

5.1. LOT 2 CAPTAIN COOK HWY, ANDREASSEN RD CRAIGLIE, ROL (1 INTO 32 RESIDENTIAL LOTS, PARK, DRAINAGE RESERVE ROAD AND BALANCE LAND)

REPORT AUTHOR(S)	Jenny Elphinstone, Senior Planning Officer
MANAGER	Paul Hoyer, Manager Environment and Planning
DEPARTMENT	Planning
PROPOSAL	Reconfiguring a Lot
APPLICANT	Port Douglas Land Developments Pty Ltd C/ Cardno (Qld) Pty Ltd PO Box 1619 Cairns Qld 4870
LOCATION OF SITE	L2 Captain Cook Hwy, Craiglie
PROPERTY	Lot 2 on SR431

LOCALITY PLAN



Figure 1. - Locality Plan

ZONE	Low Density Residential
LOCAL PLAN	Port Douglas / Craiglie
PLANNING SCHEME	2018 Douglas Shire Planning Scheme
REFERRAL AGENCIES	Department of State Development, Manufacturing, Infrastructure and Planning
NUMBER OF SUBMITTERS	Not Applicable
STATUTORY ASSESSMENT DEADLINE	6 June 2019
APPLICATION DATE	16 January 2019

RECOMMENDATION

- A. That Council approves the development application for reconfiguration of a lot, (Stages 1A and 1B) 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 (Cnr of Andreassen Road), Craiglie, subject to the following:**
- i. APPROVED DRAWING(S) AND / OR DOCUMENT(S) (and as amended by Condition 3 of the Assessment Manager's conditions.**

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

Drawing or Document	Reference	Date
Stages 1A & 1B, Port Douglas Estate, Captain Cook Highway Craiglie	Cardno Plan No. Q184103-MP02A, dated 18 December 2018 and as to be amended by Condition 3.	To be confirmed.
Concept Stormwater Culvert Details	Cardno Drawing Q184103-005-SK-01, Revision 2, dated 19 February 2019 and as to be amended by Conditions 14 and 15.	To be confirmed
General Culvert Construction Notes	Cardno Drawing Q184103-005-CI-001, Revision 1, dated 26 February 2019, and as to be amended by Conditions 14 and 15.	To be confirmed
Plan and Sections	Cardno Drawing Q184103-005-CI-002, Revision 1, dated 26 February 2019, and as to be amended by Conditions 14 and 15.	To be confirmed.

ii 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-MP02A, dated 18 December 2018, and amended to detail:**
 - a. All residential lots to have a minimum site area of 600m², a minimum road frontage of 15 metres and to be able to contain a rectangle of minimum dimensions 20 metres x 15 metres;**
 - b. Replace the 'Park' at the rear of proposed Lots 16 to 20 with the description "Drainage Reserve";**
 - c. Extend the road in Stage 1B, adjacent to proposed lots 19 and 20, to the new Drainage Reserve (as outlined under condition part b above) and include a ramped profile to enable suitable access by Council vehicles to service the drainage reserve; and**
 - d. Provide a ramp access and vehicle access gate to the east of the new road for access to the existing drainage easement.**

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 or alternatively the agreed costs of the infrastructure can be claimed against applicable adopted charges generated by the development. 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 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 Safety Assessment

- 6. Provide a Road Safety Assessment by an accredited Road Safety Auditor for the Milman Drive and Wabul Drive road link extending from the proposed new southern drain crossing through to, and including, the intersection with the Captain Cook Highway.**

The intersection analysis for the Captain Cook Highway/Milman Drive intersection is to be undertaken in an approved modelling package (SIDRA or equivalent). All upgrades identified in the Road Safety Audit or the intersection analysis will need to be identified in engineering design plans and associated reports.

- a. Where the intersection analysis demonstrates that the additional Stage 1 lots create an unacceptable level of service for the intersection operation, the applicant must identify and provide the upgrades necessary to ensure the intersection operates with an acceptable level of service.**

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

There is to be no cost to Council for these associated works.

And

- b. Where the intersection analysis demonstrates there is a component of existing use that contributes to an unacceptable standard of service, then the applicant must obtain an agreement in writing from the Department of Main Roads and Council regarding the timing, costs and responsibility for the necessary works. All works are to be at no cost to Council. The agreement 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 1 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 new sewage pump station and the pressure main. 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);**
- b. The location of the pump station is to be confirmed with detailed design to maximise the separation distance from existing and proposed residences. The FNQROC separation distances are to be achieved and may require the future drainage corridor to be considered to optimise the separation available to existing development, Stage 1 lots and future proposed lots. The supporting information must include plans showing the separation distances achieved to the nearest lots for the above development locations; and**
- c. The Water Supply 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, 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 1 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. Identify external catchments that will be connected to the internal sewer or water networks; 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 external 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. Extend the water main from the existing services at the corner of Milman Drive and the Captain Cook Highway so that each allotment can be provided with a water service connection to the lot frontage and the trunk main extension is sufficient for the further development of the whole of the balance land (estimated as a total of 300 residential lots) for Lot 2 on SR 431;
 - b. Provide an appropriate pump station, generally in the indicative location on the balance lot as per the Applicant's submission to Council on the 12 April 2019 (Council document reference ID 898733, ensuring such location meets at least the minimum separating distance from residential lots (as required under FNQROC standard) and is sufficiently accompanied by a paved concrete access and pad area for inspection and servicing by Council vehicles, including a crane);
 - c. Provide district meters at locations nominated by Council; and
 - d. Provide a single internal water and sewer connection to each lot in accordance with the FNQROC Development Manual.

Construction of the sewerage pump station will require full design drawings and a commissioning plan in accordance with FNQROC Development Manual submitted with the plan of works and will be subject to compliance with the Council's Purchasing Policy for competitive tendering.

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.**

General External Works

- 12. Undertake the following external works:-**

- a. Provide a full detail design and costing for the proposed culvert crossing, as detailed in Council's Local Government infrastructure plan (LGIP). The culvert size, alignment within the drainage corridor and height of the road surface above are to be confirmed with Council and supported by updated stormwater modelling prior to the lodgement of the application for Operational Works.**
- b. Construct the culvert crossing connecting to the existing road alignment in the neighbouring residential estate.**
- c. For Milman Drive/Wabul Drive link, provide a full detail design complete with costing and undertake the upgrades identified for the road system and intersection in accordance with the findings of the Road Safety Audit and Intersection Analysis.**

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 to the satisfaction of the Chief Executive Officer prior to the lodgement of the Survey Plan with Council for endorsement.

Further Drainage Study

- 13. The applicant is to update the stormwater modelling and reporting in accordance with the following requirements:**
 - a. provide further information on the model input parameters for review by its external stormwater reviewers.**
 - b. Provide a further assessment of the check flow assessed using the rational method based on alternative time of concentration methods and provide commentary on any variance between the methods;**
 - c. Undertake a sensitivity analysis for the peak flows in the model based on the upper bound assessment from the above check (or 15% increase in peak flows whichever is the greater). Note the assessment of peak flow rates is to enable assessment of the implications for the drain and culvert (and the flood level relative to existing housing).**
 - d. It is unclear how the ground levels for the existing lots have been entered into the flood model and whether the current model set up excludes flow from entering existing lots. In order to properly understand the proposed drain and culverts operation and impacts, cross sections of the drain profile at regular intervals upstream and downstream from the culverts**

are required. The sections should show:

- i. the proposed drain profile, including the need for a finish to stabilise the drain banks, such as rock lining;
 - ii. existing lot levels on the north side and proposed development levels on the south;
 - iii. the modelled peak flood level for the 5, 10 and 100 year ARI events, and
 - iv. the resulting freeboard.
- e. In addition to the colour coding of the flood modelling outputs, flood levels are to be reported with 100mm contours or spot levels at maximum 50m intervals. This requirement is only for the 1% AEP model outputs but applies to both the existing and developed cases; and
 - f. The proposed culvert design concept is not supported as there is no capacity for overtopping within the drainage corridor. The flood modelling is to be revised for a culvert concept that has a road surface level a minimum of 250mm below the existing road level on the northern side.

Any ramping of the road levels is to occur outside the alignment of the drainage corridor. Modelling of the blockage scenarios is to be confirmed.

Because the culvert will not be able to achieve significant overtopping capacity, the modelling and reporting needs to clearly address blockage scenarios, sensitivity analysis and assessments of the severe storm impact as set out in QUDM Sections 7.23, &.24 and &.25.

The updated flood model and report together with an amended culvert design 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 plan prior to the lodgement of the Survey Plan with Council for endorsement.

Drainage Construction

- 14. 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.

Reserves Over Drain

- 15. A Drainage Reserve containing all land below the top of the high bank and the area of additional drainage reserve (as outlined in Condition 3 above) adjacent to the top of the bank or the limit of the Q100 ARI event, whichever is the greater must be transferred to the Crown for Drainage Purposes. The land (reserve) must be transferred in conjunction with registration of the Plan of Survey for any lot release under Stage 1B. The existing drainage easement, over the part of the stormwater drain that is to be within the new Drainage Reserve, is to be rescinded at no cost to Council.

Southern Diversion Drain

- 16. Where drainage channel improvements are identified in the flood study and or as a result of performance issues identified with the current drain, these works are to be identified on engineering drawings and included in the application for Operational Works.**

Existing scouring/erosion of the drain batters and banks is to be investigated and advice is to be provided on the soil type, lining and upgrades necessary to address the long-term stability of the channel. It is expected that a revised flatter batter profile will need to be considered. Information on the selected batter profile, lining type or vegetation stabilisation and soil types together with advice on the stream flow velocities will be required to support the proposed drain design.

Access ramps suitable for maintenance plant and equipment are to be provided on each side of the culvert structure to enable maintenance access the drain and culverts.

A plan of the drain improvement 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.

Lawful Point of Discharge

- 17. 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

- 18. 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 SQIDs must 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

- 19. 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 and Provision of Park

- 20. Undertake landscaping of the site, including the Park, 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, especially in parks;
 - d. Species to have regard to the Planning Scheme Policy No.SC6.7 Landscaping;
 - e. Park and road verges to be seeded and grassed; and
 - f. Bollards around the perimeter to prevent vehicle access with the exception of gates that enables Council vehicle access.

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.

The applicant is to provide park in accordance with the approved plan in Stage 1B. This area of park must be to the requirements and satisfaction of the Chief Executive Officer. The land and embellishments must be established at no cost to Council. The land must be transferred at the same time as registering the Plan of Survey for any lot for Stage 1B with the Department of Natural Resources and Mines.

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

21. 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

22. 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

23. 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

24. 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.
25. 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

26. 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

27. 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

28. Lots backing the Drainage Reserve (as required under Condition 3 above) are to be fenced to the satisfaction of the Chief Executive Officer.

Fencing and continued agricultural use of balance land.

29.
 - 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

30. 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 . To access the FNQROC Development Manual, Local Laws and other applicable Policies log on to 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 2. 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.

5. The *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* applies to action that has, will have or is likely to have a significant impact on matters of national environmental significance.

Further information on the *EPBC Act* can be obtained from the Department of the Environment, Water, Heritage and the Arts website www.environment.gov.au/epbc EPBC Act Policy Statement 1.1 Significant Impact Guidelines Matters of National Environmental Significance (Oct. 2009).

iii. Further Permits

1. The following Development Permits are required to be obtained before the development can be carried out:

- a. Development Permit for Operational Work.

iv. Currency period for the approval

Under section 85(1)(a)(i) of the *Planning Act 2016*, the relevant period for the Preliminary Approval is to be four (4) years starting from the day the approval takes effect.

v. Reasons for Decision

The reasons for this decision are:

1. Sections 60, 62 and 63 of the *Planning Act 2016*:
 - a. the approved plan(s) and document(s) as per A above;
 - b. the Conditions and Advices as per B above;
 - c. to ensure the development satisfies the benchmarks of the 2018 Douglas Shire Planning Scheme; and
 - d. to ensure compliance with the *Planning Act 2016*.
2. Findings on material questions of fact:
 - a. the development application was properly lodged to the Douglas Shire Council on 16 January 2019 under section 51 of the *Planning Act 2016* and Part 1 of the Development Assessment Rules;
 - b. the development application contained information from the applicant which Council reviewed together with Council's own investigation of assessment against the State Planning Policy and the 2018 Douglas Shire Planning Scheme in making its assessment manager decision.

3. Evidence or other material on which findings were based:

- a. the development triggered assessable development under the Assessment Table associated with the Zone Code;
- b. Council undertook an assessment in accordance with the provisions of sections 60, 62 and 63 of the *Planning Act 2016*; and
- c. the applicant's reasons have been considered and the following findings are made:
 - i. Subject to conditions the development satisfactorily meets the Planning Scheme requirements.

vi. Concurrence Agency Conditions & Requirements

Concurrence Agency	Concurrence Agency Reference	Date	Council Electronic Reference
State Department Manufacturing, Infrastructure and Planning	1901-9940 SRA	12 April 2019	898767

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-MP01B dated 5 April 2019, 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, connecting 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 the balance lot must consider and have due regard to projected storm tide inundation and coastal erosion for the year 2100. To this extent the applicant is encourage to seek particular expertise in this matter.

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 land, as also neighbouring lands to the east and further to the south is currently under sugar cane production.

The applicant is very keen to commence development this year and is seeking a development permit for Stages 1A and 1B which will provide for some 32 lots, new road, new infrastructure, drainage reserve and a small area of park.

The applicant has advised of a future intention to fully develop the remainder land for residential housing lots, as per the Planning Scheme framework, and a schematic layout for the whole of the land has been provided. Concern is held with the proposed future direct access of the balance lot to the Captain Cook Highway. A local resident has also raised concern with the new lots utilising access only via the neighbouring Port Pacific Estate. It is not considered reasonable that the proposed 32 lots triggers the construction of the whole of the connecting trunk road. A separate resolution provides comment from Council regarding this future design layout and the expected timing for the internally connecting trunk road to occur in the next stage of the remaining estate.

Concern has been raised with the size of some lots and the applicant has indicated agreement that all lots meet the minimum size and dimensions identified as acceptable outcomes in the Low Density Residential Zone.

Discussions have been undertaken with the applicant's consultants to clarify flood modelling and infrastructure design including the proposed road culvert across the stormwater drain along the site's northern boundary. This drain was developed by Council to address stormwater issues to the area. The drain is currently protected by an easement in Council's favour. For that part of the Southern Division Drain, adjacent to Stage 1, the proposed drainage reserve will replace the drainage easement and provide an area suitable to enable future maintenance.

The report recommends the application be supported subject to conditions that satisfactorily address these identified concerns. The development of trunk infrastructure is as per outlined in Council's Local Government Infrastructure Plan (LGIP) and the conditions require a suitable agreement be achieved prior to the issue of a Development Permit for Operational Work.

TOWN PLANNING CONSIDERATIONS

Background

L2 SR431

Two applications were previously approved by Cairns Regional Council: firstly to reconfigure the lot into 2 (CRC reference 8/13/1512); and another to then create 46 lots over part of the land (CRC reference 8/13/1547). Application 8/10/166 was lodged in May 2013 with CRC for the operational work associated with 8/13/154, however, this application was not pursued. Both subdivision approvals (8/13/1512 and 8/13/1547) have since lapsed.

The land is constrained by storm tide inundation, projected coastal erosion zone and flooding. These constraints predominantly impact on the eastern part of the proposed balance lot.

Port Pacific Estate

The neighbouring Port Pacific Estate has been developed under an approval originally issued by the former Douglas Shire Council in 2004 (combined application CA 1449/2016). Four of the five stages have been constructed. Very few lots in the completed four stages remain vacant. Access to this estate is limited to Milman Drive via Downing Street. A significant rain event in 2008 resulted in houses being flooded in this estate. Under Cairns Regional Council a drain was constructed to the south (on the land which is the subject of the current application). Concern remains for the sufficiency of immunity for the access road in flood events.

The fifth stage of the estate remains outstanding and this will comprise some 22 lots. Stage 5 will require the development of a crossing over the constructed drain. A large balance area of the neighbouring land will remain undeveloped due to its low lying character and natural wetlands constraint. As yet, no application has been made of the operational work associated with the fifth stage. As a staged subdivision, the development is considered to have commenced and has an “in perpetuity” status. However, the applicant holds a more conservative approach and gained “approval” for the permit to be valid until the 25 November 2020.

Proposed Estate South of Andreassen Road

A separate development approval was issued by the Court Order dated 9 September 2013, for Planning and Environment Court Appeal 7 of 2013 and remains valid until 9 September 2023. This approval permits the residential development of land, south of Andreassen Road, into house lots and includes the requirements for the Andreassen Road / Captain Cook Highway intersection upgrade.

An application was lodged for the upgrade of the intersection of Andreassen Road and the Captain Cook Highway, including associated drainage works. However, this application was not further pursued and has since lapsed.

Captain Cook Highway and Andreassen Road Intersection

The Captain Cook Highway is a State-controlled road and the development of adjacent land to the east into residential estates is subject to the State's requirement to upgrade this intersection, require access to the residential lots off Andreassen Road and require; linking internal roads to the adjacent estates.

Both the previously approved residential developments, to the north of Andreassen Road, and the current approval for residential development to the south of Andreassen Road, require the costly construction of road and a stormwater drain at the Highway intersection and adjacent Andreassen Road. In other developments where significant infrastructure has been required under multiple approvals, private developers have undertaken the works in a shared cost arrangement. It is understood that to date, the entities involved with these works have not as yet entered into a similar commercial arrangement.

Proposal

The application seeks the development of 32 residential house lots, new road, drainage reserve and a park. The residential lots and park will be constructed in two stages (1A and 1B) and will be developed on the north-western part of the land. Access to the development is to be via the existing road network of the established Port Pacific residential estate including a culvert crossing over the adjacent stormwater drain. The proposed layout of Stages 1A and 1B is included in Attachment 1.

An indicative layout of the remainder of the balance lot has been provided through a request for further information. The indicative layout is included in Attachment 4.

State Planning Requirements

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

The land is adjacent to the state-controlled Captain Cook Highway on the northeast corner of the intersection of the Highway and Andreassen Road. The development is subject to State codes requiring referral to the Department of Main Roads. 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 requiring conditions be included in any subsequent approval. These requirements are included in Attachment 2 and form part of the development approval.

Douglas Shire Planning Scheme Assessment

Douglas Shire Planning Scheme		Code Applicability	Compliance
Zone	Low Density Residential Zone Code	✓	AO1, AO2 and PO3 do not apply as the development is limited to reconfiguring the land. The development can achieve PO4-PO8 through the conditions of the approval. These outcomes require the development to have appropriate regard to the features and constraints of the land and the surrounds, residential character and amenity and minimum lot size and dimensions.
Local Plan	Mapped within the Port Douglas / Craiglie local plan but not included in any precinct.	✓	Development complies with the acceptable outcomes A01-AO5. Recommended advice for the future a balance of the land identifies the need for the developer to maintain good visual amenity along the Captain Cook Highway.

Douglas Shire Planning Scheme		Code Applicability	Compliance
State Codes	Community Residence Code	X	-
	Forestry For Wood Production Code	X	-
	Reconfiguring A Lot (Subdividing One Lot Into Two Lots) And Associated Operational Work Code	X	-
Overlay Codes	Acid Sulfate Soils Code	✓	Part of the land is mapped as ASS and part of the land is mapped as PASS 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 Code	✓	Part of the land is mapped as Potential Impact Buffer. The area of Stages 1A and 1B is not affected by the Overlay.
	Coastal Environment Overlay Code	✓	The land is not within the Coastal Management District as mapped by the Planning Scheme. Part of the land is mapped as within the area of coastal erosion, however, this mapped area does not include land for Stages 1A and 1B. Council's CHASE Study has produced more refined mapping for the balance area of the land and a recommendation for the future development of that area seeks attention be given to this matter.
	Flood And Storm Tide Hazard Overlay Code	✓	Part of the land is mapped in the floodplain and part is mapped as being affected by storm tide inundation. These mapped areas do not include the land area for Stages 1A and 1B. More specific flood modelling has been provided by the applicant and the conditions of approval and requirement for FNQROC Development Manual compliance at operational work stage give suitable regard to this constraint. Through the conditions of the approval the development will achieve the AO1 and the components of AO3, AO7 and AO8 for reconfiguring of a lot.
	Hillslopes Overlay Code	X	-

Douglas Shire Planning Scheme		Code Applicability	Compliance
Overlays	Landscape Values Overlay Code	✓	A corridor along the western boundary of the site is mapped as a scenic route buffer. Refer to comment.
	Natural Areas Overlay Code	✓	Although the overlay mapping identified part of the Stage 1A and 1B land to be MSES - Regulated Vegetation, ground truthing has not supported the mapping as this area is under sugar cane production. The mapping also identifies a drain as being <i>MSES - Regulated Vegetation (Intersecting a Watercourse)</i> . The drain is outside the proposed area of development for Stages 1A and 1B.
	Places Of Significance Overlay Code	X	-
	Potential Landslide Hazard Overlay Code	X	-
	Transport Network Overlay Code: (Pedestrian and Cycle) Overlay	✓	Complies. The development achieves the requirement with the proposed road alignment and carriageway width which meet FNQROC Development Manual standards.
	Transport Network Overlay Code: (Road Hierarchy) Overlay	✓	Complies. The development meets this requirement with no direct access to the State controlled road for Stages 1 A and 1B, The recommendation of advice regarding the future development of the balance of the lot seeks connecting access via Andreassen Road.
	Transport Network Overlay Code: (Transport Noise Corridor) Overlay	✓	This requirement is addressed through the State referral.-
Other Development Codes	Access, Parking And Servicing Code	X	-
	Advertising Devices Code	X	-
	Environment Performance Code	X	-

Douglas Shire Planning Scheme		Code Applicability	Compliance
Other Development Codes	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.
	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.
	Ship-Sourced Pollutants Reception Facilities In Marina Code	X	-
	Vegetation Management Code	X	-

Compliance Issues – Proposed Planning Scheme

Flood Modelling

Further detail has been provided by the applicant to assure Council as to the expected impacts of flooding can be appropriately addressed, in particular the impacts on the proposed culvert crossing. These concerns are adequately addressed through the conditions.

Landscape Values

The State has required the applicant is to provide a 2.4-2.6 noise barrier adjacent to the Highway to mitigate the impacts of noise emissions from the adjacent state-controlled road corridor. For other approvals the State stipulated the barrier was to be provided as a mix of earth mound and fencing and such design also provided good amenity and protection of the view corridor. The specific design of an earth mound and fence has not been nominated in this instance. A condition of the approval therefore requires suitable landscaping be provided to address the Planning Scheme Overlay

Infrastructure Works

The applicant initially indicated an intention to extend the infrastructure, for water and sewer, from the adjacent Port Pacific Estate. It is not agreed that there is sufficient available capacity associated with the neighbouring estate, in particular as the approved Stage 5 is yet to be developed. Conditions of the approval require the developer to provide separate connection to Council's trunk water and sewer services.

While the application seeks a development approval to reconfigure the land to create a limited number of residential lots, the conditions of the approval reflect the infrastructure suitably cater for the further development of the balance area of the land.

Reconfiguring of a Lot Code

Through the applicant's response to a request for further information nominated an agreement to achieve the minimum lot size and it is anticipated that this will yield a range of lot sizes that are consistent with the Low Density Residential Zone.

In this instance the applicant is seeking development over part of the land. However, where land is of a significant size the Code seeks development be complimented by a structure plan. The applicant has provided a proposed indicative layout for the balance of the land. while the indicative layout does not meet identified future connectivity to Andreassen Road, it does demonstrate that the development of Stages 1A and 1B do not preclude the ability to achieve an appropriate layout and infrastructure design for the balance of the land. Comments regarding the indicative layout are provided to the Applicant through the second recommendation.

Resident Concerns

While there is no requirement for public notification a local resident has contacted council raising concern with impacts of the development on the neighbouring estate including: impact of flooding; construction access and resident vehicle access being limited to the existing neighbouring estate; and concern with traffic conflict with local children.

Advice was provided explaining that conditions of the approval require detailed flood modelling on the post development phase to ensure no detrimental impact to upstream, downstream and surrounding land.

The conditions require construction access for the operational work to construct the subdivision via Andreassen Road. Once the road is opened, then construction of future houses can be via this legal road. Under the *Planning Act 2016* the conditions of an approval must be reasonable and relevant.

The proposed road widths are as per the FNQROC Development Manual Standard. The resident's concern regarding reported conflicts for pedestrians has been referred to Infrastructure Management under Council's *Customer Request Management* (CRM) process.

ADOPTED INFRASTRUCTURE CHARGES

The proposed development triggers Adopted Infrastructure Charges. Refer to Attachment 3 to view calculations. Credit applies where trunk infrastructure is constructed and such credit will be identified through the infrastructure agreement that is required to be achieved prior to the issue of a Development Permit for Operational Work.

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.

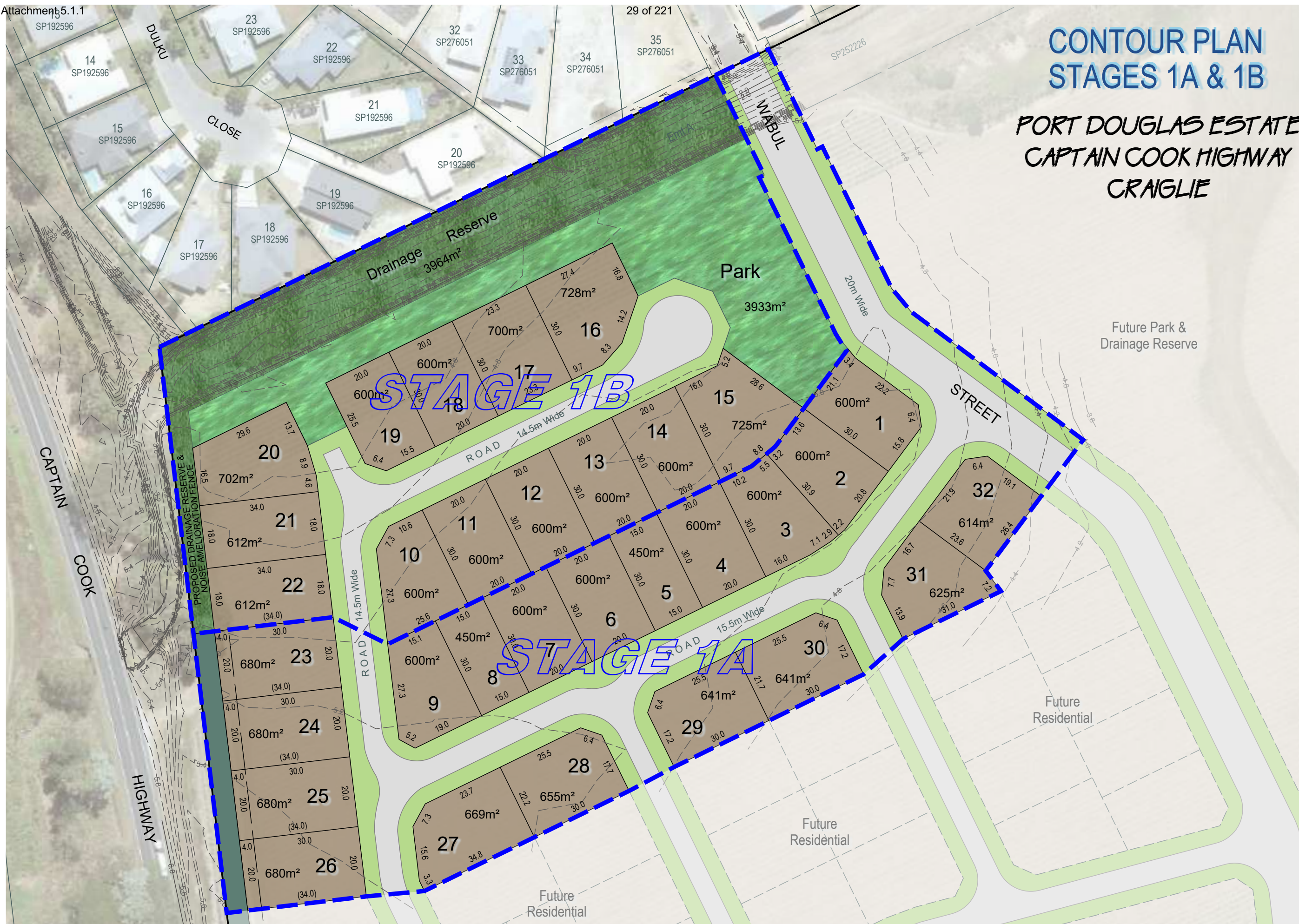
Under the *Sustainable Planning Act 2009* and the *Sustainable Planning Regulation 2009*, Council is the assessment manager for the application.

ATTACHMENTS

1. Proposed Layout Plan **[5.1.1]**
2. Concurrence Agency Conditions **[5.1.2]**
3. Adopted Charges **[5.1.3]**
4. Indicative Proposed Layout for Balance Lot **[5.1.4]**

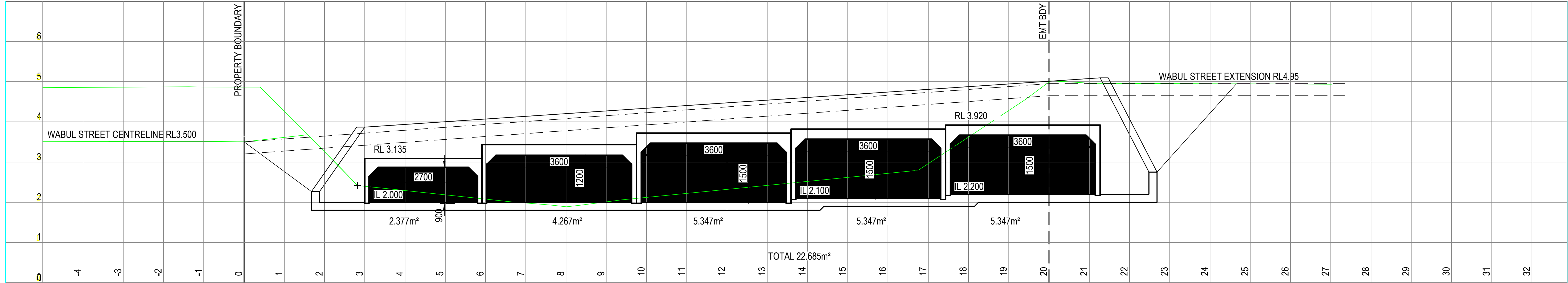
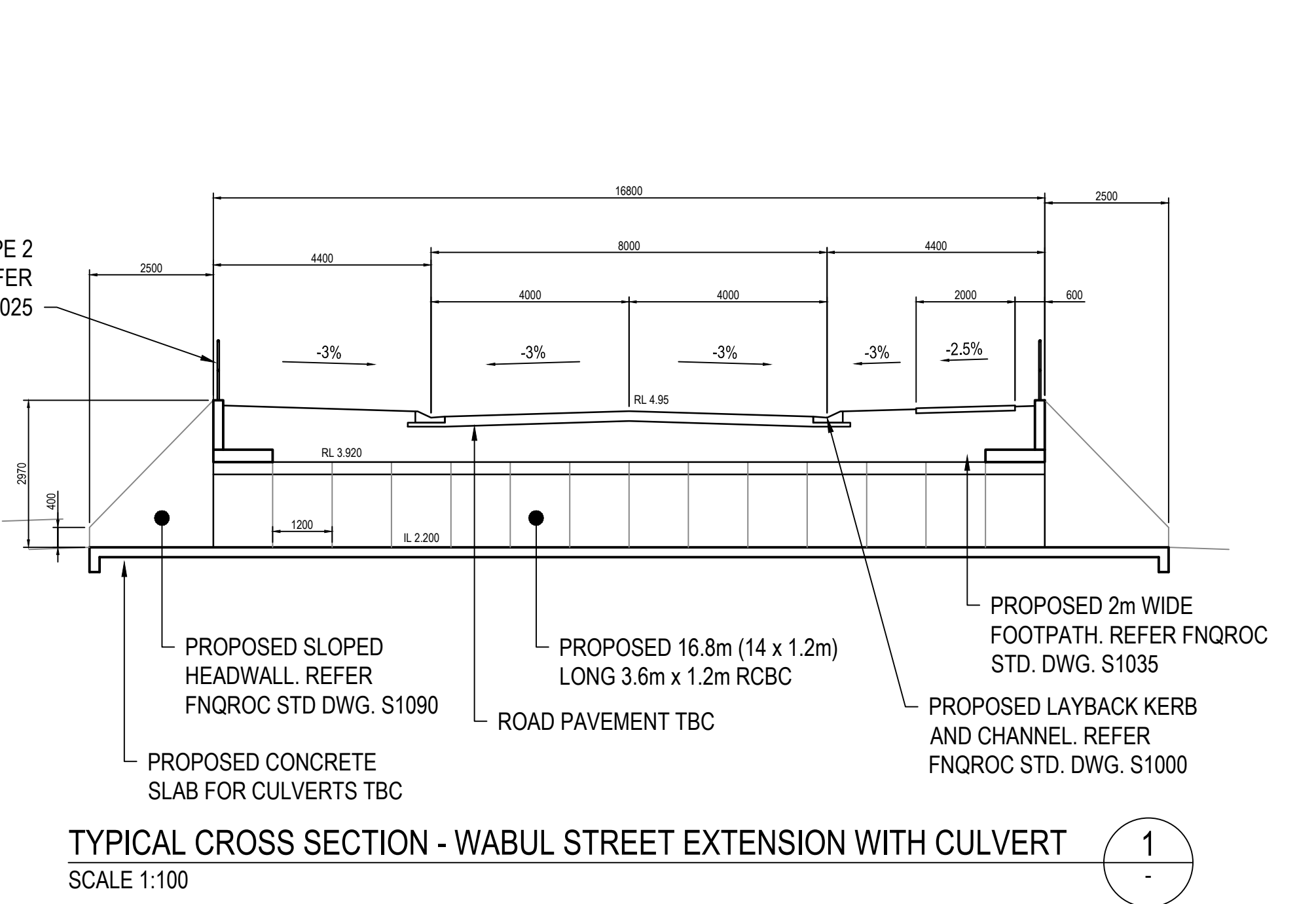
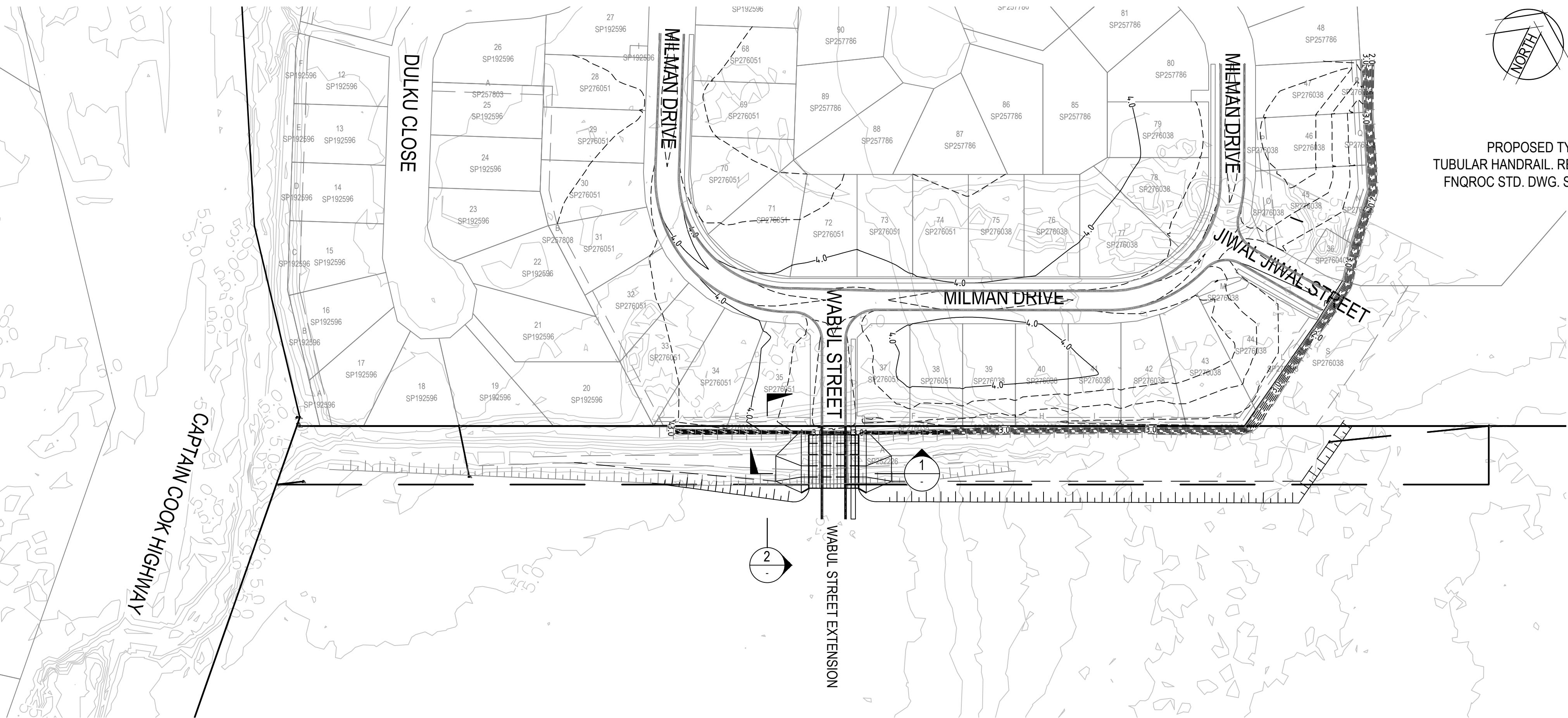


Attachment 5.1.1



CONTOUR PLAN STAGES 1A & 1B

PORT DOUGLAS ESTATE
CAPTAIN COOK HIGHWAY
CRAIGLIE



ELEVATION - WABUL STREET EXTENSION WITH CULVERT
SCALE 1:50

GENERAL

- G1 THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL AND OTHER DRAWINGS AND SPECIFICATIONS AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
- G2 THE INFORMATION CONTAINED ON THESE DRAWINGS IS FOR STRUCTURAL ENGINEERING PURPOSES ONLY. ALL DISCREPANCIES THAT COULD RESULT IN CHANGES TO THE STRUCTURAL DETAILS SHALL BE REFERRED TO THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
- IF IN DOUBT - ASK
- G3 CONSTRUCTION FROM THESE DRAWINGS AND ASSOCIATED CONSULTANTS' DRAWINGS SHALL NOT COMMENCE UNTIL APPROVED BY THE LOCAL AUTHORITIES.
- G4 ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT AND CURRENT AUSTRALIAN STANDARDS AND WITH THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES EXCEPT WHERE VARIED BY THE PROJECT SPECIFICATION.
- G5 ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE. ENGINEERS' DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS.
- G6 DURING CONSTRUCTION THE STRUCTURE SHALL BE MAINTAINED IN A STABLE CONDITION AND NO PART SHALL BE OVERSTRESSED. TEMPORARY BRACING SHALL BE PROVIDED BY THE BUILDER TO KEEP WORKS AND EXCAVATIONS STABLE AT ALL TIMES.
- G7 THE BUILDER SHALL GIVE 48 HOURS NOTICE FOR ALL ENGINEERING INSPECTIONS.
- G8 UNLESS NOTED OTHERWISE ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILLIMETRES.
- G9 THE STRUCTURAL COMPONENTS DETAILED ON THESE DRAWINGS HAVE BEEN DESIGNED IN ACCORDANCE WITH THE RELEVANT AUSTRALIAN STANDARDS AND LOCAL GOVERNMENT ORDINANCES FOR THE FOLLOWING LOADINGS :

DESIGN LOADS		
AREA	LIVE LOAD kPa	SUPERIMPOSED DEADLOAD kPa
GENERAL	?	NIL

SAFETY IN DESIGN AND CONSTRUCTION

- D1 CONSTRUCTION WORK UNDERTAKEN BY THE BUILDER/CONTRACTOR IS TO COMPLY WITH THE REQUIREMENTS OF THE WORK PLACE HEALTH AND SAFETY ACT.
- D2 CONSTRUCTION ACTIVITY CAN BE HAZARDOUS. POTENTIAL SAFETY HAZARDS CONSIDERED BY THE DESIGNERS TO HAVE A HIGHER RISK THAN NORMAL CONSTRUCTION ACTIVITY ARE IDENTIFIED WITH APPROPRIATE NOTES ON THESE DRAWINGS. IT SHOULD BE NOTED THAT DESIGNERS HAVE A LOWER LEVEL OF UNDERSTANDING OF THE RISKS INVOLVED IN CONSTRUCTION COMPARED TO THAT OF A COMPETENT CONTRACTOR. IT IS THEREFORE ESSENTIAL THAT AN ADEQUATE SAFETY PLAN IS PREPARED BY THE CONTRACTOR FOR THE WORKS. SAFETY PLANS ARE TO BE PREPARED IN COMPLIANCE WITH THE STATUTORY REQUIREMENTS. THE DESIGNERS MAY NOT BE AWARE OF ALL SAFETY RISKS AND HAZARDS INVOLVED IN THIS PROJECT AND THE ABSENCE OF COMMENT DOES NOT IMPLY THAT THERE ARE ONLY LOW LEVEL RISKS OR HAZARDS INVOLVED IN THIS PROJECT. APPROPRIATE WORK METHOD STATEMENTS ARE TO BE PREPARED FOR ANY HIGH RISK ACTIVITY BY THE CONTRACTOR. THE DESIGNERS ARE AVAILABLE TO BE CONSULTED WHEN REQUIRED CONCERNING THEIR AREA OF CONTROL WITH REGARD TO SAFETY PLANS.
- D3 PRIOR TO FABRICATION OF STEELWORK THE CONTRACTOR SHALL AGREE WITH THE ENGINEER ON AREAS OF RISK WHICH HAVE BEEN ADDRESSED BY THE DESIGN WHERE POSSIBLE AND AGREE ON SUITABLE CONSTRUCTION PROCEDURES WHERE AREAS OF RISK STILL EXIST.
- D4 PRIOR TO ANY FABRICATION THE CONTRACTOR SHALL HAVE COMPLETED A RISK ASSESSMENT OF ALL CONSTRUCTION PROCEDURES AND ENSURED THAT WHERE POSSIBLE, ALL RISKS HAVE BEEN ELIMINATED AND WHERE NOT POSSIBLE THEIR SAFETY PLAN HAS ADDRESSED THOSE ISSUES AND IT HAS BEEN FORMULATED AND DOCUMENTED FOR STRICT ADHERENCE DURING THE CONSTRUCTION WORKS.
- D5 PRIOR TO THE USE OF THE PROJECT AS DESIGNED, THE OWNER SHALL HAVE COMPLETED A RISK ASSESSMENT OF ALL WORK PRACTICES AND ENSURED THAT WHERE POSSIBLE ALL RISKS HAVE BEEN ELIMINATED AND WHERE NOT POSSIBLE THEIR SAFETY PLAN HAS ADDRESSED THOSE ISSUES AND IT HAS BEEN FORMULATED AND DOCUMENTED FOR STRICT ADHERENCE AFTER COMMISSIONING.

FORMWORK

- CF1 THE DESIGN, CONSTRUCTION AND PERFORMANCE OF THE FORMWORK AND FALSEWORK IS THE RESPONSIBILITY OF THE BUILDER. INSTALLATION OF STEEL FORMWORK SHALL BE STRICTLY IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
- CF2 DESIGN AND CONSTRUCTION AND STRIPPING TIMES SHALL COMPLY WITH AS 3610 AND AS 3600 UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- CF3 DURING CONSTRUCTION, SUPPORT PROPPING SHALL BE PROVIDED WHERE LOADS FROM STACKED MATERIALS, FORMWORK AND OTHER SUPPORTED SLABS INDUCE LOADS IN A SLAB OR BEAM WHICH EXCEED THE DESIGN LOAD FOR STRENGTH OR SERVICEABILITY AT THAT AGE ONCE THE NOMINATED 28 DAY STRENGTH HAS BEEN ATTAINED, THESE LOADS SHALL NOT EXCEED THE DESIGN SUPERIMPOSED LOADS SET OUT IN THE GENERAL NOTES.
- CF4 THE FORMWORK SHALL BE DESIGNED TO RELY ON NO RESTRAINT OR SUPPORT FROM THE PERMANENT STRUCTURE WITHOUT PRIOR APPROVAL FROM THE PROJECT DESIGN ENGINEER.
- CF5 WHERE NECESSARY SPECIAL REQUIREMENTS FOR SEQUENCE OF CONCRETE PLACEMENT AND STRIPPING ARE SET OUT ON DRAWINGS.
- CF6 DESIGN INFORMATION CONCERNING THE FOUNDATION FORMWORK SHALL BE DETERMINED FROM THE CONDITIONS EXISTING ON SITE AT THE TIME OF CONSTRUCTION. REFER ALSO TO THE GEOTECHNICAL REPORT WHERE AVAILABLE.
- CF7 UNLESS NOTED OTHERWISE PROVIDE UPWARD CAMBER TO FORMWORK OF CANTILEVERS OF L/120, WHERE L IS THE SHORTEST PROJECTION BEYOND COLUMN OR WALL FACE, AND TO FORMWORK OF SLABS WHERE NOTED ON PLAN. MAINTAIN THE SLAB AND BEAM DEPTHS SHOWN.

BAR LAPS (mm) FOR BEAMS & SLABS		
BAR SIZE	TOP BAR	BOTTOM BAR
N12	500	500
N16	600	600
N20	800	800
N24	1200	1000
N28	1500	1200
N32	1900	1500
N36	2300	1800

MINIMUM LAP FOR ALL REINFORCING FABRIC SHALL BE ONE MESH SQUARE PLUS 30mm.

- R5 WELDING OF REINFORCEMENT SHALL NOT BE PERMITTED UNLESS SHOWN ON THE STRUCTURAL DRAWINGS OR APPROVED BY THE ENGINEER. WHERE APPROVED, WELDING MUST COMPLY WITH AS1554.3 STANDARD STEEL WELDING, PART 3 : WELDING OF REINFORCING STEEL. NO WELDING IS ALLOWED WITHIN 120mm OF BENDS.
- R6 FABRIC SHALL BE LAPPED TWO TRANSVERSE WRITES PLUS 25mm. BUNDLED BARS SHALL BE TIED TOGETHER AT 30 BAR DIAMETER CENTRES WITH 3 WRAPS OF THE WIRE.
- R6 WHERE TRANSVERSE TIE BARS ARE NOT SHOWN PROVIDE N12-300 SPLICED WHERE NECESSARY AND LAP WITH MAIN BARS 400 mm UNLESS NOTED.
- R7 JOGGLES TO BARS SHALL COMPRISE A LENGTH OF 12 BAR DIAMETERS BETWEEN BEGINNING AND END OF AN OFFSET OF 1 BAR DIAMETER.
- R8 ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON MILD STEEL PLASTIC TYPED CHAIRS, PLASTIC CHAIRS OR CONCRETE CHAIRS AT NOT GREATER THAN 1 METRE CENTRES BOTH WAYS, AND 800 EACH WAY FOR FABRIC. WHEN POURED ON GROUND AS FORMWORK PROVIDE PLATES UNDER ALL BAR CHAIRS. PLASTIC TYPED STEEL CHAIRS SHALL NOT BE USED ON EXPOSED FACES IN EXPOSURE CLASSIFICATION B1, B2 AND C ONLY PLASTIC OR CONCRETE CHAIRS.
- R8 SITE BENDING OF REINFORCEMENT SHALL BE AVOIDED IF POSSIBLE. WHERE SITE BENDING IS UNAVOIDABLE IT SHALL BE CARRIED OUT COLD, WITHOUT THE APPLICATION OF HEAT, AND IN ACCORDANCE WITH THE PRACTICE NOTE RPN1 OF THE STEEL REINFORCEMENT INSTITUTE OF AUSTRALIA. REINFORCEMENT SHALL NOT BE REBENT WITHOUT APPROVAL OF THE SUPERINTENDENT.
- R9 THE STRUCTURAL ENGINEER SHALL BE GIVEN 48 HOURS NOTICE FOR REINFORCEMENT INSPECTION AND CONCRETE SHALL NOT BE DELIVERED UNTIL FINAL APPROVAL HAS BEEN OBTAINED FROM THE STRUCTURAL ENGINEER.

REINFORCEMENT

- R1 ALL REINFORCING BARS SHALL BE GRADE D500N TO AS 4671 UNLESS NOTED OTHERWISE. IT SHALL BE CUT AND BENT IN ACCORDANCE WITH AS3600. ACCEPTABLE MANUFACTURERS AND PROCESSORS OF STEEL REINFORCEMENT MUST HOLD A VALID CERTIFICATE OF APPROVAL, ISSUED BY THE AUSTRALIAN CERTIFICATION AUTHORITY FOR REINFORCING STEELS (ACRS), OR TO SUCH AN EQUIVALENT CERTIFICATION SYSTEM AS MAY BE APPROVED IN WRITING BY THE SPECIFIER. EVIDENCE OF COMPLIANCE WITH THIS CLAUSE MUST BE OBTAINED WHEN CONTRACT BIDS ARE RECEIVED. ALL MESH SHALL BE GRADE 500L TO AS4671 AND SHALL BE SUPPLIED IN FLAT SHEETS.
- REINFORCEMENT NOTATION SHALL BE AS FOLLOWS IN THE FOLLOWING
- NUMBER OF BARS IN GROUP

↓

17-N20-250

↓

NOMINAL BAR SIZE IN mm
- ↓

BAR GRADE AND TYPE

↓

SPACING IN mm
- R2 THE FIGURES FOLLOWING THE FABRIC SYMBOLS RL, SL, L, TM IS THE REFERENCE NUMBER FOR FABRIC TO AS 4671.
- R3 REINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY AND NOT NECESSARILY IN TRUE PROJECTION.
- R3 SPLICES IN REINFORCEMENT SHALL BE MADE ONLY IN POSITIONS SHOWN OR OTHERWISE APPROVED IN WRITING BY THE ENGINEER. LAPS SHALL BE IN ACCORDANCE WITH AS 3600 AND NOT LESS THAN THE DEVELOPMENT LENGTH FOR EACH BAR, AS SHOWN IN THE TABLE BELOW.

CONCRETE

- C1 ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600, AS 1379 & AS 3610 CURRENT EDITIONS WITH AMENDMENTS, EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.

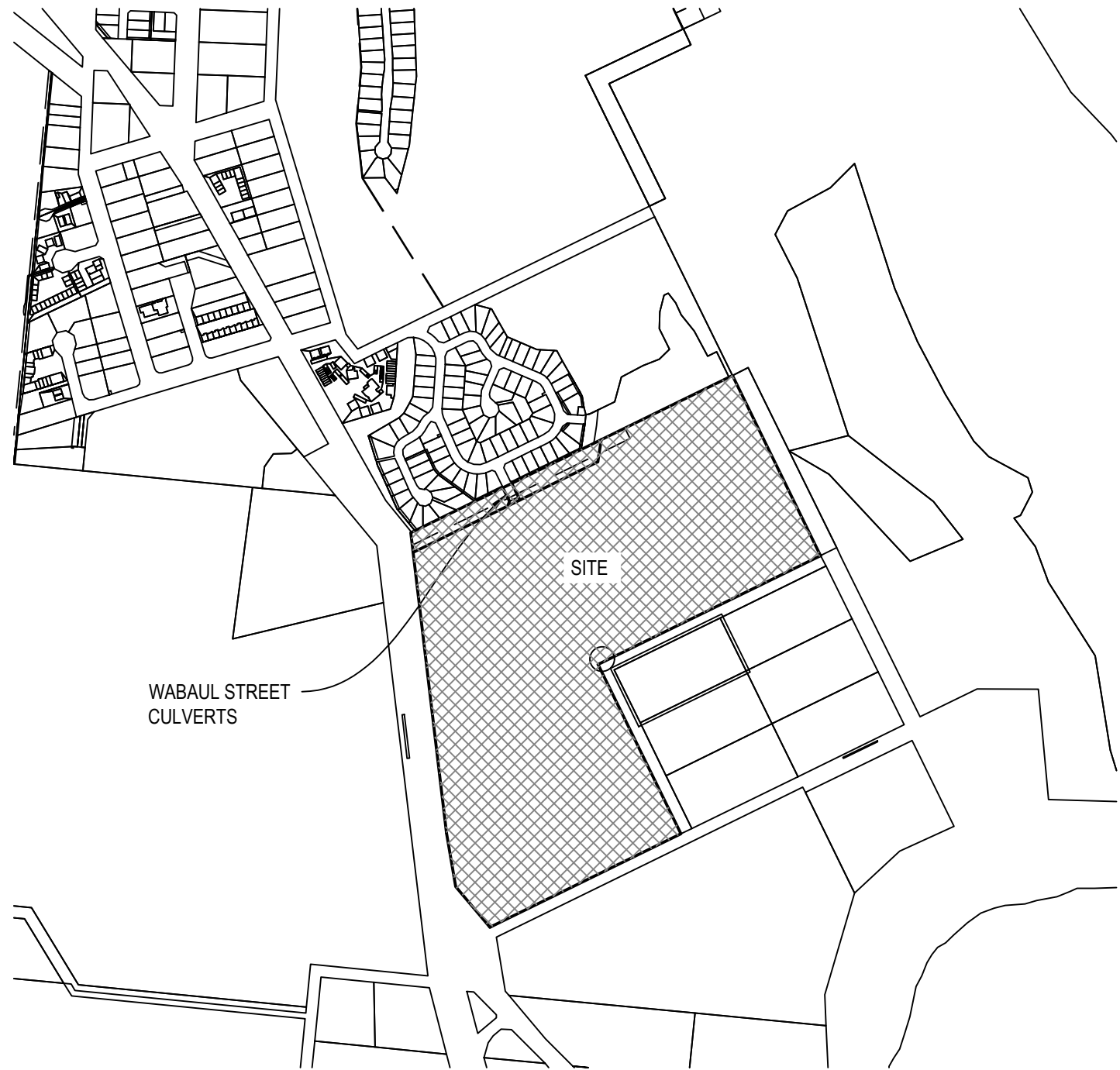
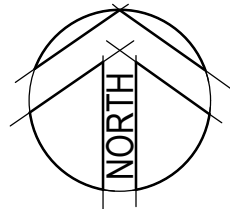
TABLE 1 - CONCRETE QUALITY			
ELEMENT	STRENGTH GRADE	SLUMP (mm)	MAXIMUM AGGREGATE SIZE (mm)
BASE SLAB	N25	80±15	20
WING WALLS	N25	80±15	20
RETAINING WALL FTG	N20	230±15	10
RETAINING WALL	S32	80±15	20
EXPOSURE CLASSIFICATION			
INTERNAL		A1	
EXTERNAL		B1	

ELEMENT	TOP (mm)	BTM (mm)	SIDE (mm)
BASE SLAB	50	50	50
WING WALL / HEAD WALL	25	40	40
RETAINING WALL FOOTING	40	40	40
RETAINING WALL	40	40	40

PROJECT ASSESSMENT SHALL BE CARRIED OUT IN ACCORDANCE WITH AS 1379, EXCEPT THAT SAMPLING FREQUENCY SHALL BE AS FOLLOWS. ONE SAMPLE SHALL CONSIST OF 3 CYLINDERS.

NUMBER OF TRUCKS	NUMBER OF SAMPLES
1	1
2 - 10	2
11 - 20	3
FOR EACH ADDITIONAL 10 TRUCKS	1 EACH

- C2 NO ADMIXTURES OTHER THAN LOW RANGE WRA SHALL BE USED IN CONCRETE UNLESS APPROVED IN WRITING.
- C3 CLEAR CONCRETE COVER TO ALL REINFORCEMENT SHALL BE AS SHOWN ON PLANS.
- C4 CONCRETE SIZES SHOWN DO NOT INCLUDE THICKNESS OF APPLIED FINISHES. NO FINISH WHICH DECREASES COVER IS ALLOWED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.
- C5 NO HOLES, CHASES, BLOCKOUTS, DUCTS OR EMBEDMENT OF PIPES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR WRITTEN APPROVAL OF THE ENGINEER.
- C6 CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF THE ENGINEER.
- C7 THE FINISHED CONCRETE SHALL BE MECHANICALLY VIBRATED TO ACHIEVE A DENSE HOMOGENEOUS MASS, COMPLETELY FILLING THE FORMWORK THOROUGHLY EMBEDDING THE REINFORCEMENT AND FREE OF STONE POCKETS. ALL CONCRETE INCLUDING SLABS ON GROUND AND FOOTINGS SHALL BE COMPACTED WITH MECHANICAL VIBRATORS.
- C8 USE EVAPORATIVE RETARDANT DURING CONCRETE PLACING AND IMMEDIATELY AFTER BULL FLOATING.
- C9 CURING OF ALL CONCRETE IS TO BE ACHIEVED BY KEEPING SURFACES CONTINUOUSLY WET FOR A PERIOD OF THREE DAYS, AND THE PREVENTION OF LOSS OF MOISTURE FOR A TOTAL OF 7 DAYS FOLLOWED BY A GRADUAL DRYING OUT. APPROVED SPRAYED ON CURING COMPOUNDS THAT COMPLY WITH AS 3799 MAY BE USED WHERE FLOOR FINISHES WILL NOT BE AFFECTED (REFER MANUFACTURERS SPECIFICATIONS). POLYTHENE SHEETING OR WET HESSIAN MAY BE USED IF PROTECTED FROM WIND AND TRAFFIC.
- C10 CONSTRUCTION SUPPORT PROPPING IS TO BE LEFT IN PLACE WHERE NEEDED TO AVOID OVERSTRESSING THE STRUCTURE DUE TO CONSTRUCTION LOADING.
- C11 REPAIRS TO CONCRETE SHALL NOT BE ATTEMPTED WITHOUT THE PERMISSION OF THE ENGINEER.
- C12 CAST-IN FIXINGS, BOLTS ETC. SHALL NOT BE ALTERED WITHOUT THE PERMISSION OF THE ENGINEER.



LOCALITY PLAN

NTS

1	11/04/2019	PRELIMINARY ISSUE	ML	MS	
Rev.	Date	Description	Des.	Verif.	Appd.

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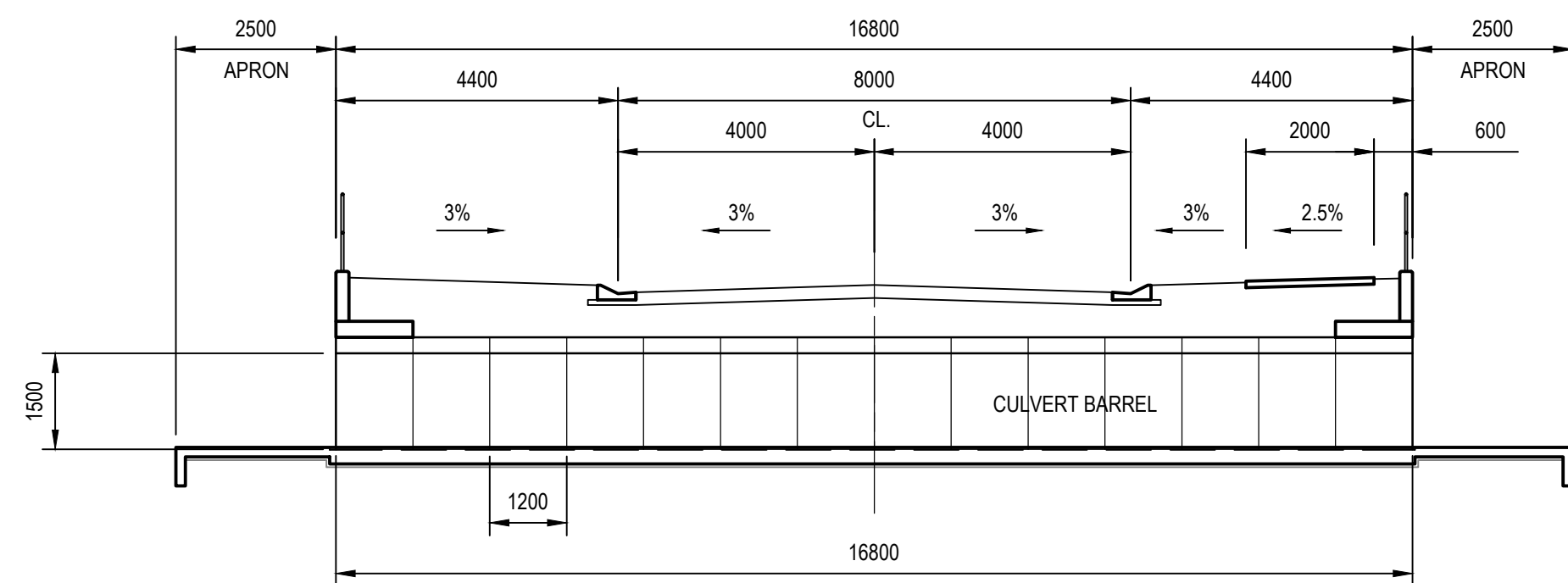
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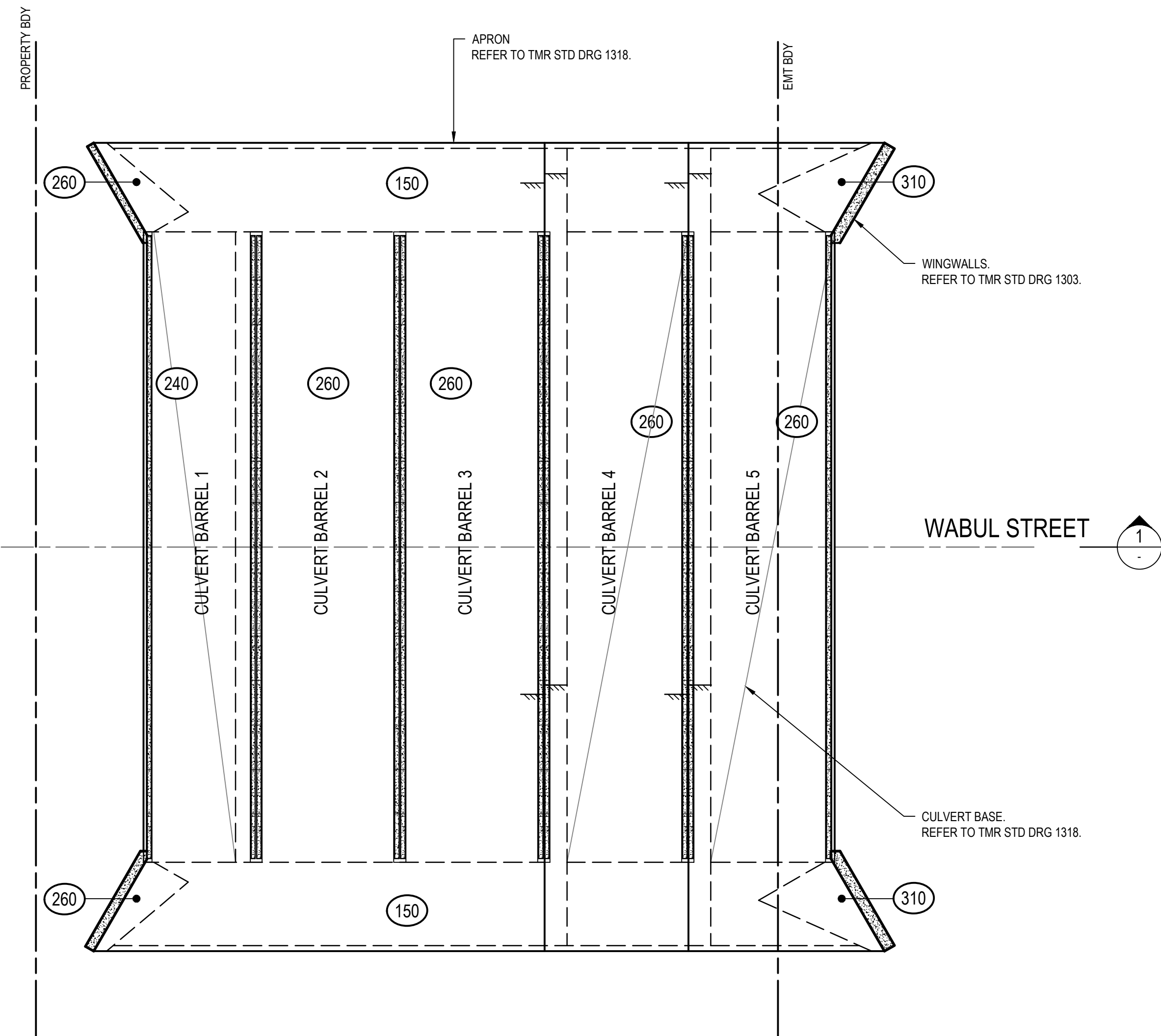
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Drawn	Date
NB	26/02/2019
Checked	Date
ML	10/04/2019
Designed	Date
ML	20/02/2019
Verified	Date
MS	
Approved	

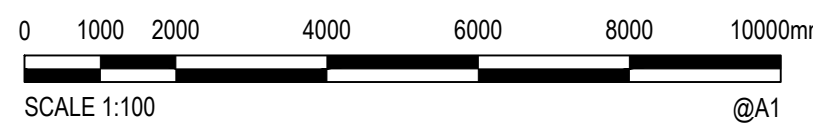
Client	PORT DOUGLAS LAND DEVELOPMENTS PTY LTD			
Project	PORT DOUGLAS ESTATE LOT 2 ON SR431 WABAUL STREET CULVERTS		Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION PURPOSES	
Title	GENERAL CULVERT CONSTRUCTION NOTES		Scale	Size A1
	Drawing Number Q184103-005-CI-001		Revision 1	



SECTION 2
SCALE 1:100



CULVERT BASE SLAB PLAN
1:100



1	11/04/2019	PRELIMINARY ISSUE		ML	MS
Rev.	Date	Description		Des.	Verif.
					Appd.

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Drawn NB	Date 26/02/2019	Client PORT DOUGLAS LAND DEVELOPMENTS PTY LTD		
Checked ML	Date 10/04/2019	Project PORT PACIFIC ESTATE LOT 2 ON SR431 WABAU STREET CULVERTS	Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION PURPOSES	
Designed ML	Date 20/02/2019			
Verified MS	Date			
Approved				
		Title PLAN AND SECTIONS		
		Drawing Number Q184103-005-CI-002		Revision 1



Department of
**State Development,
Manufacturing,
Infrastructure and Planning**

Our reference: 1901-9440 SRA
Your reference: ROL2966/2018

12 April 2019

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

Attention: Jenny Elphinstone

Dear Sir/Madam

Referral agency response—with conditions

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

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning (the department) on 1 February 2019.

Applicant details

Applicant name:	Port Douglas Land Developments Pty Ltd
Applicant contact details:	C/- Cardno (QLD) Pty Ltd 15 Scott Street Parramatta Park QLD 4870 daniel.favier@cardno.com.au

Location details

Street address:	Captain Cook Highway, Craiglie QLD 4877
Real property description:	Lot 2 on SR431
Local government area:	Douglas Shire Council

Application details

Development permit	Reconfiguring a lot (1 lot into 32 lots plus new road, balance lot, drainage lot and park)
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Referral triggers

The development application was referred to the department under the following provisions of the

Planning Regulation 2017:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 - State transport corridors and future State transport corridors
- Schedule 10, Part 17, Division 3, Table 5, Item 1 - Tidal works or work in a coastal management district

Conditions

Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Advice to the applicant

Under section 56(3) of the Act, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

The department requires that the plans and specifications set out below and enclosed must be attached to any development approval.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Reconfiguring a lot				
Figure 6-2 Modelled Noise Barrier Location, Noise Impact Assessment Report	Cardno Pty Ltd	March 2019	I019_Q184013	-

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

For further information please contact Jenny Sapuppo, Senior Planning Officer, Program Improvement Office on (07) 5644 3220 or via email CairnsSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Brett Nancarrow
Manager (Planning)

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

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Advice to the applicant
Approved plans and specifications

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Reconfiguring a lot		
Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 - State transport corridors and future State transport corridors—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.	(a) A 2.4 - 2.6 metre noise barrier must be constructed in the location shown in Figure 6-2 Modelled Noise Barrier Location of the Noise Impact Assessment Report, prepared by Cardno, dated 25 March 2019, reference I019_Q184013 (b) The noise barrier must be designed in accordance with: <ul style="list-style-type: none"> i. the Department of Transport and Main Roads' Road Traffic Noise Management Code of Practice, Volume 1, Chapter 6 and 7; ii. Specification MRTS15 Noise Fences (March 2019); and iii. Standard Drawing Road Manual, Part 13, Number 1606. (c) RPEQ certification must be provided to Corridor Management Unit, Department of Transport and Main Roads, Far North Queensland Region at 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.	Prior to submitting the Plan of Survey to the local government for approval and to be maintained at all times.
2.	(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road. (b) Any works on the land must not: <ul style="list-style-type: none"> i. create any new discharge points for stormwater runoff onto the state-controlled road; ii. interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road; iii. surcharge any existing culvert or drain on the state-controlled road; iv. reduce the quality of stormwater discharge onto the state-controlled road. 	(a) & (b) At all times.
3.	Direct access is not permitted between the Captain Cook Highway and the subject site.	At all times.
Schedule 10, Part 17, Division 3, Table 5, Item 1 – Tidal works or work in a coastal management district—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Environment and Science 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:		
4.	The residential allotments must be located outside erosion prone areas.	At the time of registration of the Plan of Survey

5.	Erosion and sediment control measures which are in accordance with the Best Practice Erosion and Sediment Control (BPESC) guidelines for Australia (International Erosion Control Association), are to be installed and maintained to prevent the release of sediment to tidal waters.	For the duration of the works associated with the reconfiguration of a lot
6.	<p>(a) In the event that the works cause disturbance or oxidisation of acid sulfate soil, the affected soil must be treated and thereafter managed (until the affected soil has been neutralised or contained) in accordance with the current Queensland Acid Sulfate Soil Technical Manual: Soil management guidelines, prepared by the Department of Science, Information Technology, Innovation and the Arts, 2014.</p> <p>(b) Certification by an appropriately qualified person, confirming that the affected soil has been neutralised or contained, in accordance with (a) above is to be provided to palm@des.qld.gov.au or mailed to:</p> <p style="padding-left: 40px;">Department of Environment and Science Permit and License Management Implementation and Support Unit GPO Box 2454 Brisbane Qld 4001</p>	<p>(a) Upon disturbance or oxidisation until the affected soil has been neutralised or contained.</p> <p>(b) At the time the soils have been neutralised or contained.</p>

Attachment 2—Reasons for decision to impose conditions

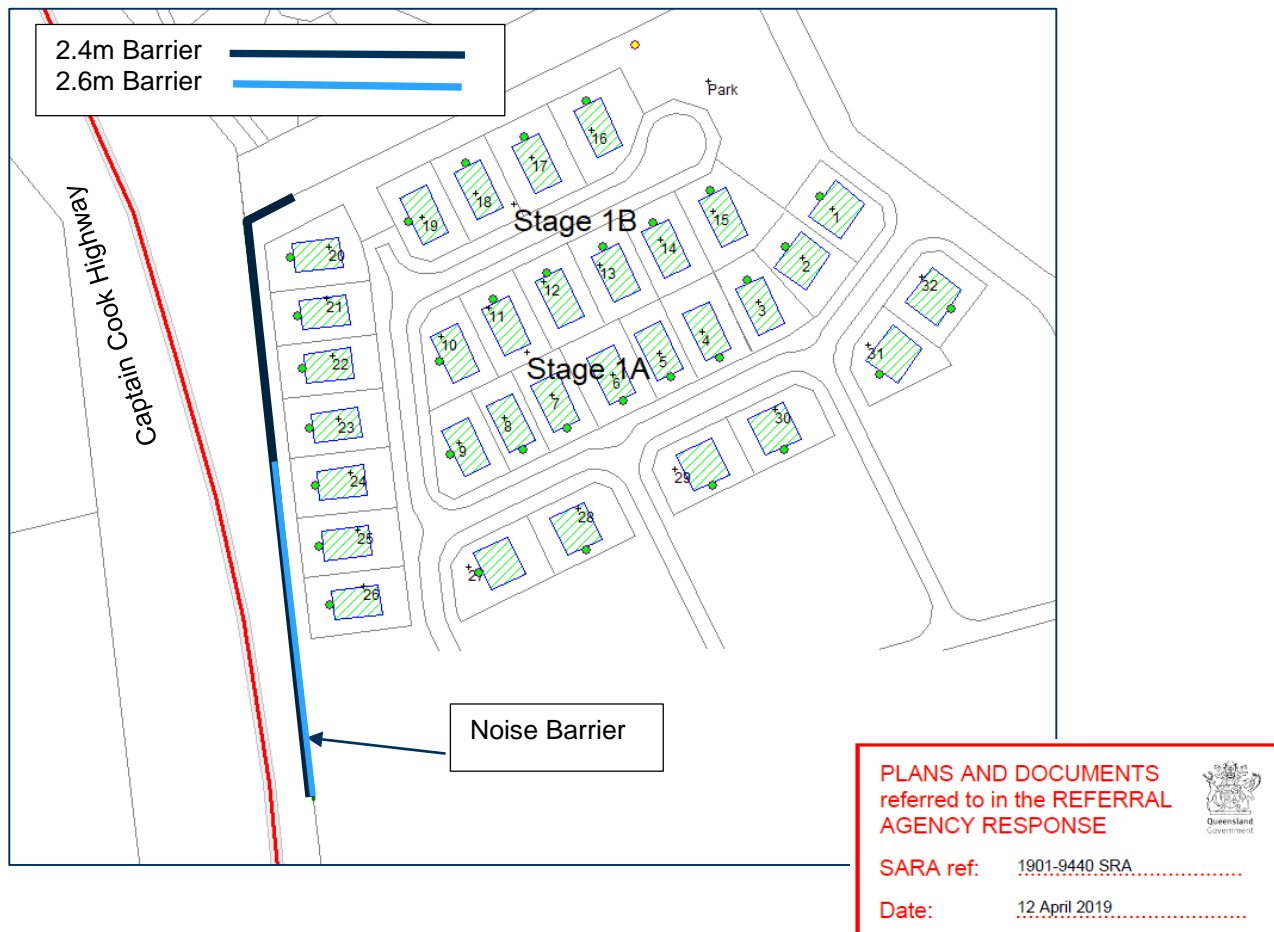
The reasons for this decision are:

- To minimise noise intrusions on a development from a state-controlled transport corridor.
- To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state transport corridor.
- To ensure access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road.
- To ensure the development is located to minimise impacts of natural hazards (erosion).
- To ensure the development avoids or minimises adverse impacts on coastal resources and their values.
- To ensure any disturbance to acid sulfate soils is managed to prevent impacts to coastal environments.

Attachment 3—Advice to the applicant

General advice	
Advertising devices	
1.	<p>Advice should be obtained from the Department of Transport and Main Roads (DTMR) if you intend to erect, alter or operate an advertising sign or another advertising device that would be visible from a state-controlled road, and beyond the boundaries of the state-controlled road, and reasonably likely to create a traffic hazard for the state-controlled road.</p> <p>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/or a device which is deemed that it creates a danger to traffic.</p> <p>DTMR can be contacted on 4045 7144 or via email cairns.office@tmr.qld.gov.au.</p>
Operational works (waterway barrier works)	
2.	<p>Any waterway barrier works that are required at the operational works stage of the development (such as culvert crossings) must be undertaken in accordance with the relevant accepted development requirements for waterway barrier works or under a development approval (assessable development).</p> <p>Once any waterway barriers have been designed, you may wish to seek pre-lodgement advice from the department prior to lodging a development application for operational work with the assessment manager.</p>

Figure 6-2 Modelled Noise Barrier Location





2008 Douglas Shire Planning Schemes Applications

ADOPTED INFRASTRUCTURE CHARGES NOTICE

Port Douglas Land Developments Pty Ltd		0	1A & 1B
DEVELOPERS NAME		ESTATE NAME	STAGE
L2 Captain Cook Hwy	Port Douglas and	L2 SR431	4913
STREET No. & NAME		LOT & RP No.s	PARCEL No.
ROL 32 lots plus balance	Port Douglas and	ROL 2966/2018	4
DEVELOPMENT TYPE		COUNCIL FILE NO.	VALIDITY PERIOD (year)
Doc ID: 902976	1	Payment prior to lodgment of survey plan for endorsement	
DSC Reference Doc. No.		VERSION No.	

Adopted Charges as resolved by Council at the Ordinary Meeting held on 5 June 2018, Local Government Infrastructure Plan, Planning Scheme Amendment (effect on and from 2 July 2018)

Locality	Charge per Use	rate	Floor area/No.	Amount	Amount Paid	Receipt Code & GL Code
Port Douglas and Environs						
Proposed Demand						
Residential Lots Separate house	Per House lot	19,491.00	33	643,203.00		
Total Demand				643,203.00		
Existing Credit						
Residential Lot Vacant Lot	Per House lot	19,491.00	1	19,491.00		
Total Credit				19,491.00		Code 895 GL 07500.0135.0825

Required Payment or Credit **TOTAL** **\$623,712.00**

Prepared by	J Elphinstone	21-May-19	Amount Paid	
Checked by	Neil Beck	21-May-19	Date Paid	
Date Payable	Prior to endorsement of survey plan		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 5 June 2018.

Charge rates under the current Policy are not currently subject to indexing.

The 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

DOUGLAS SHIRE COUNCIL		INFRASTRUCTURE CHARGES SUMMARY																																																																									
2018 Douglas Shire Planning Scheme																																																																											
Preliminaries																																																																											
Developer	Port Douglas Land Developments Pty Ltd		ROL 32 lots plus balance																																																																								
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Street No. and Name	L2 Captain Cook Hwy	MagicQ Doc ID;	902976																																																																								
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MASTER PLAN

PORT DOUGLAS ESTATE CAPTAIN COOK HIGHWAY CRAIGLIE

