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W: www.planningplusqld.com.au

Our Ref: 23-06/001394

Your Ref: MCUC 2022_4732/1

Date: 22 July 2025

Chief Executive Officer

Douglas Shire Council

PO Box 723

MOSSMAN QLD 4873

Via: Email – enquires@douglas.qld.gov.au

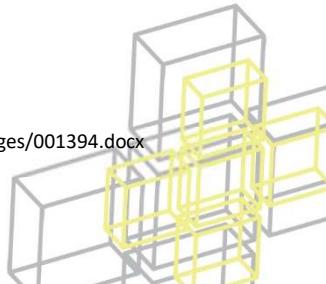
Dear Sir/Madam,

**RE: CHANGE APPLICATION UNDER SECTION 78 OF THE PLANNING ACT 2016 IN RELATION
TO A DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE FOR 'DWELLING
HOUSE' OVER LAND AT 14 MURPHY STREET, PORT DOUGLAS**

Planning Plus (QLD) Pty Ltd has been engaged by Mr George Argyrou (the applicant) to prepare and lodge the abovementioned 'change application' with Douglas Shire Council.

Completed DA Form 5 is included as **Annexure 1** and we request that Council issue an invoice for the relevant application fee.

In addition to the above, the following submission has been prepared to assist Council and other relevant authorities with their assessment of the application.



1.0. Proposal

Further to discussions with Council officers, the applicant is seeking to make the current approved temporary construction access for 14 Murphy Street a permanent access driveway.

In support of the proposal, we provide:

- Letter of support from the project engineer included as **Annexure 2**; and
- Plans and commentary from the project architect included as **Annexure 3**.

We note that the supporting information demonstrates that the proposed permanent access arrangement is safe, functional and visually appropriate.

2.0. Legislative Considerations

2.1 Planning Act 2016

This section provides an overview of the legislative context of the application under the provisions of the Planning Act 2016.

2.1.1 *Type of Change Application*

The proposed changes are considered to be 'minor' changes for the purpose of the Planning Act 2016 as they do not result in 'substantially different development'.

2.1.2 *Responsible Entity*

The 'responsible entity' for this application is Douglas Shire Council.

2.1.3 *Affected Entities*

The proposed change application does not impact any referral agency conditions, therefore there are no 'affected entities'.

2.1.4 *Public Notification*

The proposed 'minor' changes do not require public notification.

3 https://ppqlq-my.sharepoint.com/personal/evan_planningplusqlq_com_au/Documents/JOBs/22-04_14_Murphy_Street/Driveway%20changes/001394.docx

3.0. Assessment Benchmarks

3.1 Overview

This section provides an assessment of the application against relevant assessment benchmarks.

3.2 State Planning Regulatory Provisions

No State Planning Regulatory Provisions are relevant to this application.

3.3 State Planning Policy

The State Planning Policy is relevant to the assessment of this application where a State interest is not appropriately reflected in the Planning Scheme relevant to the site. It is understood that recent updates to the State Planning Policy are not reflected in the current Douglas Shire Council Planning Scheme, however based on our review of the updates, it is considered unlikely that any the proposed changes to the development will cause any inconsistencies with the updated policy.

3.4 State Development Assessment Provisions (SDAP)

No State Development Assessment Provisions are identified as being applicable to the proposal.

3.5 Douglas Shire Council Planning Scheme

A review of the proposed changes against the code provisions of the Douglas Shire Planning Scheme has been undertaken and in particular that of the Access, Parking and Servicing Code (included as **Annexure 4**). The proposal is considered to maintain compliance with the relevant acceptable outcomes and performance outcomes of the code.

4 https://ppqlq-my.sharepoint.com/personal/evan_planningplusqlq_com_au/Documents/JOBS/22-04_14_Murphy_Street/Driveway%20changes/001394.docx

4.0 Conclusion

This submission supports an application by Mr George Argyrou for a 'minor change' to a Development Permit for Material Change of Use for 'Dwelling House' over land at 12 and 14 Murphy Street, Port Douglas.

The submission has included an assessment of the proposal against the relevant statutory planning controls at both the local and state level and included supporting information intended to address the likely concerns of Council and assessing authorities.

In summary, we submit that the proposed development is unlikely to have any significant impacts on the infrastructure, environment or community of the surrounding area that cannot be adequately controlled through the use of reasonable and relevant conditions.

We trust this information is sufficient for your purposes; however should you require any further details or clarification, please do not hesitate to contact the undersigned.

Yours Faithfully



Evan Yelavich
Director / Planner
Planning Plus QLD Pty Ltd

| | |
|--------------------|--|
| Annexure 1: | DA Form 5 |
| Annexure 2: | Engineering letter of support |
| Annexure 3: | Architectural letter of support |
| Annexure 4: | Access, Parking and Servicing Code Assessment |

Annexure 1: DA Form 5

Change application form

Planning Act Form 5 (version 1.2 effective 7 February 2020) made under Section 282 of the Planning Act 2016.

This form is to be used for a change application made under section 78 of the *Planning Act 2016*. It is important when making a change application to be aware of whether the application is for a minor change that will be assessed under section 81 of the *Planning Act 2016* or for an other change that will be assessed under section 82 of the *Planning Act 2016*.

An applicant must complete all parts of this form, and provide any supporting information that the form identifies as being required to accompany the change application, unless stated otherwise. Additional pages may be attached if there is insufficient space on the form to complete any part.

Note: All terms used in this form have the meaning given under the *Planning Act 2016*, the *Planning Regulation 2017*, or the *Development Assessment Rules (DA Rules)*.

PART 1 – APPLICANT DETAILS

| 1) Applicant details | |
|---|--|
| Applicant name(s) (individual or company full name) | Mr George Argyrou |
| Contact name (only applicable for companies) | Evan Yelavich |
| Postal address (P.O. Box or street address) | C/- Planning Plus, PO Box 399 |
| Suburb | REDLYNCH |
| State | QLD |
| Postcode | 4870 |
| Country | |
| Email address (non-mandatory) | evan@planningplusqld.com.au |
| Mobile number (non-mandatory) | |
| Applicant's reference number(s) (if applicable) | |

2) Owner's consent - Is written consent of the owner required for this change application?

Note: Section 79(1A) of the *Planning Act 2016* states the requirements in relation to owner's consent.

Yes – the written consent of the owner(s) is attached to this change application
 No

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)

3.1) Street address and lot on plan

Street address **AND** lot on plan (all lots must be listed), **or**
 Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).

| | | | | |
|----|----------|------------|------------------------------------|--------------------------|
| a) | Unit No. | Street No. | Street Name and Type | Suburb |
| | | 14 | Murphy Street | Port Douglas |
| | Postcode | Lot No. | Plan Type and Number (e.g. RP, SP) | Local Government Area(s) |
| | 4877 | 114 | PTD2094 | Douglas Shire |
| b) | Unit No. | Street No. | Street Name and Type | Suburb |
| | | | | |
| | Postcode | Lot No. | Plan Type and Number (e.g. RP, SP) | Local Government Area(s) |
| | | | | |



Queensland
Government

3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay)

Note: Place each set of coordinates in a separate row.

Coordinates of premises by longitude and latitude

| | | | |
|--------------|-------------|--|--|
| Longitude(s) | Latitude(s) | Datum | Local Government Area(s) (if applicable) |
| | | <input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other: <input type="text"/> | |

Coordinates of premises by easting and northing

| | | | | |
|------------|-------------|---|--|--|
| Easting(s) | Northing(s) | Zone Ref. | Datum | Local Government Area(s) (if applicable) |
| | | <input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56 | <input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other: <input type="text"/> | |

3.3) Additional premises

Additional premises are relevant to the original development approval and the details of these premises have been attached in a schedule to this application
 Not required

PART 3 – RESPONSIBLE ENTITY DETAILS

4) Identify the responsible entity that will be assessing this change application

Note: see section 78(3) of the Planning Act 2016

Douglas Shire Council

PART 4 – CHANGE DETAILS

5) Provide details of the existing development approval subject to this change application

| | | | |
|---|------------------|-------------|------------------------------------|
| Approval type | Reference number | Date issued | Assessment manager/approval entity |
| <input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval | MCUC 2022_4732/1 | 7/10/22 | DSC |
| <input type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval | | | |

6) Type of change proposed

6.1) Provide a brief description of the changes proposed to the development approval (e.g. changing a development approval for a five unit apartment building to provide for a six unit apartment building):

Change access driveway configuration.

6.2) What type of change does this application propose?

Minor change application – proceed to Part 5
 Other change application – proceed to Part 6

PART 5 – MINOR CHANGE APPLICATION REQUIREMENTS

7) Are there any affected entities for this change application

No – proceed to Part 7
 Yes – list all affected entities below and proceed to Part 7

| <p>Note: section 80(1) of the Planning Act 2016 states that the person making the change application must give notice of the proposal and the details of the change to each affected entity as identified in section 80(2) of the Planning Act 2016.</p> | | |
|---|--|--|
| Affected entity | Pre-request response provided? (where a pre-request response notice for the application has been given, a copy of the notice must accompany this change application) | Date notice given (where no pre-request response provided) |
| | <input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application | |
| | <input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application | |
| | <input type="checkbox"/> No <input type="checkbox"/> Yes – pre-request response is attached to this change application | |

PART 6 – OTHER CHANGE APPLICATION REQUIREMENTS

Note: To complete this part it will be necessary for you to complete parts of DA Form 1 – Development application details and in some instances parts of DA Form 2 – Building work details, as mentioned below. These forms are available at <https://planning.dsdpip.qld.gov.au>.

8) Location details - Are there any additional premises included in this change application that were not part of the original development approval?

No
 Yes

9) Development details

9.1) Is there any change to the type of development, approval type, or level of assessment in this change application?

No
 Yes – the completed Sections 1 and 2 of Part 3 (Development details) of DA Form 1 – Development application details as these sections relate to the new or changed aspects of development are provided with this application.

9.2) Does the change application involve building work?

No
 Yes – the completed Part 5 (Building work details) of DA Form 2 – Building work details as it relates to the change application is provided with this application.

10) Referral details – Does the change application require referral for any referral requirements?

Note: The application must be referred to each referral agency triggered by the change application as if the change application was the original development application including the proposed change.

No
 Yes – the completed Part 5 (Referral details) of DA Form 1 – Development application details as it relates to the change application is provided with this application. Where referral is required for matters relating to building work the [Referral checklist for building work](#) is also completed.

11) Information request under Part 3 of the DA Rules

I agree to receive an information request if determined necessary for this change application
 I do not agree to accept an information request for this change application

Note: By not agreeing to accept an information request I, the applicant, acknowledge:

- that this change application will be assessed and decided based on the information provided when making this change application and the assessment manager and any referral agencies relevant to the change application are not obligated under the DA Rules to accept any additional information provided by the applicant for the change application unless agreed to by the relevant parties
- Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.

Further advice about information requests is contained in the [DA Forms Guide: Forms 1 and 2](#).

12) Further details

Part 7 of *DA Form 1 – Development application details* is completed as if the change application was a development application and is provided with this application.

PART 7 – CHECKLIST AND APPLICANT DECLARATION

13) Change application checklist

I have identified the:

- responsible entity in 4); and
- for a minor change, any affected entities; and
- for an other change all relevant referral requirement(s) in 10)

Yes

Note: See the *Planning Regulation 2017* for referral requirements

| | |
|---|--|
| For an other change application, the relevant sections of <i>DA Form 1 – Development application details</i> have been completed and is attached to this application | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable |
| For an other change application, where building work is associated with the change application, the relevant sections of <i>DA Form 2 – Building work details</i> have been completed and is attached to this application | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable |
| Supporting information addressing any applicable assessment benchmarks is attached to this application | |
| Note: This includes any templates provided under 23.6 and 23.7 of <i>DA Form 1 – Development application details</i> that are relevant as a result of the change application, a planning report and any technical reports required by the relevant categorising instrument(s) (e.g. the local government planning scheme, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning report template . | <input checked="" type="checkbox"/> Yes |
| Relevant plans of the development are attached to this development application | |
| Note: Relevant plans are required to be submitted for all relevant aspects of this change application. For further information, see DA Forms Guide: Relevant plans . | <input checked="" type="checkbox"/> Yes |

14) Applicant declaration

By making this change application, I declare that all information in this change application is true and correct.
 Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the responsible entity and any relevant affected entity or referral agency for the change application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*.

Note: It is unlawful to intentionally provide false or misleading information.

Privacy – Personal information collected in this form will be used by the responsible entity and/or chosen assessment manager, any relevant affected entity or referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the change application.

All information relating to this change application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, *Planning Regulation 2017* and the DA Rules except where:

- such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the *Planning Regulation 2017*, and the access rules made under the *Planning Act 2016* and *Planning Regulation 2017*; or
- required by other legislation (including the *Right to Information Act 2009*); or
- otherwise required by law.

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

PART 8 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: Reference number(s):

QLeave notification and payment

Note: For completion by assessment manager if applicable

| | | | |
|---|--|----------------------|--|
| Description of the work | | | |
| QLeave project number | | | |
| Amount paid (\$) | | Date paid (dd/mm/yy) | |
| Date receipted form sighted by assessment manager | | | |
| Name of officer who sighted the form | | | |

Annexure 2: Engineering letter of support

Our Ref: 24004 Sealed Access 14 Murphy Street

Thursday, 5 June 2025

The Chief Executive Officer

Douglas Shire Council

PO Box 723

MOSSMAN QLD 4873

Attention: Daniel Lamond

Dear Daniel,

TEMPORARY CONSTRUCTION ACCESS - OP 2024_5646/1

LETTER OF SUPPORT

12-14 MURPHY STREET, PORT DOUGLAS (LOT: 113 & 114 TYP:PTD PLN:2094)

We have been requested to review and provide comments relating to the conversion of the approved temporary access (OP 2024_5646/1) currently in use for construction purposes at 12-14 Murphy Street, Port Douglas.

The owner builder of 14 Murphy Street wishes to keep the access and upgrade it to a permanent private driveway access to 14 Murphy Street.

Over the past several months of building operations, it is apparent that this temporary driveway provides better and safer access to 14 Murphy Street, whilst having negligible visual impacts to surrounding properties or public/passers-by.

Noting the above, we have reviewed the temporary driveway functionality and provide this letter of support to convert the temporary driveway into a permanent driveway based on the following reasons:

- Access to 14 Murphy Street residence is greatly improved from the currently approved driveway as this new driveway provides direct access as opposed to the U-Turn movement required by the currently approved arrangement.
- Access to the Ergon transformer is greatly improved as the new driveway allows for Ergon to enter and exit the transformer in forward gear
- The visual amenity of the area remains unaffected. We also understand the owner is accepting of a condition to undertake additional planting in the near vicinity of the driveway
- The currently approved driveway grades remain generally unaffected. That is, the new driveway has been graded to suit the current design. A minor change in the currently approved driveway (OP 2024_5601/1) will occur where the newly proposed driveway meets the current approved driveway to remove the barrier and adjust the gully.
- The new driveway will be appropriately signed as a "Private Driveway – 14 Murphy Street Resident Only" to ensure stay vehicles don't use the driveway.
- This driveway and the currently approved driveway will only be used by the residents of 12 and 14 Murphy Street, therefore the familiarity and functionality of how these driveways are used will be well known. That is, operation speeds are low and awareness of another vehicle entering the driveways will be front of mind.
- The new driveway will operate as a left in – right out driveway with sufficient line of sight.
- The operation of Murphy Street remains unaffected.

- The new driveway will be coordinated with the landscape architect to enhance the visual amenity of the area.
- The new driveway grades closely match the currently approved temporary access and are AS 2890 compliant.

Attached for your review:

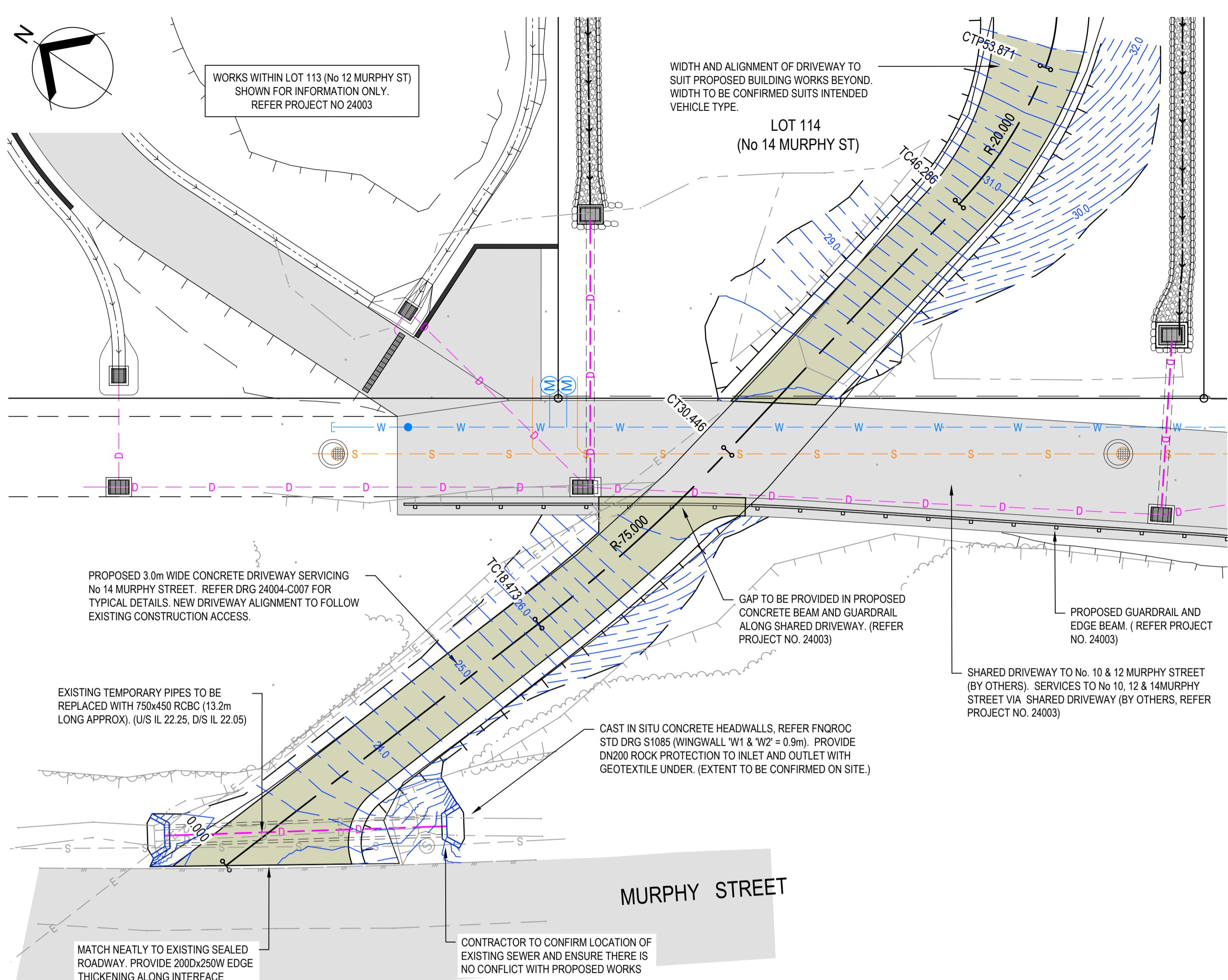
- Preliminary Civil Construction Drawings: (24004–SK002A)

We trust the above clarifies our support and confirms there are no engineering concerns with converting the temporary driveway to a permanent driveway.

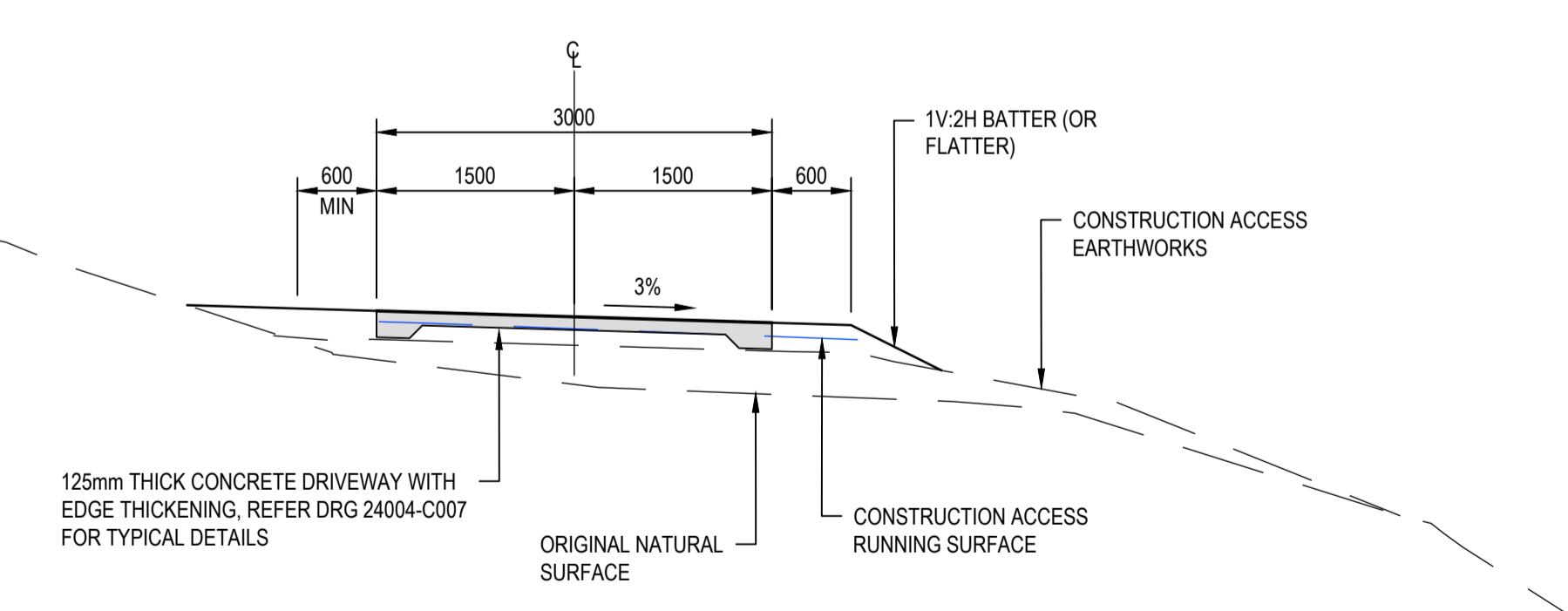
Please do not hesitate to contact the undersigned should you have any further questions in relation to this matter.

Yours faithfully
APPLIN CONSULTING

GREG APPLIN
B Eng (Civil) RPEQ 6073

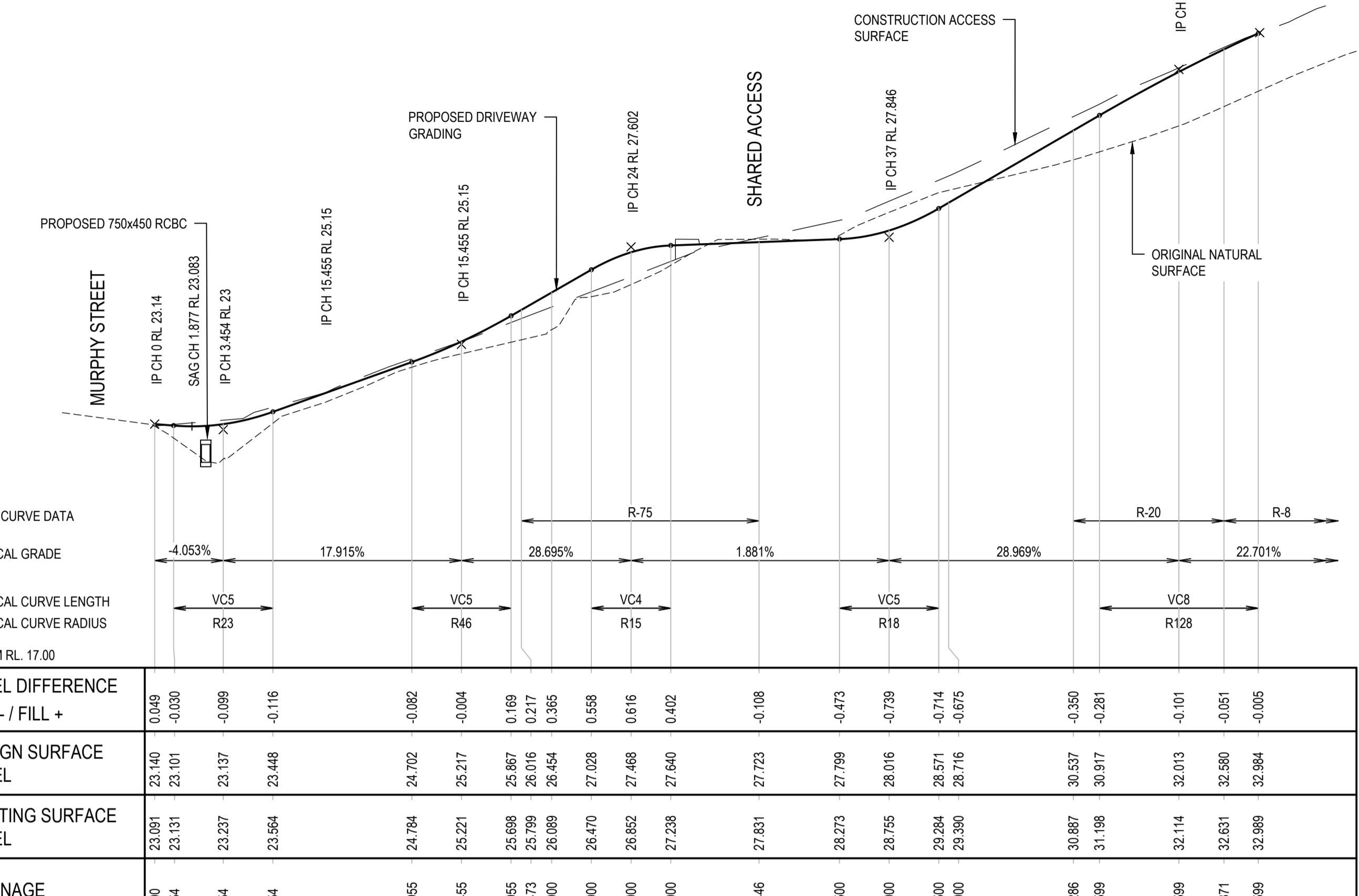


PLAN
SCALE 1:150



DRIVEWAY TYPE SECTION

SCALE 1:50



LEGEND

| | | |
|--------------------------------------|---|----------------------------|
| SHARED DRIVEWAY (BY OTHERS) | W | WATER MAIN (BY OTHERS) |
| PROPOSED CONCRETE DRIVEWAY | S | SEWER MAIN (BY OTHERS) |
| NEW TOP OF BATTER | D | EXISTING TOP OF BANK |
| NEW SURFACE CONTOURS (1.0m INTERVAL) | D | EXISTING ROAD SHOULDER |
| NEW DRAINAGE LINE | E | EXISTING DRAINAGE LINE |
| DRAINAGE LINE (BY OTHERS) | S | EXISTING ELECTRICITY (U/G) |
| | | EXISTING SEWER MAIN |

NOTES

1. THIS PLAN HAS BEEN PREPARED FOR DISCUSSION PURPOSES ONLY.
2. THE CONTRACTOR IS TO CONFIRM THE LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCING WORKS.
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF FNQROC.



APPLIN CONSULTING

M 0414 768 109 | E greg@applinconsulting.com.au

Annexure 3: Architectural letter of support

BAYLEYWARD

11 June 2025

Shire of Port Douglas

64-66 Front Street
Mossman QLD 4873

enquiries@douglas.qld.gov.au

Project Number: 1789

Client: George Argyrou

Project: 14 Murphy Street, Port Douglas QLD

To whom it may concern,

Reference: Access Driveway to Murphy Street

We have been engaged by our client to provide covering justification for the amended driveway access to the above property.

Introduction

ARGYROU Resort Experiences is a new, ultra high-end offering targeting high net-worth individuals from the USA and abroad. The brand's offering is a wellness-centric personal resort experience, and its Port Douglas escape is the first in a line of planned exclusive global offerings around the world.

The facility will offer various in-house services, valet services and personalised access to the Shire and beyond. It is intended that this offering will bring substantial upside to the Shire through:

- direct engagement with local F&B and tourism businesses in the main township and surrounding areas.
- far reaching marketing through social media posts of high profile guests.
- direct engagement with supporting local businesses such as health and wellness services, laundry, maintenance etc.

The design ethos of the building has been to celebrate the jungle, ocean and sky. A central aspect of this is cladding the home and all retaining structures in a planting medium. This will allow ferns, moss and other vegetation to grow on the structure and blend the building into the surrounding jungle environment.

Access Road & Driveway

The current approved access road and driveway design provides a pleasant entry experience to neighbouring 12 Murphy St, where residents turn off the street and complete one long sweep up the property arrival area. The experience to 14 Murphy Street is much more convoluted, requiring a switchback at the street entry, another switchback at the property entrance and a tight turn within the site to the arrival area.

This creates inherent design issues, which are resolved by the proposal to maintain the temporary access road and adjust the driveway accordingly:

- Due to the 180-degree turn, vehicles navigating the entry and exit will have impeded visibility to oncoming traffic as compared to a perpendicular approach in the proposed amendment.
- Due to the 180-degree turn vehicles towing trailers will have comprised access. A straight on approach and 90-degree exit is much more manageable.
- The current approved design has more hardscaped driveway area (less planting) within the property as compared with the proposed amendment.
- There is currently a larger area of grading along the property's front boundary to accommodate the ramp.
- The current temporary access road is angled from Murphy Street. Once vegetation is reinstated this alignment ensures that the house will be fully obscured from the street.
- Supporting evidence provided by Applin Consulting Engineers detail other improvements including serviceability to infrastructure.

It is worth noting that this accessway will be a discreet service lane into what will appear from Murphy Street to be a very discrete building. The addition of the accessway will help to dilute the already low volume of traffic between two access points.

We hope this letter demonstrates sufficient reasonable justification for the Shire Councillors to make an informed decision.

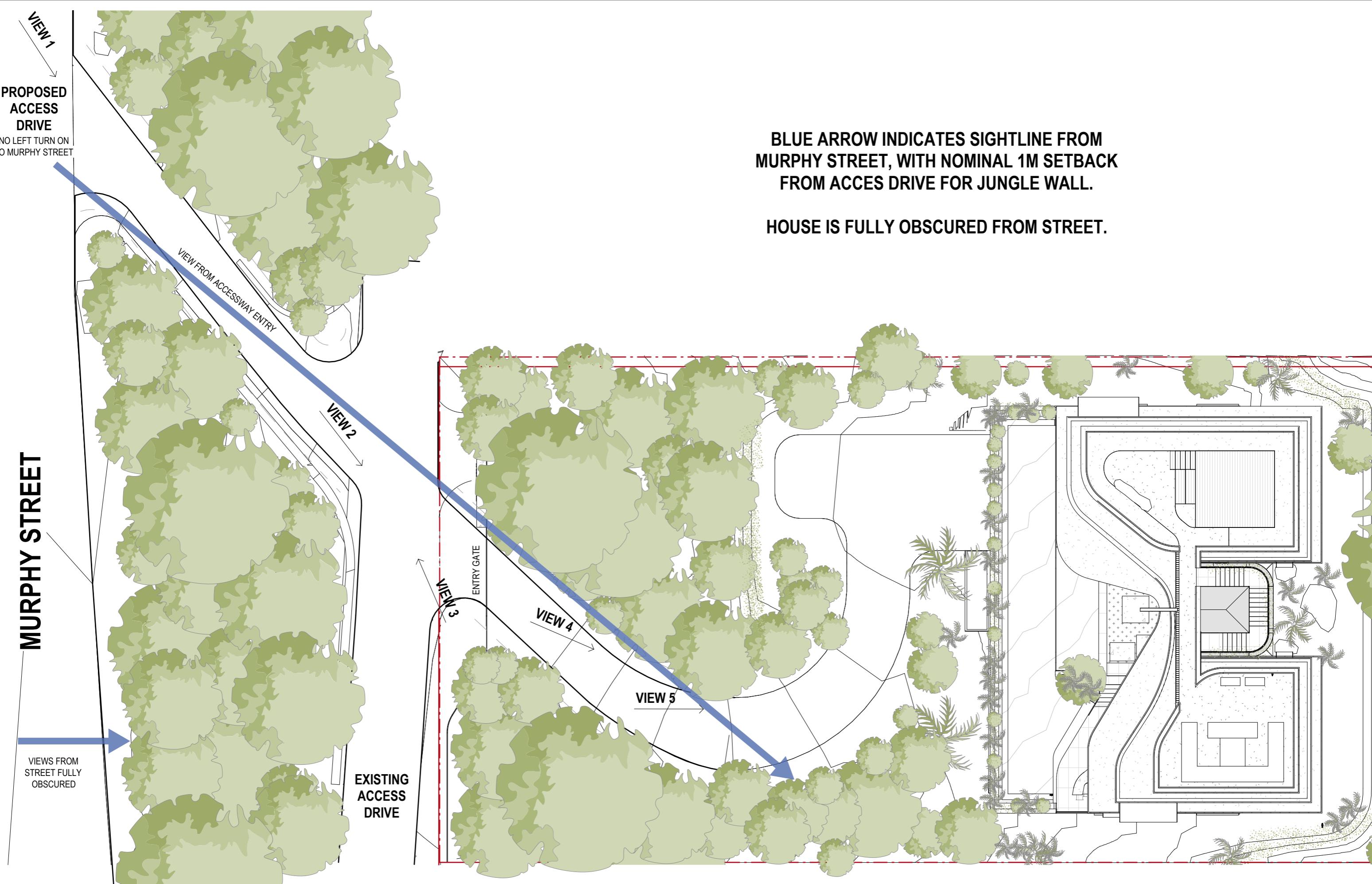
Yours sincerely,

Justin Smith

Architect, BayleyWard

T: 0412318871

E: jsmith@bayleyward.com



DRAWING NAME

PROJECT # DRAWING #

REV A | SCALE 1:200

PROJECT NAME

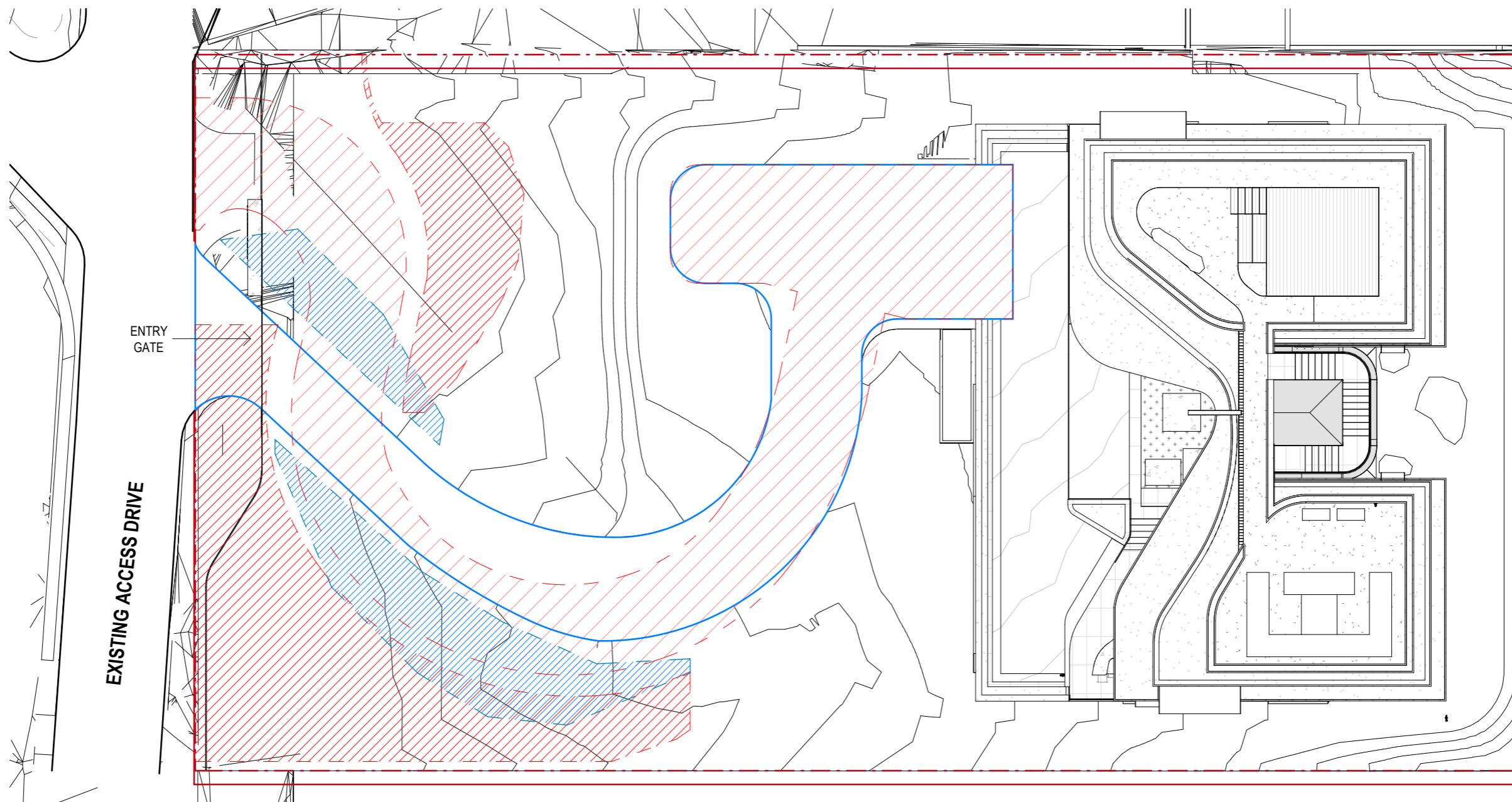
PROJECT ADDRESS

GENERAL NOTES

01. DO NOT SCALE FROM DRAWINGS. USE FIGURED DIMENSIONS ONLY.
02. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK OR PREP DRAWINGS.
03. ALL OMISSIONS, AMBIGUITIES AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

UPON FULL PAYMENT OF THE TOWN PLANNING FEE, BAYLEYWARD WILL GRANT THE CLIENT A NON-EXCLUSIVE LICENCE TO USE THE WORK PRODUCED AS A PART OF THAT PHASE. THE LICENCE DOES NOT PERMIT A THIRD PARTY TO COPY OR REPRODUCE THE TOWN PLANNING MATERIAL TO ANOTHER PHASE OR FOR ANY APPROVAL WHICH REQUIRES PERMISSION OF BAYLEYWARD.

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Architecture & Interiors
21-23 Chessell Street
Southbank VIC 3006
T: 03 9695 0222
E: info@bayleyward.com



159m² TOTAL REDUCTION IN HARDSCAPE & EMBANKMENT PRIMARILY WITHIN STREET FRONTAGE.

AREAS ARE INDICATIVE AND SUBJECT TO FINALISATION OF CIVIL DESIGN

DRAWING NAME
DRIVEWAY COMPARISON

PROJECT # **1789** DRAWING # **SK250302**

REV **A** SCALE **1 : 200**

PROJECT NAME
KYRENIA RESIDENCE

PROJECT ADDRESS
14 MURPHY ST, PORT DOUGLAS, QLD 4877

GENERAL NOTES
 01. DO NOT SCALE FROM DRAWINGS USE FIGURED DIMENSIONS ONLY.
 02. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK OR PREPARATION OF SHOP DRAWINGS.
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**BAYLEY
WARD**



VIEW 1 - MURPHY STREET APPROACH

DRAWING NAME

MURPHY STREET VIEW

PROJECT #

1789

DRAWING #

SK250303

REV **A** SCALE

PROJECT NAME

KYRENIA RESIDENCE

PROJECT ADDRESS

14 MURPHY ST, PORT DOUGLAS, QLD 4877

GENERAL NOTES

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**BAYLEY
WARD**



VIEW 2 - ACCESS ROAD APPROACH

DRAWING NAME

ACCESS DRIVE VIEW 1

PROJECT #

SK250304

REV

A

SCALE

PROJECT NAME

KYRENIA RESIDENCE

PROJECT ADDRESS

14 MURPHY ST, PORT DOUGLAS, QLD 4877

GENERAL NOTES

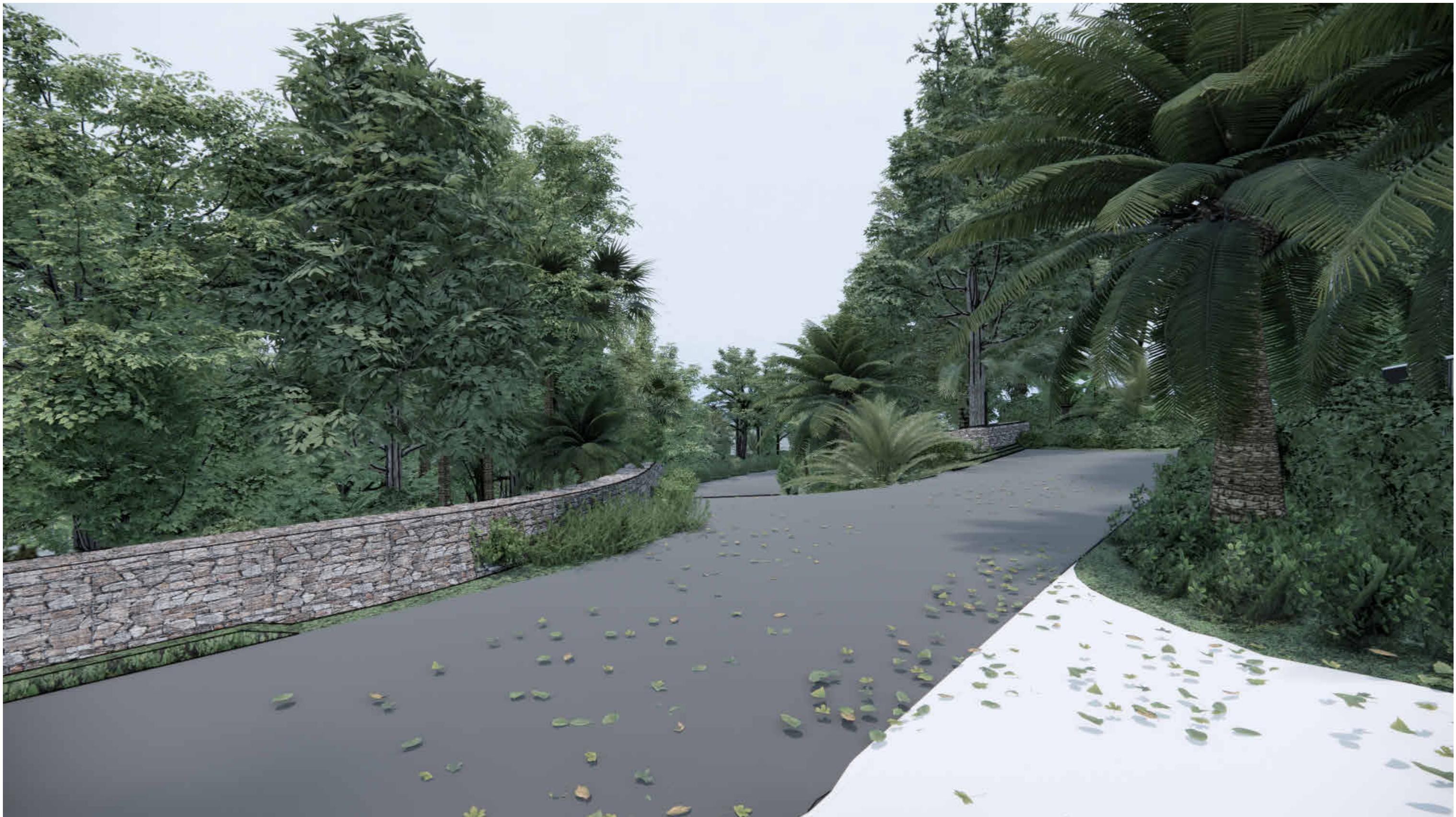
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**BAYLEY
WARD**



VIEW 3 - ACCESS RD TO MURPHY STREET BEYOND

DRAWING NAME

ACCESS DRIVE VIEW 2

PROJECT #

1789

DRAWING #

SK250305

REV A | SCALE

PROJECT NAME

KYRENIA RESIDENCE

PROJECT ADDRESS

14 MURPHY ST, PORT DOUGLAS, QLD 4877

GENERAL NOTES

01. DO NOT SCALE FROM DRAWINGS USE FIGURED DIMENSIONS ONLY.
02. CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF WORK OR PREPARATION OF SHOP DRAWINGS.
03. ALL OMISSIONS, AMBIGUITIES AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

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VIEW 4 - DRIVEWAY APPROACH

DRAWING NAME

DRIVEWAY VIEW 1

PROJECT #

1789

DRAWING #

SK250306

REV

SCALE

A

PROJECT NAME

KYRENIA RESIDENCE

PROJECT ADDRESS

14 MURPHY ST, PORT DOUGLAS, QLD 4877

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VIEW 5 - DRIVEWAY APPROACH

DRAWING NAME

DRIVEWAY VIEW 2

PROJECT #

1789

SK250307

REV A | SCALE

PROJECT NAME

KYRENIA RESIDENCE

PROJECT ADDRESS

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Annexure 4: Access, Parking and Servicing Code Assessment

Access, parking and servicing code

Application

- (1) This code applies to assessing:
 - (a) operational work which requires a compliance assessment as a condition of a development permit; or
 - (b) a material change of use or reconfiguring a lot if:
 - (i) self-assessable or assessable development where this code is identified in the assessment criteria column of the table of assessment;
 - (ii) impact assessable development, to the extent relevant.
- (2) When using this code, reference should be made to Part 5.

Purpose

- (1) The purpose of the Access, parking and servicing code is to assess the suitability of access, parking and associated servicing aspects of a development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) sufficient vehicle parking is provided on-site to cater for all types of vehicular traffic accessing and parking on-site, including staff, guests, patrons, residents and short term delivery vehicles;
 - (b) sufficient bicycle parking and end of trip facilities are provided on-site to cater for customer and service staff;
 - (c) on-site parking is provided so as to be accessible and convenient, particularly for any short term uses;
 - (d) development provides walking and cycle routes through the site which link the development to the external walking and cycling network;
 - (e) the provision of on-site parking, loading / unloading facilities and the provision of access to the site do not impact on the efficient function of street network or on the area in which the development is located;
 - (f) new vehicular access points are safely located and are not in conflict with the preferred ultimate streetscape character and local character and do not unduly disrupt any current or future on-street parking arrangements.

Criteria for assessment

Table Error! No text of specified style in document..a – Access, parking and servicing code – assessable development

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|--|--------------------|
| For self-assessable and assessable development | | |
| PO1 Sufficient on-site car parking is provided to cater for the amount and type of vehicle traffic expected to be | AO1.1 The minimum number of on-site vehicle parking spaces is not less than the number prescribed in | N/A |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|--|---|
| <p>generated by the use or uses of the site, having particular regard to:</p> <ul style="list-style-type: none"> (a) the desired character of the area; (b) the nature of the particular use and its specific characteristics and scale; (c) the number of employees and the likely number of visitors to the site; (d) the level of local accessibility; (e) the nature and frequency of any public transport serving the area; (f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building (g) whether or not the use involves a heritage building or place of local significance; (h) whether or not the proposed use involves the retention of significant vegetation. | <p>Table Error! No text of specified style in document..b for that particular use or uses.</p> <p>Note - Where the number of spaces calculated from the table is not a whole number, the number of spaces provided is the next highest whole number.</p> <p>AO1.2 Car parking spaces are freely available for the parking of vehicles at all times and are not used for external storage purposes, the display of products or rented/sub-leased.</p> <p>AO1.3 Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.</p> <p>AO1.4 For parking areas exceeding 50 spaces parking, is provided for recreational vehicles as a substitute for ordinary vehicle parking to a maximum of 5% of total ordinary vehicle parking rate.</p> | <p>N/A</p> <p>N/A</p> <p>N/A</p> |
| <p>PO2 Vehicle parking areas are designed and constructed in accordance with relevant standards.</p> | <p>AO2 Vehicle parking areas are designed and constructed in accordance with Australian Standard: (a) AS2890.1; AS2890.3; AS2890.6.</p> | <p>N/A</p> |
| <p>PO3 Access points are designed and constructed:</p> <ul style="list-style-type: none"> (a) to operate safely and efficiently; | <p>AO3.1 Access is limited to one access cross over per site and is an access point located, designed and constructed in accordance with:</p> | <p>While the proposal includes two access crossovers, these crossovers service two lots and therefore comply with the requirement for</p> |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|--|
| <ul style="list-style-type: none"> (b) to accommodate the anticipated type and volume of vehicles (c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate; (d) so that they do not impede traffic or pedestrian movement on the adjacent road area; (e) so that they do not adversely impact upon existing intersections or future road or intersection improvements; (f) so that they do not adversely impact current and future on-street parking arrangements; (g) so that they do not adversely impact on existing services within the road reserve adjacent to the site; (h) so that they do not involve ramping, cutting of the adjoining road reserve or any built structures (other than what may be necessary to cross over a stormwater channel). | <p>(a) Australian Standard AS2890.1;</p> <p>(b) Planning scheme policy SC6.5 – FNQROC Regional Development Manual - access crossovers.</p> <p>AO3.2</p> <p>Access, including driveways or access crossovers:</p> <ul style="list-style-type: none"> (a) are not placed over an existing: <ul style="list-style-type: none"> (i) telecommunications pit; (ii) stormwater kerb inlet; (iii) sewer utility hole; (iv) water valve or hydrant. (b) are designed to accommodate any adjacent footpath; (c) adhere to minimum sight distance requirements in accordance with AS2980.1. <p>AO3.3</p> <p>Driveways are:</p> <ul style="list-style-type: none"> (a) designed to follow as closely as possible to the existing contours, but are no steeper than the gradients outlined in Planning scheme policy SC6.5 – FNQROC Regional Development Manual; (b) constructed such that where there is a grade shift to 1 in 4 (25%), there is an area with a grade of no more than 1 in 6 (16.6%) prior to this area, for a distance of at least 5 metres; (c) on gradients greater than 1 in 6 (16.6%) driveways are constructed to ensure the cross-fall of the driveway is one way and directed into the hill, for vehicle safety and drainage purposes; (d) constructed such that the transitional change in grade from the road to the lot is | <p>one crossover per lot. Furthermore, the project engineer confirms compliance with AS2890.</p> <p>Proposal complies.</p> <p>Proposal complies. While some sections of the driveway exceed 25% grade, the project engineer confirms compliance with FNQROC and AS2890 which provides for a performance assessment of driveways above 25% grade.</p> |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|--|--------------------|
| | <p>fully contained within the lot and not within the road reserve;</p> <p>(e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system.</p> <p>AO3.4 Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.</p> | Proposal complies. |
| <p>PO4 Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.</p> | <p>AO4 The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.</p> | N/A |
| <p>PO5 Access for people with disabilities is provided to the building from the parking area and from the street.</p> | <p>AO5 Access for people with disabilities is provided in accordance with the relevant Australian Standard.</p> | N/A |
| <p>PO6 Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.</p> | <p>AO6 The number of on-site bicycle parking spaces complies with the rates specified in Table Error! No text of specified style in document..b.</p> | N/A |
| <p>PO7 Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building's main entrance;</p> | <p>AO7.1 Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);</p> | N/A |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---------------------------|
| <ul style="list-style-type: none"> (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site. | <p>AO7.2 Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p>AO7.3 Development provides visitor bicycle parking which does not impede pedestrian movement.</p> | N/A N/A |
| <p>PO8 Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> (a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes; (b) encourage walking and cycling; (c) ensure pedestrian and cyclist safety. | <p>AO8 Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> (a) create a walking or cycle route along the full frontage of the site; (b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. | N/A |
| <p>PO9 Access, internal circulation and on-site parking for service vehicles are designed and constructed:</p> <ul style="list-style-type: none"> (a) in accordance with relevant standards; (b) so that they do not interfere with the amenity of the surrounding area; (c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles. | <p>AO9.1 Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and AS2890.2.</p> <p>AO9.2 Service and loading areas are contained fully within the site.</p> <p>AO9.3 The movement of service vehicles and service operations are designed so they:</p> <ul style="list-style-type: none"> (a) do not impede access to parking spaces; (b) do not impede vehicle or pedestrian traffic movement. | N/A N/A N/A |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|--|-----------------------|
| <p>PO10 Sufficient queuing and set down areas are provided to accommodate the demand generated by the development.</p> | <p>AO10.1 Development provides adequate area on-site for vehicle queuing to accommodate the demand generated by the development where drive through facilities or drop-off/pick-up services are proposed as part of the use, including, but not limited to, the following land uses:</p> <ul style="list-style-type: none"> (a) car wash; (b) child care centre; (c) educational establishment where for a school; (d) food and drink outlet, where including a drive-through facility; (e) hardware and trade supplies, where including a drive-through facility; (f) hotel, where including a drive-through facility; (g) service station. <p>AO10.2 Queuing and set-down areas are designed and constructed in accordance with AS2890.1.</p> | <p>N/A</p> <p>N/A</p> |

Table Error! No text of specified style in document..**b – Access, parking and servicing requirements**

Note – Where the number of spaces is not a whole number, the number of spaces to be provided is the next highest whole number.

Note – Where the proposed development involves one or more land use, the minimum number of spaces for the proposed development will be calculated using the minimum number of spaces specified for each land use component.

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|-----------------------------|--|---------------------------------------|------------------------|---|
| Agricultural supplies store | 1 space per 50m ² of GFA and outdoor display area. | 1 space per 200m ² of GFA. | n/a | LRV |
| Air services | 1 car space per 20m ² of covered reception area, plus 1 car space per 2 staff, plus a covered bus set down area adjacent to the entry of the reception area and 2 bus parking spaces. | n/a | n/a | LRV |
| Bulk landscape supplies | 1 space per 50m ² GFA and outdoor display area. | 1 space per 200m ² of GFA. | n/a | MRV |
| Caretaker's accommodation | A minimum of 1 space | n/a | n/a | n/a |
| Child care centre | 1 space per 10 children to be used for setting down and picking up of children, with a minimum of 3 car spaces to be provided for set down and collection; plus 1 space per employee. Any drive-through facility can provide tandem short term parking for 3 car spaces for setting down/picking up of children, on the basis that a passing lane is provided and line-marked to be kept clear of standing vehicles at all times. | n/a | n/a | VAN |
| Club | Unlicensed clubrooms: 1 space per 45m ² of GFA. Licensed clubrooms: 1 space per 15m ² of GFA. | 1 space per 4 employees. | n/a | Licensed and equal or greater than 1500m ² : RCV Other: VAN |
| Community care centre | 1 space per 20m ² of GFA. | A minimum of 1 space. | n/a | RCV |
| Community residence | A minimum of 2 spaces. | A minimum of 1 space. | n/a | VAN |
| Community use | 1 space per 15m ² GFA. | 1 space per 100m ² of GFA. | n/a | RCV |

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|-----------------------------|---|---|--|---|
| Dual occupancy | A minimum of 2 spaces per dwelling unit which may be in tandem with a minimum of 1 covered space per dwelling unit. | n/a | n/a | n/a |
| Dwelling house | A minimum of 2 spaces which may be in tandem plus 1 space for a secondary dwelling | n/a | n/a | n/a |
| Dwelling unit | 1.5 spaces per one or two bedroom unit; or 2 spaces per three bedroom unit. | n/a | n/a | n/a |
| Educational establishment | Primary school or secondary schools: 1 car space per 2 staff members, plus provision of space to be used for setting down and picking up of students. Tertiary and further education: 1 car space per 2 staff members, plus 1 car space per 10 students, plus provision of space to be used for setting down and picking up of students. | Primary school or secondary schools: 1 space per 5 students over year 4. Tertiary and further education: 2 spaces per 50 full time students. | Required for all educational establishments with a GFA greater than 2000m ² . | RCV |
| Food and drink outlet | 1 space per 25m ² GFA and outdoor dining area. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craigie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA, and outdoor dining area. | 1 space per 100m ² of GFA, and outdoor dining area. | n/a | See Table Error! No text of specified style in document..d |
| Function facility | 1 space per 15m ² GFA. | 1 space per 100m ² of GFA. | n/a | RCV |
| Funeral parlour | 1 space per 15m ² GFA. | n/a | n/a | RCV |
| Garden centre | 1 space per 50m ² GFA and outdoor display area | 1 space per 200m ² of GFA. | n/a | AV |
| Hardware and trade supplies | 1 space per 50m ² GFA and outdoor display area | 1 space per 200m ² of GFA. | n/a | AV |

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|-----------------------------|---|---------------------------------------|--|---|
| Health care services | 1 space per 20m ² of GFA. | 1 space per 100m ² of GFA. | Required for all health care services with a GFA greater than 2000m ² . | VAN |
| High impact industry | 1 space per 90m ² of GFA. | n/a | n/a | AV |
| Home based business | <p>The parking required for the dwelling house, plus 1 space per bedroom where the Home based business involves the provision of accommodation; or</p> <p>1 space per 25m² GFA for any other Home Based Business.</p> | n/a | n/a | n/a |
| Hospital | The greater of 1 space per 2 bedrooms or 1 space per 4 beds; plus 1 car space for ambulance parking, designated accordingly. | 1 space per 100m ² of GFA. | Required for all hospitals with a GFA greater than 2000m ² . | RCV |
| Hotel | <p>1 space per 10m² GFA and licensed outdoor area; plus</p> <p>For 1 space per 50m² GFA of floor area of liquor barn or bulk liquor sales area; plus, if a drive in bottle shop is provided, queuing lane/s on site for 12 vehicles.</p> <p>Note - Use standard for any Short Term Accommodation for hotel accommodation use.</p> | 1 space per 100m ² of GFA. | n/a | LRV |
| Indoor sport and recreation | <p>Squash court or another court game: 4 spaces per court.</p> <p>Basketball, netball, soccer, cricket: 25 spaces per court / pitch.</p> <p>Ten pin bowling: 3 spaces per bowling lane.</p> <p>Gymnasium: 1 space per 15m² of GFA.</p> | 1 space per 4 employees. | n/a | RCV |
| Low impact industry | 1 space per 90m ² of GFA. | n/a | n/a | AV |

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|------------------------------|---|--|--|---|
| Marine industry | 1 space per 90m ² of GFA. | n/a | n/a | AV |
| Medium impact industry | 1 space per 90m ² of GFA. | n/a | n/a | AV |
| Multiple dwelling | If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1 car space per dwelling unit. If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1.5 car spaces per dwelling unit In all cases 60% of the car parking area is to be covered. | 1 bicycle space per 3 units and 1 visitor bicycle space per 12 units. | n/a | RCV (over 10 units) |
| Office | 1 space per 25m ² of GFA or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA | 1 space per 200m ² GFA | Required for all office development with a GFA greater than 2000m ² . | See Table Error! No text of specified style in document..e |
| Outdoor sales | 1 space per 50m ² GFA and outdoor display area | 1 space per 200m ² of GFA. | n/a | AV |
| Outdoor sport and recreation | Coursing, horse racing, pacing, trotting: 1 space per 5 seated spectators, plus 1 space per 5m ² of other spectator areas. Football: 50 spaces per field. Lawn bowls: 30 spaces per green. Swimming pool: 15 spaces; plus | Football: 5 space per field. Lawn bowls: 5 spaces per green. Swimming pool: 1 space per swimming lane. Tennis court or other court game: | n/a | RCV |

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|----------------------------------|---|---|------------------------|---|
| | <p>1 space per 100m² of useable site area.</p> <p>Tennis court or other court game: 4 spaces per court.</p> <p>Golf course: 4 spaces per tee on the course.</p> <p>Note - Use standard for Club for clubhouse component.</p> | <p>4 space per court.</p> <p>Golf course: 1 space per 15m² of GFA for clubhouse component.</p> | | |
| Place of worship | 1 space per 15m ² of GFA. | 1 space per 100m ² of GFA. | n/a | LRV |
| Relocatable home park | 1 space per relocatable home site; plus 0.1 space per relocatable home site for visitor parking; plus 1 space for an on-site manager | n/a | n/a | LRV |
| Research and technology industry | 1 space per 90m ² of GFA. | n/a | n/a | MRV |
| Residential care facility | 1 visitor car space per 5 bedroom units; plus 1 car space per 2 staff members | n/a | n/a | LRV |
| Resort complex | <p>Use standard for relevant standard for each component.</p> <p>For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.</p> | <p>Use standard for relevant standard for each component.</p> <p>For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.</p> | n/a | RCV |
| Retirement facility | 1 space per dwelling unit; | n/a | n/a | LRV |

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|--------------------------|--|---------------------------------------|--|---|
| | plus 1 visitor space per 5 dwelling units; plus 1 visitor car space per 10 hostel units, nursing home or similar beds, plus 1 car space per 2 staff members; plus 1 car parking space for ambulance parking. | | | |
| Sales office | A minimum of 1 space. | n/a | n/a | n/a |
| Service industry | 1 space per 90m ² of GFA. | n/a | n/a | SRV |
| Service station | 1 space per 25m ² of GFA | n/a | n/a | AV |
| Shop | 1 space per 25m ² of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA. | 1 space per 100m ² of GFA. | Required for all shops with a GFA greater than 2000m ² . | See Table Error! No text of specified style in document..d |
| Shopping centre | 1 space per 25m ² of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA. | 1 space per 200m ² GFA. | Required for all shopping centres with a GFA greater than 2000m ² . | See Table Error! No text of specified style in document..d |
| Short term accommodation | If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: 0.5 car spaces per dwelling unit. If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: For up to 5 units: 1 car space per dwelling unit, plus 1 space for visitors and 1 service/staff spaces. For 5 – 10 units: 1 car space per dwelling unit, plus 2 spaces for visitors and 1 service/staff spaces. | 1 space per 10 rooms | n/a | SRV |

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|--|--|---|------------------------|---|
| | <p>For over 10 units: 0.75 car spaces per dwelling unit, plus 3 spaces for visitors and 2 service/staff parking for the first 10 units and 0.5 additional service/staff space per 10 units, there-above.</p> <p>In all cases 60% of the car parking area is to be covered.</p> <p>Note: Where Short term accommodation is to be inter-changeable with a Multiple dwelling land use, multiple dwelling parking rates apply.</p> | | | |
| Showroom | 1 space per 50m ² GFA. | 1 space per 200m ² GFA. | n/a | AV |
| Special industry | 1 space per 90m ² of GFA. | n/a | n/a | AV |
| Tourist park | 1 car space per caravan site, tent site or cabin; plus 1 visitor car space per 10 caravan sites, tent sites or cabins; plus 1 car space for an on-site manager. | n/a | n/a | LRV |
| Theatre | <p>Indoor: 1 space per 15m² of GFA.</p> <p>Outdoor cinema: 1 space per 5m² of designated viewing area, plus 1 car space per 2 employees.</p> | 1 space per 200m ² GFA. | n/a | VAN |
| Veterinary services | 1 space per 50m ² of GFA. | n/a | n/a | VAN |
| Warehouse | 1 space per 90m ² of GFA. | n/a | n/a | Where self-storage: RCV Other: AV |
| Any use not otherwise specified in this table. | Sufficient spaces to accommodate number of vehicles likely to be parked at any one time. | Sufficient spaces to accommodate number | | To be determined |

| Land use | Minimum number of ordinary vehicle parking spaces | Minimum number of bicycle spaces | End of trip facilities | Minimum standard design service vehicle (refer to Table 9.4.1.3c) |
|----------|---|--|------------------------|---|
| | | of vehicles likely to be parked at any one time. | | |

Table Error! No text of specified style in document..c – Design vehicles

| | |
|-----|--|
| VAN | A 99.8th percentile vehicle equivalent to a large car. |
| SRV | Small rigid vehicle as in AS2890.2-2002 parking facilities – Off-street commercial vehicle facilities, but incorporating a body width of 2.33m |
| MRV | Medium rigid vehicle equivalent to an 8-tonne truck. |
| LRV | Large rigid vehicle described by AS2890.2-2002 parking facilities – Off-street commercial vehicle facilities as heavy rigid vehicle. |
| RCV | Industrial refuse collection vehicle |
| AV | 19 metre articulated vehicle from AUSTROADS |

Table Error! No text of specified style in document..d – Standard number of service bays required for Food and drink outlet, Shop or Shopping centre

| Gross floor area (m ²) | Service bays required | | | | |
|------------------------------------|---------------------------------------|-----|-----|-----|--|
| | VAN | SRV | MRV | LRV | |
| 0-199 | - | 1 | - | - | |
| 200 – 599 | 1 | - | 1 | - | |
| 600 – 999 | 1 | 1 | 1 | - | |
| 1000 – 1499 | 2 | 1 | 1 | - | |
| 1500 – 1999 | 2 | 2 | 1 | - | |
| 2000 – 2799 | 2 | 2 | 2 | - | |
| 2800 – 3599 | 2 | 2 | 2 | 1 | |
| 3600 and over | To be determined via a parking study. | | | | |

Table Error! No text of specified style in document..e – Standard number of service bays required for Office

| Gross floor area (m ²) | | Service bays required | | | |
|------------------------------------|--|---------------------------------------|-----|-----|-----|
| | | VAN | SRV | MRV | LRV |
| 0-999 | | - | 1 | - | - |
| 1000 – 2499 | | 1 | - | 1 | - |
| 2500 – 3999 | | 2 | 1 | 1 | - |
| 4000 – 5999 | | 3 | 1 | 1 | - |
| 6000 – 7999 | | 4 | 1 | 1 | - |
| 8000 – 9999 | | 4 | 2 | 1 | - |
| 10000 and over | | To be determined via a parking study. | | | |