

## 5.4. RECONFIGURATION OF A LOT, CAPTAIN COOK HIGHWAY CRAIGLIE, STAGE 2 NEW PORT ESTATE

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|--------------------------------------|--|
| <b>REPORT AUTHOR</b>                 | Jenny Elphinstone, Senior Planning Officer   |
| <b>MANAGER</b>                       | Paul Hoyer, Manager Environment and Planning   |
| <b>DEPARTMENT</b>                    | Environment and Planning   |
| <b>APPLICATION NO</b>                | ROL 2021_4012/1  |
| <b>PROPOSAL</b>                      | Reconfiguring a Lot (One lot into 39 lots), New Road and Balance Land                  |
| <b>APPLICANT</b>                     | Port Douglas Land Developments Pty Ltd<br>C/- Cardno<br>PO Box 1619<br>Cairns Qld 4870 |
| <b>LOCATION</b>                      | Captain Cook Highway Craiglie  |
| <b>PROPERTY</b>                      | Lot 2 on SR 431  |
| <b>PLANNING SCHEME</b>               | 2018 Douglas Shire Council Planning Scheme Version 1.0                                 |
| <b>ZONING</b>                        | Low Density Residential Zone   |
| <b>LEVEL OF ASSESSMENT</b>           | Impact   |
| <b>PROPERLY MADE DATE</b>            | 5 March 2021   |
| <b>STATUTORY ASSESSMENT DEADLINE</b> | 15 December 2021   |
| <b>REFERRAL AGENCIES</b>             | State Assessment & Referral Agency   |
| <b>LOCALITY</b>                      |  |



Figure 1 – Locality Plan

## RECOMMENDATION

- A. That Council approves the development application for reconfiguration of a lot, (Stage 2) for residential lots, park, drainage reserve, road and a balance lot, over land described as Lot 2 on SR431, located at L2 Captain Cook Highway (Corner of Andreassen Road), Craiglie, subject to the following:

### APPROVED DRAWING(S) AND / OR DOCUMENT(S)

The term 'approved drawing(s) and / or document(s)' or other similar expressions means:

| Drawing or Document                     | Reference  | Date             |
|---|--|------------------|
| New Port Estate, Port Douglas, Stage 2. | Cardno Plan No. Q184103-SP02B, dated 8 October 2021 and as to be amended by Condition 3. | To be confirmed. |

### ASSESSMENT MANAGER CONDITIONS AND ADVICES

The approval is subject to the following conditions and advices

#### Assessment Manager Conditions

1. Carry out the approved development generally in accordance with the approved drawing(s) and/or document(s), and in accordance with:
  - a. The specifications, facts and circumstances as set out in the application submitted to Council; and
  - b. The following conditions of approval and the requirements of Council's Planning Scheme and the FNQROC Development Manual.

Except where modified by these conditions of approval

#### Timing of Effect

2. The conditions of the Development Permit must be effected prior to the approval of the Plan of Survey, except where specified otherwise in these conditions of approval.

#### Lot Layout

3. The lot layout plan must be revised and provided to the satisfaction of the Chief Executive Officer prior to the lodgement of the application for operational work, generally in accordance with the Cardno Plan No. Q184103-SP02B, dated 8 October 2021, and amended to detail:
  - a. All residential lots to have a minimum site area of 600m<sup>2</sup>, a minimum road frontage of 15 metres and to be able to contain a rectangle of minimum dimensions 20 metres x 15 metres; and
  - b. Include a temporary turn around on the balance lot for the extension of Greenbriar Avenue and Wabul Street.
  - c. Demonstrate how safe access will be achieved to each lot fronting Greenbriar Avenue and nominate driveway locations that achieve safe intersection sight distance for the speed category of the road, or amend the lot layout to avoid lot fronting Greenbriar Avenue;
  - d. Demonstrate how car parking can be achieved for lots fronting

**Greenbriar Avenue without compromising pedestrian and on-road cycle traffic, or suitably amend the road alignment of Greenbriar Avenue;**

- e. **Provide an easement for the future sewer extension through to Andreasson Road to guarantee security of tenure for the future sewer connectivity through to the Andreasson Road reserve noting the applicant's request for the current pump station to be considered as the trunk infrastructure for the local catchment;**

**The lot yield may change as a result of the above requirements.**

#### **Filling Lots**

4. **Each lot must be filled to achieve a Q100 plus hydraulic modelling flood immunity and storm tide inundation (having regard to sea level rise for the year 2100).**

#### **Developer Credits for the Construction of Trunk Infrastructure**

5. **The Infrastructure Agreement must detail the circumstances on which the monies will be reimbursed. For any residual monies owed after the completion of the development, the Infrastructure Agreement must detail the circumstances on which the monies will be reimbursed and the timing of any such reimbursement.**

**The scope of works and cost of constructing Trunk Infrastructure, as identified under Council's Local Government Infrastructure Plan (LGIP) must be agreed to by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works to construct the infrastructure.**

#### **Road Upgrade**

6. **At a minimum, upgrade the Beor Street intersection as required by Queensland Department of Transport and Main Roads, and also provide for an Auxiliary left turn (AUL) for the movements out of Beor Street (east). All works are to be at no cost to Council. The upgrade must include associated linemarking, pavement widening and street lighting.**

**The applicant must obtain an approval from the Department of Main Roads and Council regarding the works scope. The agreed scope must be to the satisfaction of the Chief Executive Officer and achieved prior to the lodgement of the application for operational work for the subdivision.**

#### **Acid Sulfate Soils**

7. **Undertake an Acid Sulfate Soil investigation in the area to be affected by this development. Soil sampling and analysis must be undertaken in accordance with procedures specified in, 'Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils in Queensland' (1998) or updated version of document produced by the Department of Natural Resources, Mines and Energy (Previously DNRW – QASSIT), and State Planning Policy 2/02 – 'Planning and Managing Development involving Acid Sulfate Soils'. The results of this investigation must be submitted to Council for approval prior to any earthworks or clearing being commenced on the site.**

**Identification of soils with a pyrite content in excess of the action levels nominated in the latest version of DNRME – QASSIT: 'Guidelines for Sampling and Analysis of Lowland Acid Sulfate Soils in Queensland' (1998) will trigger the requirement for preparation of an Acid Sulfate Soil Environmental Management Plan in accordance with the most recent requirements of the DNRME: 'Queensland Acid Sulfate Soil Technical**

**Manual' (2002) including Soil Management Guidelines (updated Feb. 2003) which must be prepared to the satisfaction of the Chief Executive Officer and form part of the application for a Development Permit for Operational Work.**

### **Water Supply and Sewerage Master Plan**

- 8 Individual Master Plans for the provision of Water Supply and Sewerage for the development must be prepared and accompanied by supporting calculations to demonstrates how the development can be serviced.**

**The Development Application for Operational Work must include these Master Plans with supporting information (including Hydraulic Network Analysis) to demonstrate how Stage 2 and the ultimate development will be connected to and serviced by Council's Infrastructure.**

**In particular:**

- a. For sewerage the sizing, location and services corridor is to be identified for the gravity sewerage alignment from Andreasson Road through to the new sewage pump station. Security of tenure in the form of an easement in favour of Council is to be provided for the full extent of this corridor through to Andreasson Road.**
- b. Amended plans for the future pressure main alignment from the pump station to the Council approved connection point are to be provided. The plans are to be updated to include the extent of pressure main completed to date with the as-constructed information. The surface levels are to be updated to include the as-constructed surface from the drain upgrade and stage 1 earthworks. Where constructed rock lining of the drain is in close proximity to the future pressure main, this information is to be included on the updated master plans.**
- c. The pressure main is to be connected to Council's system at a location where sufficient capacity exists. The applicant is to meet with Council's Sewerage Officers to confirm known capacity issues and determine a suitable point of connection. The Master Plan must document the considerations on the selection of the connection point, pressure main corridor and any relevant inputs from Council Officers, (this should include Minutes of Meetings and formal correspondence at a minimum);**
- d. The Water Supply Master Plan must include a new main along the Captain Cook Highway and not rely on water supply from the adjacent development to the north, (Wabul Drive). Suitable valving and connectivity is to be provided to the existing system to enable proper operation and management of the water network, however, future stages of the development must obtain water connection external to the adjoining estate at a point where sufficient capacity exists.**

**In addition, the Master Plans must identify how water supply and sewerage infrastructure capacity will be provided in an orderly and sequential manner having regard to the overall development size and demands. The Master Plans must set out the proposed infrastructure delivery matched to the timing and staging of the development.**

**In the event that the Master Plan identifies upgrades to the existing Council infrastructure to service the ultimate development, the Master Plan must detail any interim servicing arrangements for the development and identify**

thresholds (lot yield and timing) associated with those interim and ultimate servicing arrangements. The Master Plans must also identify any external catchments that will be connected to and/or serviced by the internal water supply and sewer networks.

The plan of the works must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to the lodgement of the Survey Plan with Council for endorsement.

#### **Water Supply and Sewerage Infrastructure Plan**

9. **Water supply and sewerage infrastructure plans for Stage 2 with supporting information including hydraulic network analysis must be submitted demonstrating how the development will be serviced by Council's Infrastructure. In particular the plan must:**
  - a. **Include the external catchments on Andreasson Road that will be connected to the internal sewer or water networks consistent with the applicant's request for the Network Pump Station to be relocated from Andreasson Road to Stage 11 of this estate; and**
  - b. **Identify any trunk infrastructure external to the subdivision that may require upgrading to accommodate the development.**

The water supply and sewerage infrastructure plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

#### **Water Supply and Sewerage Works**

10. **The extent of Water Supply and Sewerage Works to the site to connect the site to existing water supply and sewerage infrastructure will be determined by the Master Plans to be prepared for consideration and approval by Council. The following minimum infrastructure elements are required:**
  - a. **Provide a single internal water and sewer connection to each lot in accordance with the FNQROC Development Manual.**
  - b. **Connect to the existing water main in Greenbriar Avenue and extend the main for the full length of Stage 2 so that each allotment can be provided with a water service connection to the lot frontage; and**
  - c. **Provide district meters at locations nominated by Council; and**
  - d. **Provide an easement from the southern extent of Stage 2 through to Andreasson Road on the sewerage reticulation alignment nominated in the Master Plan to ensure security of tenure for the connectivity of all lots as envisaged by the LGIP Plans.**

Three (3) copies of a plan of the works must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works.

All works must be carried out in accordance with the approved plans, to the requirements and satisfaction of the Chief Executive Officer, prior to the lodgement of the Survey Plan with Council for endorsement.

#### **Inspection of Sewers and Stormwater**

- 11. CCTV inspections of all constructed sewers and stormwater piped systems must be undertaken for all infrastructure that will become an asset of Council. An assessment of the CCTV records will be undertaken and any identified defects are to be rectified to the satisfaction of the Chief Executive Officer at no cost to Council.**

#### **Drainage Construction**

- 12. The applicant / owner must undertake the development of the land in accordance with the findings of the updated Drainage Study.**

**Associated earthworks and landscaping must be completed in accordance with the approved plans prior to the lodgement of the Survey Plan with Council for endorsement.**

#### **Lawful Point of Discharge**

- 13. All stormwater from the property must be directed to a lawful point of discharge such that it does not adversely affect surrounding properties or properties downstream from the development to the requirements and satisfaction of the Chief Executive Officer.**

#### **Plan of Drainage Works**

- 14. The subject land must be drained to the satisfaction of the Chief Executive Officer. In particular,**
  - a. Drainage infrastructure in accordance with the FNQROC Development Manual**
  - b. The drainage system from the development must incorporate a gross pollutant trap(s) or equivalent measure(s), meeting the following Council specifications for stormwater quality improvement devices (SQID), namely:**
    - i. End-of-line stormwater quality improvement devices (SQID) shall be of a proprietary design and construction and shall carry manufacturer's performance guarantees as to removal of foreign matter from stormwater and structural adequacy of the unit.**
    - ii. SQIDs shall remove at least ninety-five per cent of all foreign matter with a minimum dimension of three (3) mm and shall be configured to prevent re-injection of captured contaminants. The SQID treat all first flush runoff, which shall be defined as that volume of water equivalent to the runoff from the three (3) month ARI storm event. The location of SQIDs within the drainage system shall be planned to ensure that the first flush waters from all parts of the (developed) catchment are treated.**
    - iii. The design of the SQID shall not compromise the hydraulic performance of the overall drainage system.**
    - iv. SQIDs shall be positioned so as to provide appropriate access for maintenance equipment.**

- c. All new allotments shall have immunity from flooding associated with an ARI 100 year rainfall event; and
- d. Where practical, all new allotments must be drained to the road frontages, drainage easements or drainage reserves and discharged to the existing drainage system via storm water quality device(s).

#### **Sediment and Erosion Control**

- 15. A sediment and erosion control plan must be submitted prior the issue of a Development Permit for Operational Works. Such plans must be installed / implemented prior to discharge of water from the site, such that no external stormwater flow from the site adversely affects surrounding or downstream properties (in accordance with the requirements of the *Environmental Protection Act 1994*, and the FNQROC Development Manual).

#### **Landscape Plan**

- 16. Undertake landscaping of the site and street frontages of new roads in accordance with *FNQROC Development Manual* and in accordance with a landscape plan. The landscape plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Work. In particular, the plan must show:
  - a. Planting of the footpath with trees, using appropriate species with consideration to be given to creating an individual sense of place and character to the estate;
  - b. Provision of an earth mound, landscaping and appropriate fencing along the western boundary;
  - c. The provision of suitable shade trees;
  - d. Species to have regard to the Planning Scheme Policy No.SC6.7 Landscaping; and
  - e. Road verges to be seeded and grassed;

Permanent irrigation or any other embellishments are not permitted.

Inclusion of all requirements as detailed in other relevant conditions included in this Approval, with a copy of this Development Approval to be given to the applicant's Landscape Architect / Designer.

Two (2) A1 copies and one (1) A3 copy of the landscape plan must be endorsed by the Chief Executive Officer prior to the issue of a Development Permit for Operational Works. Areas to be landscaped must be established prior to the lodgement of the Survey Plan with Council for endorsement and must be maintained for the duration of the on-maintenance period to the satisfaction of the Chief Executive Officer.

#### **Electricity Supply**

- 17. Written evidence from Ergon Energy advising if distribution substation/s are required within the development must be provided. If required, details regarding the location of these facilities must be submitted to the Chief Executive Officer accompanied by written confirmation from Ergon Energy. Details regarding electricity supply must be provided prior to the issue of a Development Permit for Operational Works.

## Electricity and Telecommunications

18. **Written evidence of negotiations with Ergon Energy and the telecommunication authority must be submitted to Council stating that both an underground electricity supply and telecommunications service will be provided to the development prior to the lodgement of the Survey Plan with Council for endorsement.**

### Street Lighting

19. **The following arrangements for the installation of street lighting within the proposed subdivision must be provided prior to the lodgement of the Plan of Survey for signing and dating:**
  - a. **Prior to the approval and dating of the Plan of Survey, a Rate 2 lighting scheme is to be prepared by Ergon Energy or its approved consultant and submitted to the Chief Executive Officer for approval. The Rate 2 lighting scheme is to be designed in accordance with the relevant Road Lighting Standard AS/NZS 1158 and the FNQROC Development Manual. The applicable lighting category is to be determined from the Road Hierarchy Table D1.1 and the corresponding applicable Lighting Categories Table D8.1 as identified in the FNQROC Development Manual.**

**The design must provide the applicable illumination level specified in the Road Lighting Standard AS/NZS 1158 at the following road elements:**

- i **Intersections;**
- ii **Pedestrian Refuges;**
- iii **Cul-de-sacs; and**
- iv **LATM Devices (Including Roundabouts)**

**LATM Devices are to be shown on the civil layout design, the electrical services and street lighting design must be submitted in accordance with Ergon Energy's latest Distribution Design Drafting Standard.**

- b. **Prior to the lodgement of the Survey Plan with Council for endorsement written confirmation that the relevant capital contribution required by Ergon Energy has been paid must be submitted, to ensure that the street lighting will be constructed.**
- c. **Where a new intersection is formed on an existing roadway for the purpose of accessing a new subdivision development, the intersection and existing road approaches must be provided with street lighting for a distance equivalent to at least two (2) spans either side of the intersection to the relevant Lighting Category.**
- d. **Where an existing intersection is required to be upgraded as part of a development approval, the intersection and existing road approaches must be provided with street lighting for a distance equivalent to at least two (2) spans either side of the intersection to the relevant Lighting Category.**

### Stock Piling and Transportation of Fill Material

20. **Soil used for filling or spoil from the excavation is not to be stockpiled in locations that can be viewed from adjoining premises or a road frontage**

for any longer than one (1) month from the commencement of works unless the mounded earth is grassed, maintained and does not detrimentally impact on stormwater. A drainage plan demonstrating the sufficiency for stormwater approved by an RPEQ must be provided to the satisfaction of the Chief Executive Officer where filling or spoil is stockpiled for more than one (1) month.

Transportation of fill or spoil to and from the site must not occur within:

- a. peak traffic times; or
  - b. before 7:00 am or after 6:00 pm Monday to Friday; or
  - c. before 7:00 am or after 1:00 pm Saturdays; or
  - d. on Sundays or Public Holidays.
21. Dust emissions or other air pollutants must not extend beyond the boundary of the site and cause a nuisance to surrounding properties.

#### Storage of Machinery and Plant

22. The storage of any machinery, material and vehicles must not cause a nuisance to surrounding properties, to the satisfaction of the Chief Executive Officer.

#### Construction Access

23. Vehicular access to the site for construction purposes of the reconfiguration of a lot approval must only be provided from Andreassen Road unless authorised by the Chief Executive Officer.

#### Fencing and continued agricultural use of balance land.

24. a. Where the continued agricultural use of the balance land abuts new lots, the lots adjacent to this activity must be provided with a standard timber paling fence of 1.8 metres (approximate) height together with a grassed setback of a further 20 metres (minimum) beyond the fencing.
- b. Where the continued agricultural use of the balance of the land occurs adjacent to the existing of Wabul Street a grassed buffer separation of 20 metres (minimum is to be provide on the balance land, beyond the road). Works occurring in this buffer area may include trunk infrastructure.

#### Damage to Council Infrastructure

25. In the event that any part of Council's existing sewer / water or road infrastructure is damaged as a result of construction activities occurring on the site, including, but not limited to, mobilisation of heavy construction equipment, stripping and grubbing, the applicant/owner must notify Council immediately of the affected infrastructure and have it repaired or replaced at the developer's/owner's/builder's cost, prior to the lodgement of the Survey Plan with Council for endorsement.

#### Advices

1. This approval, granted under the provisions of the *Planning Act 2016*, shall lapse four (4) years from the day the approval takes effect in accordance with sections 85(1)(b) and 71 of the *Planning Act 2016*.
2. This approval does not negate the requirement for compliance with all relevant Local Laws and statutory requirements.

3. For information relating to the *Planning Act 2016*, log on to [www.dsd.qld.gov.au](http://www.dsd.qld.gov.au) . To access the FNQROC Development Manual, Local Laws and other applicable Policies log on to [www.douglas.qld.gov.au](http://www.douglas.qld.gov.au).

#### Infrastructure Charges Notice

4. A charge levied for the supply of trunk infrastructure is payable to Council towards the provision of trunk infrastructure in accordance with the Infrastructure Charges Notice, refer to Attachment 3. The original Infrastructure Charges Notice will be provided under cover of a separate letter.

The amount in the Infrastructure Charges Notice has been calculated according to Council's Infrastructure Charges Resolution. Please note that this Decision Notice and the Infrastructure Charges Notice are stand-alone documents. The *Planning Act 2016* confers rights to make representations and appeal in relation to a Decision Notice and an Infrastructure Charges Notice separately.

#### Concurrence Agency Conditions & Requirements

| Concurrence Agency  | Concurrence Agency Reference | Date         | Council Electronic Reference |
|---|------------------------------|--------------|------------------------------|
| State Department Manufacturing, Infrastructure and Planning | 2103-21727 SRA               | 12 July 2021 | 1024039                      |

Refer to Attachment 2: Concurrence Agency Requirements. (Please note that these conditions / requirements may be superseded by subsequent negotiations with the relevant referral agencies).

- B. That Council provides the Applicant with the following separate advice regarding the future development of the balance area of the land, as depicted in the Master Plan Port Douglas Estate, Captain Cook Highway, Craiglie, prepared by Cardno Plan Q184103-MP01E dated 13 February 2020, as follows:
1. The Planning Scheme supports appropriate residential development of the remaining balance of the land;
  2. Council anticipates further development of the balance of the land is complimented by: the upgrade of the intersection of the Captain Cook Highway and Andreassen Road; the construction of an internal, connection of Wabul Street to Andreassen Road; and an appropriate sound mound and landscaping to ensure the visual amenity of the Highway and the entrance to Port Douglas and Craiglie is of a high standard; and
  3. The future development of any further stages of the balance lot must be in accordance with an approved master plan including lot layout, infrastructure planning and flood and storm water modelling.

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## EXECUTIVE SUMMARY

The land is located on the north-east corner of the Captain Cook Highway and Andreassen Road, Craiglie, south of the existing Port Pacific residential estate. The development is part of a large land holding that has been named by the developer as the *New Port Estate*.

Stages 1a and 1b were approved under a separate development permit and the construction of the stages have been recently completed and these lots are being released. When Council approved these initial stages in 2019 concern was raised with the lack of overall master planning for the land which is envisaged to provide some 300 residential lots.

The applicant now seeks the approval of an additional thirty-nine (39) residential lots and a further extension of Wabul Street that will comprise Stage 2. Access to this stage will be via the existing Port Pacific Estate and the intersection of Beor Street and the Captain Cook Highway. The applicant has provided a preliminary Master Plan as further information. This plan has not been lodged as part of an application for a Preliminary approval and has no statutory effect.

The lot layout for Stage 2 is similar to that for the constructed stages 1a and 1b. The area of the land to be developed for Stage 2 is sited further north of Andreassen Road and does not compromise Council's intended future development of the trunk nature of the road network. Concern is held with the size of the proposed lots for Stage 2, that vary from 487m<sup>2</sup> and 726m<sup>2</sup> in area. Lots of size less than 600m<sup>2</sup> are inappropriate having regard to the Low Density Residential zoning and the nature and character of the residential area. There is no social infrastructure, other than a small local park at the very north end of this new estate, nor commercial infrastructure that provides a substantiation for smaller lots. A condition of the approval requires an amended lot layout where all new lots meet the minimum performance outcomes of the Zone code.

Conditions of the approval require an easement of the balance lot to secure tenure for connecting sewer infrastructure and will enable the ability for other land to be developed.

Given the relatively low number of lots sought under Stage 2, Council is limited as to the consideration for timing of the construction of the extension of Wabul Street directly to Andreassen Road and the subsequent upgrade of the Andreassen Road and Captain Cook highway intersection. A separate advice reiterates Council's concern with the lack of overall planning for the balance land and the need to comply with the expected Local Government Infrastructure Plan (LGIP) design for trunk road infrastructure layout.

Conditions imposed by both the Department of Transport and Main Roads and Council require an upgrade of the intersection of Beor Street and the Captain Cook Highway. These conditions have regard to the impacts on the State-controlled road and the local road network.

## **TOWN PLANNING CONSIDERATIONS**

### **Background**

Part of the land is currently being developed for a new residential estate for which Stages 1a and 1b were approved by Council at the Ordinary Meeting held on 28 May 2019 and provided for thirty-two residential lots, a local park lot and a lot for a sewer pump station. Lots within these stages that range in size from 600m<sup>2</sup> to 702m<sup>2</sup>.

These first stages have been constructed and the associated survey plan to create the new lots has recently been endorsed by Council. Part of this construction included a culvert crossing and extension of Wabul Street. The extension of Wabul Street is an identified transport link and Council has provided a payment to the developer in respect to this trunk infrastructure. Council also previously resolved to advise the applicant that while the Planning Scheme supports the appropriate residential development of the remaining balance of the land, Council anticipated the development of future stages to be complimented with the upgrade of the Captain Cook highway and Andreassen Road intersection.

The applicant was encouraged to include master planning for the remaining balance of the land in the form of a preliminary approval.

Concern has been raised by residents of the neighbouring Port Pacific estate to the north, regarding the traffic associated with the construction of Stages 1a and 1b. These concerns have been advised through compliance actions. Other concerns regarding the development of the land involve the trespass by youth on unregistered motorbikes and use of stork piled earth mounds for jumps.

## Proposal

The current application lodged with Council is for the development of Stage 2. The initial application for this stage sought thirty-four (34) residential lots. Through the applicant's response to Council's request for further information a revised proposal for the stage to accommodate thirty-nine (39) residential lots was lodged. The minor change to the proposed plan seeks a variety of lot sizes ranging between 487m<sup>2</sup> and 726m<sup>2</sup> in area. The following table details these lots, excluding the balance lots.

**Table 1.**

| Lot Size                              | Number of Lots |
|---------------------------------------|----------------|
| 400m <sup>2</sup> – 499m <sup>2</sup> | 1              |
| 500m <sup>2</sup> – 599m <sup>2</sup> | 3              |
| 600m <sup>2</sup> – 699m <sup>2</sup> | 33             |
| 700m <sup>2</sup> – 799m <sup>2</sup> | 2              |
| <b>Total</b>                          | <b>39</b>      |

The applicant contends the proposed range of lot sizes:

- “ Provide greater diversity of residential land sizes and housing typologies, contributing towards housing options and affordable housing opportunities in the area;
- Encourage a variety of built form styles and character in the area through varying land sizes and frontage widths; and
- Appeal to a range of lifestyles and housing needs, contributing towards a diverse and integrated community.”

Given the greenfield location the applicant considers the proposed lot sizes to be consistent with the existing residential development and established neighbourhood character.

The response to further information also included a Preliminary Staged Master Plan (dated 13 February 2020) that superseded the plan submitted with the application for Stage 2. In respect to the Master Plan the applicant advised, “... it must be noted that these Master Plan documents are preliminary only for the purpose of guiding potential future planning outcomes for the site. Future development of the balance land (Lot 2 on SR431) may be subject to changes during further planning and detailed design.” The application was not amended to seek a preliminary approval over the whole of the land. The applicant identified the, “development of the land and other land parcels to occur progressively over time and while it is reliant on the provision of supporting infrastructure, it is unreasonable to expect the delivery of trunk infrastructure to be entirely provide up front at any one time. The applicant seeks the trunk infrastructure be reasonably delivered and appropriately funded accordingly as urban development progresses over time.”

A copy of the proposed layout plan is included in Attachment 1. The submitted (Preliminary) Master Plan and the original lot layout are included in Attachment 4.

### State Planning Requirements

The land is within the urban footprint of the Far North Queensland Regional Plan 2009-2031 and the development for residential purposes is consistent with the Regional Plan.

The State Planning Policy ('SPP') was introduced on 3 July 2017 as part of the State's planning system. The SPP defines the Queensland Government's policies about matters of state interest in land use planning and development, providing direction for the preparation of local planning instruments and assessment of development applications. The 2018 Douglas Shire Planning Scheme version 1.0 reflects the applicable State interests to the extent relevant to the proposed development and further assessment against the SPP is unnecessary.

The land is adjacent to the state-controlled Captain Cook Highway and development is subject to State codes requiring referral regarding this state infrastructure. The proximity of the land to the coast triggers referral to the Department of Environment and Science for consideration of coastal processes.

The Department of State Development, Manufacturing, Infrastructure and Planning has issued a co-ordinated State decision response requiring conditions be included in any subsequent approval. The response is in Attachment 2 and forms part of the development approval. The response requires the upgrade of the Beor Street and Captain Cook Highway intersection. The State has advised that the minor change, being the increase in the number of lots in Stage 2, has not changed the concurrence agency response.

### DOUGLAS SHIRE PLANNING SCHEME ASSESSMENT

The following benchmarks are applicable to the proposed development:

Table 2.

| Douglas Shire Planning Locality | Comment   |
|---------------------------------|---|
| <b>Planning Zone</b>            |   |
| Low Density Residential Zone    | AO1, AO2 and PO3 do not apply as the development is limited to reconfiguring the land.<br>The development can achieve PO4-PO8 through the conditions of the approval. These outcomes require the development to have appropriate regard to residential character and amenity and minimum lot size, frontage and dimensions. |

| Douglas Shire Planning Locality     | Comment   |
|-------------------------------------|---|
| <b>Local Plan Code</b>              |   |
| Port Douglas/Craigie                | The land is mapped within the Port Douglas / Craigie Local Plan but not included in any precinct. Development complies with the acceptable outcomes AO1-AO4. Concern is held with the Preliminary Master Plan as the proposed direct link to the Captain Cook Highway is not supported. A separate advice seeks the developer to meet the desired connectivity to Andreassen Road.  |
| <b>Overlay Codes</b>                |   |
| Acid sulphate soils overlay         | Complies. Part of the land is mapped as ASS and part of the land is mapped as ASS 5-20m AHD. The extent of earthworks required will be determined at operational work stage and standard conditions can address this matter and achieve satisfactory compliance.  |
| Bushfire hazard overlay             | Complies. Small areas of the balance land are mapped as Potential Impact Buffer. The proposed lots in Stage 2 are not affected by the mapped areas.   |
| Coastal environment overlay         | Complies. Small areas of the balance land are mapped as Erosion Prone Areas. The proposed lots in Stage 2 are not affected by the mapped areas  |
| Flood and storm tide hazard overlay | Complies. Parts of the balance land is mapped as flood plan, medium storm tide inundation and high storm tide inundation. The proposed development has been supported by digital flood modelling and requirements are further refined at the operational work stage and through the conditions of approval.   |
| Natural areas overlay               | Complies. The overlay mapping does not affect the area of the lot where Stage 2 is to be developed.   |
| Transport network overlay           | Complies through the conditions of the approval including the State concurrence agency conditions. Separate advice is to issue to address the need to connect future stages to Andreassen Road and provide an overall Master Plan.  |
| <b>Other Development Codes</b>      |   |
| Filling and excavation code         | Complies through conditions. Excavation and filling is required to facilitate the development and is subject to conditions of this approval and the associated operational work. All filling and excavation work is required to be engineered to enable lots to achieve suitable immunity and the secondly, ensure that the impacts of any work does not detrimentally affect the surrounding, upstream or downstream land. |

| Douglas Shire Planning Locality | Comment   |
|---------------------------------|---|
| Infrastructure works code       | Complies through conditions. It is intended that the development meet FNQROC Development Manual standards. Particular conditions have regard to; the suitable separation of the proposed sewerage pump station; adequate provision of trunk road and water infrastructure; and adequate provision of street lighting, electricity and telecommunications. Refer to comment. |
| Landscaping code                | Complies through conditions if the approval with further details to be provided at the operational work stage.  |
| Reconfiguring a lot code        | Complies through the conditions of the approval. Refer to comment   |
| Vegetation management code      | Complies. The proposed area of Stage 2 is contained to the existing sugar cane production area.   |

### Compliance Issues

The masterplan is simplistic in its form and has significant shortcomings as it fails to meet the desired trunk road layout identified under the LGIP being the extension of Wabul Street intersecting with Andreassen Road and in turn, the upgrade of the intersection of Andreassen Road and the Captain Cook Highway. These shortcomings and the lack of an ability to apply any statutory effect to the submitted master plan frustrate Councils' ongoing considerations to the development of the new estate.

Significant concern is raised with the desired range of lot sizes and the dimensions of the lots. The applicant purports the proposed range of lot sizes will provide a diversity in residential land and housing options, contributing towards housing affordability in the area and a range of residential lifestyle opportunities.

The proposition of smaller lots is not concurred with. There is a rising number of requests to Council for siting dispensations for standard lots where the desired extent of housing is more than that identified in than the QDC standards. There is no submitted evidence that new housing owners are seeking smaller houses nor the size of a standard lot in the Shire, of a minimum 600m<sup>2</sup>, is excessive for the housing developments being constructed. The submitted master plan is a tentative outline and has no inclusion of any development other than for low density residential housing. The land is zoned Low Density Residential and zone code seeks as a performance outcome a minimum lot size of 600m<sup>2</sup>. Where a range of lot sizes is sought and the development maintains the Low Density Residential zoning, the range should be upwards from the minimum lot size.

Further information was sought regarding the storm water and flood modelling for Stage 2. Request was also made for the details on proposed master planning with needs for water supply and sewerage infrastructure. The applicant provided details and maintains a position that no actionable nuisance will result from Stage 2 and that the development is an extension of Stage 1 and the neighbouring estate. There is a need for good master planning and the provision of a water supply main within Port Douglas Road connecting the estate to the Council infrastructure at the intersection at Beor Street. Similarly, there is a need to plan and connect appropriate sewerage infrastructure. Conditions of the approval address these requirements and provide a clear scope to the details required to enable an appropriate subsequent operational work approval.

The proposed curve in the internal road alignment for the extension of Greenbriar Avenue is of concern and a condition of the approval requires the applicant to demonstrate the suitability in respect to kerbside parking.

Development is planned and anticipated to occur on other land further south of Andreasson Road. This other land is within the planned infrastructure service area and will rely on a connecting network of sewer infrastructure over this land. Conditions of the approval require the provision of an easement over the balance land to enable connectivity of infrastructure.

The applicant has raised issue with these conditions finding them unreasonable and comments that such provision should be part of further detailed design, master planning and further development of the area. Concern is held with the need to secure tenure of land for the purpose of sewer infrastructure to enable other development to occur and the conditions are considered reasonable.

The additional stage utilises and relies solely on the access / egress connection via the Beor Street and Captain Cook Highway intersection. The Department of Transport and Main Roads has required an upgrade of this intersection having regard to impact on the State-controlled Captain Cook highway.

It is agreed that considering the road hierarchy there is capacity in the Wabul Road to provide for the additional trip movements for the additional stage of the estate. However, the exit point is severely limited. A condition of the approval requires an auxiliary left hand turn out lane to assist movements from the local network.

### **Referral Agency Requirements**

The State Assessment and Referral Agency has issued a concurrence agency response that includes conditions regulating the development. A copy of the response is included in Attachment 2. The State has required a channelized right-turn treatment with a short turn slot to be undertaken at the intersection on the Captain Cook Highway and Beor Street intersection. Given the impact of the development utilising the local traffic network of the Port Pacific Estate, a separate similar requirement is included in Council's conditions.

### **Internal Referrals**

Advice was received from an external consulting engineer regarding the infrastructure associated with the development. Comments regarding these issues are included in the above report content

### **ADOPTED INFRASTRUCTURE CHARGES**

The development did trigger Infrastructure Charges. Refer to Attachment 3 to review the calculated Infrastructure Charge.

### **COUNCIL'S ROLE**

Council can play a number of different roles in certain circumstances and it is important to be clear about which role is appropriate for a specific purpose or circumstance. The implementation of actions will be a collective effort and Council's involvement will vary from information only through to full responsibility for delivery.

The following area outlines where Council has a clear responsibility to act:

**Regulator:** Meeting the responsibilities associated with regulating activities through legislation or local law.

Under the *Planning Act 2016* and the *Planning Regulation 2017*, Council is the assessment manager for the application.

## **ATTACHMENTS**

1. Attachment 1 Proposed Lot Layout [5.4.1 - 1 page]
2. Attachment 2 Concurrence Agency Response [5.4.2 - 6 pages]
3. Attachment 3 Adopted Infrastructure Charges Notice [5.4.3 - 1 page]
4. Attachment 4 Preliminary Master Plan [5.4.4 - 1 page]



Attachment 5.4.1

**NEWPORT  
ESTATE**  
PORT DOUGLAS  
STAGE 2





SARA reference: 2103-21727 SRA  
 Council reference: ROL2021\_4012  
 Applicant reference: Q184103

12 July 2021

Chief Executive Officer  
 Douglas Shire Council  
 PO Box 723  
 Mossman Qld 4873  
 enquiries@douglas.qld.gov.au

Attention: Jenny Elphinstone

Dear Sir/Madam

## SARA response—Stage 2 New Port Estate Residential Subdivision at Captain Cook Highway, Craiglie

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency on 24 March 2021.

### Response

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|                   |   |
|-------------------|---|
| Outcome:          | Referral agency response – with conditions.   |
| Date of response: | 12 July 2021  |
| Conditions:       | The conditions in <b>Attachment 1</b> must be attached to any development approval. |
| Advice:           | Advice to the applicant is in <b>Attachment 2</b> .                                 |
| Reasons:          | The reasons for the referral agency response are in <b>Attachment 3</b> .           |

### Development details

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|               |  |   |
|---------------|--|---|
| Description:  | Development permit   | Reconfiguring a Lot (1 Lot into 34 Lots, New Road and Balance Lot). |
| SARA role:    | Referral Agency  |   |
| SARA trigger: | <b>Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1</b> | (Planning Regulation 2017) - Reconfiguring a lot near a State-      |

controlled road

**Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1**  
(Planning Regulation 2017) - Reconfiguring a lot near a State-controlled road intersection

SARA reference: 2103-21727 SRA  
Assessment Manager: Douglas Shire Council  
Street address: Captain Cook Highway, Craiglie  
Real property description: Lot 2 on SR431  
Applicant name: Port Douglas Land Developments Pty Ltd  
Applicant contact details: C/- Cardno (Qld) Pty Ltd  
PO Box 1619  
CAIRNS QLD 4870  
billy.glover@cardno.com.au

## Representations

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An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules) Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Anthony Westbury, Planning Officer, on 40373215 or via email CairnsSARA@dasilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Joanne Manson  
A/Manager (Planning)

cc Port Douglas Land Developments Pty Ltd C/- Cardno, billy.glover@cardno.com.au

enc Attachment 1 - Referral agency conditions  
Attachment 2 - Advice to the applicant  
Attachment 3 - Reasons for referral agency response  
Attachment 4 - Representations provisions

## Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application)

| No.  | Conditions   | Condition timing   |
|--|--|--|
| <b>Reconfiguring a lot</b>   |  |  |
| Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot near a State transport corridor, and Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 – Reconfiguring a lot near a State-controlled road intersection—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions: |  |  |
| 1.   | <p>(a) A 2.4 - 2.6 metre noise barrier must be constructed in accordance with the Noise Impact Assessment Report, prepared by Cardno, dated 25 March 2019, reference I019_Q184013.</p> <p>(b) The noise barrier must be designed in accordance with:</p> <ul style="list-style-type: none"> <li>(i) the Department of Transport and Main Roads' Road Traffic Noise Management Code of Practice, Volume 1, Chapter 6 and 7.</li> <li>(ii) Specification MRTS15 Noise Fences (March 2019).</li> <li>(iii) Standard Drawing Road Manual, Part 13, Number 1606.</li> </ul> <p>(c) RPEQ certification must be provided to the Road Corridor Management Unit, Department of Transport and Main Roads, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au), confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.</p> | Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times. |
| 2.   | <p>(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road.</p> <p>(b) Any works on the land must not:</p> <ul style="list-style-type: none"> <li>(i) create any new discharge points for stormwater runoff onto the state-controlled road.</li> <li>(ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road.</li> <li>(iii) surcharge any existing culvert or drain on the state-controlled road.</li> <li>(iv) reduce the quality of stormwater discharge onto the state-controlled road.</li> </ul>  | (a) & (b)<br>At all times.   |
| 3.   | Direct access is not permitted between Captain Cook Highway and the subject site.  | At all times   |
| 4.   | (a) Road works comprising of a channelized right-turn treatment with a short turn slot (CHR(S)) must be provided to upgrade the Captain Cook Highway / Beor Street intersection.   | Prior to submitting the Plan of Survey to the local government for approval                                    |

|  |   |  |
|--|---|--|
|  | <p>(b) The road works must be designed and constructed in accordance with Austroads Guide to Road Design, Part 4: Intersections and Crossings – General, specifically:</p> <ul style="list-style-type: none"><li>• Figure A 29: Channelized right-turn treatment with a short turn slot (CHR(S)) two lane rural road for north bound vehicles turning right from Captain Cook Highway into Beor Street.</li></ul> |  |
|--|---|--|

## Attachment 2—Advice to the applicant

| <b>General advice</b> |  |
|-----------------------|--|
| 1.                    | Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> its regulation or the State Development Assessment Provisions (SDAP) v2.6. If a word remains undefined it has its ordinary meaning.  |
| 2.                    | <p><b>Transport Corridor Noise</b></p> <p>Mandatory Part (MP) 4.4 of the Queensland Development Code (QDC) commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated transport noise corridor. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a transport noise corridor are designed and constructed to reduce transport noise. Transport noise corridor means land designated under Chapter 8B of the Building Act 1975 as a transport noise corridor. Information about transport noise corridors is available at state and local government offices.</p> <p>A free online search tool can be used to find out whether a property is located in a designated transport noise corridor. This tool is available at the State Planning Policy Interactive Mapping System website: <a href="https://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking">https://spp.dsdip.esriaustraliaonline.com.au/geoviewer/map/planmaking</a> and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land. Transport Noise Corridors are located under Information Purposes within Transport Infrastructure of the State Planning Policy (SPP) mapping system.</p> |
| 3.                    | <p><b>Advertising Device</b></p> <p>The proposed development is proposing to erect an advertising device that will be visible from a state-controlled road. The applicant should seek advice from the Department of Transport and Main Roads (DTMR) to ensure that the advertising device visible from a state-controlled road, and beyond the boundaries of the state-controlled road, is unlikely to create a traffic hazard for the state-controlled road.</p> <p>Note: DTMR has powers under section 139 of the Transport Operations (Road Use Management - Accreditation and Other Provisions) Regulation 2015 to require removal or modification of an advertising sign and / for a device which is deemed that it creates a danger to traffic.</p>  |
| 4.                    | <p><b>Roads Works Approval</b></p> <p>Under section 33 of the Transport Infrastructure Act 1994, written approval is required from the Department of Transport and Main Roads to carry out road works.</p> <p>Please contact the Department of Transport and Main Roads on 4045 7144 to make an application for road works approval.</p> <p>This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ).</p> <p>Please contact the Department of Transport and Main Roads as soon as possible to ensure that gaining approval does not delay construction.</p>   |

## **Attachment 3—Reasons for referral agency response**

(Given under section 56(7) of the *Planning Act 2016*)

### **The reasons for the SARA decision are:**

- The site has road frontage to Captain Cook Highway a state-controlled road, and Wabul Street and Andreassen Road, both local roads. There is no direct vehicle access to Captain Cook Highway with existing access available via Wabul Street and Andreassen Road.
- Proposed access for the Stage 2 development site will be via Wabul Street via the local road network, including the approved Stage 1 development, through to the Captain Cook Highway / Beor Street intersection.
- Road works to the Captain Cook Highway / Beor Street intersection will ensure the intersection can accommodate the increased traffic generation from the Stage 2 development and not result in a worsening of operating conditions on the state-controlled road network.
- Connections to council services, infrastructure and utilities will be obtained via the approved Stage 1 development and will not impact Captain Cook Highway.
- The development will be set back a sufficient distance (minimal distance approx. 22m) from the state-controlled road, and required excavation and filling will not adversely impact the state-controlled road.
- The noise barrier will minimise traffic noise impacts to future residents of the development.
- Stormwater and drainage flows are appropriately managed and will not impact the state-controlled road.
- The proposed development is unlikely to compromise the safety, efficiency, and operating conditions of Captain Cook Highway.
- With conditions, the proposed development complies with the relevant provisions of State code 1: Development in a state-controlled road environment.

### **Material used in the assessment of the application:**

- The development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version 2.6)
- The Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system



2018 Douglas Shire Planning Scheme version 1.0 Applications

## ADOPTED INFRASTRUCTURE CHARGES NOTICE

|  |                           |   |                                    |
|--|---------------------------|---|------------------------------------|
| <b>Port Douglas Land Developments Pty Ltd</b><br>DEVELOPERS NAME |                           | <b>New Port Estate</b><br>ESTATE NAME                           | <b>2</b><br>STAGE                  |
| <b>L2 Captain Cook Highway</b><br>STREET No. & NAME              | <b>Craiglie</b><br>SUBURB | <b>L2 SR 431</b><br>LOT & RP No.s                               | <b>4913</b><br>PARCEL No.          |
| <b>ROL (1 into 39 lots)</b><br>DEVELOPMENT TYPE                  |                           | <b>ROL 2021_4012/1</b><br>COUNCIL FILE NO.                      | <b>4</b><br>VALIDITY PERIOD (year) |
| <b>1053699</b><br>DSC Reference Doc. No.                         | <b>1</b><br>VERSION No.   | <b>Payment before the signing and dating of the Survey Plan</b> |                                    |

Infrastructure Charges as resolved by Council at the Ordinary Meeting held on 23 February 2021 (Came into effect on 1 March 2021)

|                                    | Charge per Use                 | rate      | Floor area/No. | Amount            | Amount Paid | Receipt Code & GL Code                |
|------------------------------------|--------------------------------|-----------|----------------|-------------------|-------------|---------------------------------------|
| 0                                  |                                |           |                |                   |             |                                       |
| 0                                  |                                |           |                |                   |             |                                       |
| <b>Proposed Demand</b>             |                                |           |                |                   |             |                                       |
| 3 or more bedroom dwelling 40 lots | per 3 or more bedroom dwelling | 24,143.38 | 40             | 965,735.20        |             |                                       |
| Total Demand                       |                                |           |                | <b>965,735.20</b> |             |                                       |
| <b>Credit</b>                      |                                |           |                |                   |             |                                       |
| <u>Existing land use</u>           |                                |           |                |                   |             |                                       |
| 3 or more bedroom dwelling 1 lot   | per 3 or more bedroom dwelling | 24,143.38 | 1              | 24,143.38         |             |                                       |
| Total Credit                       |                                |           |                | <b>24,143.38</b>  |             | <b>Code 895<br/>GL GL7500.135.825</b> |

Required Payment or Credit **TOTAL** \$941,591.82

|              |   |                 |             |  |
|--------------|---|-----------------|-------------|--|
| Prepared by  | <b>Jenny Elphinstone</b>  | <b>2-Dec-21</b> | Amount Paid |  |
| Checked by   | <b>Neil Beck</b>  | <b>7-Dec-21</b> | Date Paid   |  |
| Date Payable | <b>ROL - Before the Local Government approves the plan of subdivision</b> |                 | Receipt No. |  |
| Amendments   |   | Date            | Cashier     |  |

**Note:**

The Infrastructure Charges in this Notice are payable in accordance with Sections 119 and 120 of the *Planning Act 2016* as from Council's resolution from the Ordinary Meeting held on 23 February 2021.

Charge rates under the Policy are subject to indexing.  
Any Infrastructure Agreement for trunk works must be determined and agreed to prior to issue of Development Permit for Operational Work.

Charges are payable to: Douglas Shire Council. You can make payment at any of Council's Business Offices or by mail with your cheque or money order to Douglas Shire Council, PO Box 723, Mossman QLD 4873. Cheques must be made payable to Douglas Shire Council and marked 'Not Negotiable.' Acceptance of a cheque is subject to collection of the proceeds. Post dated cheques will not be accepted

Any enquiries regarding Infrastructure Charges can be directed to the Development & Environment, Douglas Shire Council on 07 4099 9444 or by email on enquiries@douglas.qld.gov.au



# MASTER PLAN

## PORT DOUGLAS ESTATE CAPTAIN COOK HIGHWAY CRAIGLIE

