directory system of on-site facilities which facilitates the effective operation of emergency services personnel in carrying out their designated duties, and aids in the direction of other visitors to the development site, is provided at the vehicular entry point to the site.</p>	<p>PS 10.1 A sign incorporating and identifying:-</p> <ol style="list-style-type: none"> (1) the overall layout of the development (to scale); (2) internal road names; (3) all communal facilities identified by name; (4) reception area and any on-site manager's office; (5) on-site hydrant facilities including hydrant points, booster points, on-site pumps and hydrant water storage facilities; and (6) physical constraints within the internal roadway system which would restrict access by fire fighting appliances and other emergency vehicles⁵; <p>is provided at the vehicular entry point to the site adjacent to a sealed layby no smaller than 11m x 3.5m wide.</p> <p style="text-align: center;">AND</p> <p>PS 10.2 The sign prescribed under <i>PS 10.1</i> and the graphics thereon are:-</p> <ol style="list-style-type: none"> (1) in a form; (2) of a size; and (3) illuminated to a level; <p>which allows the information on the sign to be readily understood, at all times, by an average person either standing, or seated in a vehicle, 4.5m from the sign.</p>
Artificial Lighting	
<p>SO 11 An adequate level of illumination is provided at all times at the pedestrian entry point to the development site and within the communal areas of the development site.</p>	<p>PS 11 The pedestrian entry point to the development site and the designated pedestrian thoroughfares leading to:-</p> <ol style="list-style-type: none"> (1) the entry point to the development site; and (2) the reception area for the development site;

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	are at all times illuminated to a level no less than that prescribed under <i>Australian Standard AS 1158.3.1 (1999) Road Lighting - Pedestrian Area (Category P) Lighting - Performance and Installation Design Requirements</i> .
<p>SO 12 Artificial lighting necessarily associated with the use of land as accommodation units is operated in such a manner as not to cause unreasonable disturbance to any person or animal on adjacent land.</p>	<p>PS 12 Artificial lighting within the development site is directed and shielded in such a manner as not to exceed the "recommended maximum values of light technical parameters for the control of obtrusive light" given in Table 2.1 of <i>Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting</i>. For purposes of that table, "curfewed hours" are taken to be those hours between 10pm and 7am on the following day.</p>
Disabled Facilities	
<p>SO 13 Safe, dignified and equitable access for physically disabled persons is provided to, and within:-</p> <ol style="list-style-type: none"> (1) those communal areas of the development site which are normally accessible to residents; and (2) an appropriate number of residential units which are designed to accommodate the reasonable needs of physically disabled persons. 	<p>PS 13 Access for physically disabled persons is provided:-</p> <ol style="list-style-type: none"> (1) from the entry point to the development site, and from every on-site car parking space designated for use by disabled persons, to every residential unit required to be accessible by disabled persons; (2) from every residential unit required to be accessible by disabled persons to those parts of the communal area which are normally accessible to residents; (3) where the <i>Building Code of Australia</i> is silent on the issue of disabled access for the class of buildings comprising the residential units, to, and within, at least one residential unit for every 20 residential units, or part thereof, on the development site; and (4) within those outdoor communal areas of the development site which are normally accessible to residents; <p>to the standard prescribed under <i>Australian Standard AS 1428.1 (2001) Design for Access and Mobility</i> and in a manner which does not require disabled persons not in motorised vehicles to travel along those parts of the internal roadways normally used by vehicular traffic.</p> <p>For the purpose of this provision, a residential unit is every room set aside for sleeping purposes, except those within an on-site manager's residence.</p>
Building Form and Appearance	
<p>SO 14 All building work on the development site is of a scale, form and external appearance which:-</p> <ol style="list-style-type: none"> (1) does not adversely impact on the existing or desired streetscape for the area; and (2) is in keeping with the desired or established character of the area. 	<p>PS 14 No solution provided.</p>
Infrastructure Provision	
<p>SO 15 The development site has access to infrastructure capable of adequately catering for the reasonable everyday demand of the development in regard to:-</p> <ol style="list-style-type: none"> (1) road access; (2) stormwater drainage; (3) water supply; (4) electricity supply; and (5) telecommunications. 	<p>PS 15.1 The development site has direct vehicular access⁶ to a dedicated road constructed to a standard which includes:-</p> <ol style="list-style-type: none"> (1) concrete kerb and channel; (2) a 1.2m wide concrete footpath; (3) sealed road pavement; (4) linemarking; and (5) road drainage works; <p>on the ultimate alignment prescribed in <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> for a road of the standard designated by the administering authority, and which is constructed for the full frontage of the site.</p> <p style="text-align: center;">AND</p>

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	<p>PS 15.2 The development is directly connected to a Council maintained stormwater drainage system which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;">AND</p> <p>PS 15.3 The development has direct access to a reticulated potable community water supply which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> in terms of capacity and alignment.</p> <p style="text-align: center;">AND</p> <p>PS 15.4 The development has direct access to a reticulated community electricity supply and a landline telecommunication facility.</p>
<p>SO 16 Adequate sheltered pay phone facilities satisfying the reasonable everyday demand of the users of the development are provided in appropriate locations on the development site.</p>	<p>PS 16 At least 1 pay phone for every 100 residential units, or part thereof, having the following characteristics is available in the reception area or in a communal area of the development site:-</p> <ol style="list-style-type: none"> (1) sheltered from adverse weather conditions; (2) capable of IDD, STD and local area dialling; (3) available on a 24 hour basis; (4) illuminated to a level no less than that prescribed in <i>Australian and New Zealand Standard AS/NZS 1680.0 (1998) Interior Lighting</i> or <i>AS 1158.3.1 (1999) Road Lighting - Pedestrian Area (Category P) Lighting - Performance and Installation Design Requirements</i> as applicable to the location of the facility; (5) accessible to disabled persons to the standard prescribed in <i>Australian Standard AS 1428.1 (2001) Design for Access and Mobility</i>; and (6) readily observable from reception areas. <p>For the purpose of this provision, a residential unit is every room set aside for sleeping purposes, except those within an on-site manager's residence.</p>
Tall Structures	
<p>SO 17 Structures such as light pylons, antennae, masts, aerials, telecommunication structures and other supply services which are ancillary to the use of premises as accommodation units are restricted to a height and appearance which:-</p> <ol style="list-style-type: none"> (1) does not adversely impact on the existing or desired streetscape for the area; and (2) is in keeping with the desired or established character of the area. 	<p>PS 17.1 Supply services within the development site which are not otherwise concealed within buildings or other structures are reticulated underground.</p> <p style="text-align: center;">AND</p> <p>PS 17.2 Structures such as light pylons, antennae, masts, aerials and telecommunication structures are limited in height so that no part of these structures, or attachments to the structures, projects more than the lesser of:-</p> <ol style="list-style-type: none"> (1) the maximum height permitted under another code within this planning scheme which is applicable² to the particular development site; and (2) 10m above natural ground surface. <p style="text-align: center;">AND</p> <p>PS 17.3 Transmission and receiving dishes are no larger than 1.2m in diameter.</p>
Energy Efficiency	
<p>SO 18 All accommodation units are so orientated and constructed as to maximise opportunities for the use of natural forms of heating, cooling and lighting while facilitating the efficient use of energy for artificial heating and cooling of those areas.</p>	<p>PS 18 The "acceptable construction practice" set out in the following parts of Volume 2 of the <i>Building Code of Australia</i> and the prescriptive requirements of the "acceptable construction manuals" nominated in those same parts are achieved for all building work comprising the accommodation units despite the fact that those facilities may not comprise buildings of Class 1:-</p> <ol style="list-style-type: none"> (1) Part 3.12.1 – "Building Fabric"; (2) Part 3.12.2 – "External Glazing";

Specific Outcomes for Assessable Development	Probable Solutions
	(3) Part 3.12.3 – “Building Sealing”; (4) Part 3.12.4 – “Air Movement”; and (5) Part 3.12.5 – “Services”.

¹ As the land use may constitute a “residential service” under the *Residential Services (Accreditation) Act 2003*, the required facilities outlined in Part 20 of the *Queensland Development Code* will need to be included when determining the **gross floor area** and the **site coverage** for the development.

² Those codes identified in the assessment table and any overlay code relevant to the land.

³ Physical attributes of car parking facilities are set out in detail in the Access and Parking Code.

⁴ Physical attributes of service vehicle facilities are set out in detail in the Access and Parking Code.

⁵ Legislation administered by the Queensland Fire and Rescue Service prescribes the width, unobstructed height, clearance and standard of construction required for access to all of the operational components of the on-site hydrant facilities.

⁶ Physical attributes of the vehicle access crossings to development **sites** are set out in detail in the Access and Parking Code.