SURVEYING
TOWN PLANNING
PROJECT MANAGEMENT
MAPPING & GIS

brazier motti

APPLICATION FOR A DEVELOPMENT PERMIT

# RECONFIGURING A LOT
# (7 Standard Format Lots with Common Property)

on behalf of
Obray Pty. Ltd.

at
111-119 Port Douglas Road, Port Douglas

on
Lot 3 on RP729991

## CONTENTS



## APPENDICES

## 1.0 INTRODUCTION

This town planning report has been prepared on behalf of the Applicant, Obray Pty Ltd, in support of a Development Application seeking a Development Permit for Reconfiguring a Lot (7 Standard Format Lots with Common Property) on land at 111-119 Port Douglas Road, Port Douglas, precisely described as Lot 3 on RP729991.

To assist in Council's determination of this development application, this planning report covers the following matters:

Section 2:- Subject site description.

Section 3:- A detailed description of the development proposal.

Section 4:- A review of the relevant legislation provisions.

Section 5:- An assessment of the proposal against the relevant code provisions of the *Douglas Shire Planning Scheme 2018 V1*.

Section 6:- Conclusion.

The development application is made in accordance with section 51 of the *Planning Act 2016* and contains the mandatory supporting information specified in the applicable DA Form, included in ***Appendix A***. In accordance with section 51 of the *Planning Act 2016*, as the applicant is also the landowner, landowner's consent is not required to accompany the application. The application is subject to code assessment and therefore public notification will not be required. The application triggers referral to the State Assessment Referral Agency (SARA).

## 2.0 THE SUBJECT SITE

The subject site is located at 111-119 Port Douglas Road, Port Douglas, on land described as Lot 3 on RP729991. ***Figure 1*** below identifies the subject site and surrounding locality. The entire land is contained within the Medium Density Residential Zone and within the Port Douglas – Craiglie Local Plan. The Certificate of Title confirming ownership of the subject site by the applicant, Obray Pty Ltd, is included in ***Appendix B***. The title also identifies that the site is not encumbered by any easements.

The subject site comprises a land area of 1.75ha. Access from the site to Port Douglas Road is via an existing service road from the north-east boundary. The site is cleared of vegetation and structures. A Development Permit for Operational Works - Vegetation Damage, Council Ref: OP 2019/3412, was obtained 10 March 2020 to remove vegetation from the western region of the site. The site generally falls from east to west, with the lawful point of discharge being existing drainage swale within the adjoining land to the west, Lot 132 on SP160477.

Surrounding land uses are predominantly residential, higher density residential and resort style development, with the Oaks Resort to the north and the Reef Resort Port Douglas to the south. The Mirage Country Club is located adjacent to the site's western boundary.


Figure 1: Queensland Globe Aerial image of the subject site. Source: State of Queensland 2024

Essential infrastructure utilities including reticulated water, electricity & telecommunications is located within proximity to the proposed development area and access to these services is readily available.

## 3.0 THE PROPOSAL

The Development Application seeks approval from Douglas Shire Council for a Development Permit for Reconfiguring a Lot (1 Lot into 7 Lots and Common Property), as identified on the plan of proposed reconfiguration (34807/006A prepared by Brazier Motti) included within ***Appendix F*** and extracts within ***Figure 2*** below.

The application refers only to the creation of the seven (7) management lots, with common property as detailed below:

- Proposed Lot 1 – 1,630m²
- Proposed Lot 2 – 1,788m²
- Proposed Lot 3 – 1,404m²
- Proposed Lot 4 – 1,334m²
- Proposed Lot 5 – 1,832m²
- Proposed Lot 6 – 1,859m²
- Proposed Lot 7 – 2,327m²
- Common Property – 5,274m²

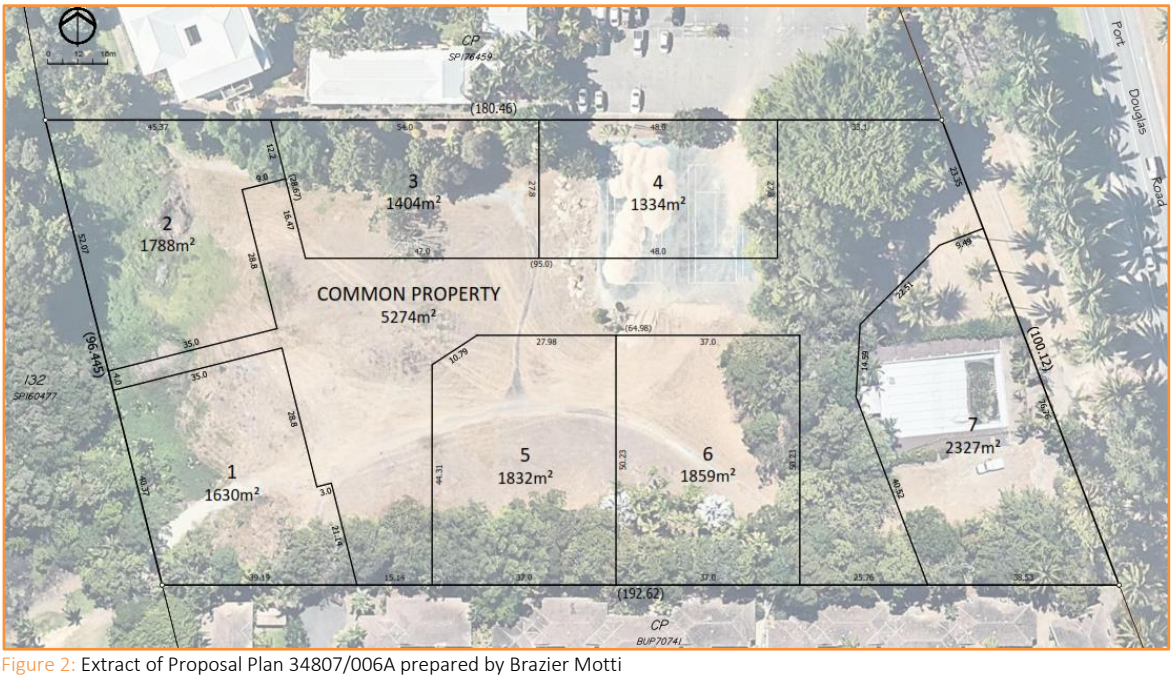

Figure 2: Extract of Proposal Plan 34807/006A prepared by Brazier Motti

The development intent of the site is for a gated community containing a mix of housing options ranging from standalone dwellings, villas and attached townhouses as generally depicted on the concept site plan prepared by Hunt Design within ***Figure 3***.

Due to the considerable area of the site, the proposal put before is for the creation of management lots and principal body corporate allowing the development of the site to be undertaken in a manageable and orderly manner. Subsequent development applications for Material Change of Use and Use (Multiple Dwellings) and Reconfiguration of the respective management lots will submitted with Council at the time as the development progresses.


Figure 3: Concept of future development within the proposed Lots prepared by Hunt Designs 2024

The operational works associated with the creation of management lots will involve the provision of the required service connections for the site in addition to the provision of the roadway and services within the common property as detailed by the Engineering Services Report prepared by Neon Consulting contained within ***Appendix E***.

As detailed within ***Figure 2***, the boundaries of the proposed lots and common property have been positioned to follow the future development intent of the site while ensuring sufficient area for vehicle access and manoeuvring throughout the site.

Overall, the proposed reconfiguration is considered appropriate in nature and does not impact on the character or amenity of the surrounding area.

## 4.0 RELEVANT LEGISLATION

### 4.1 COMMONWEALTH LEGISLATION

The application is not subject to assessment against Commonwealth legislation. It is not anticipated that development of this land will trigger assessment against the *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC)*, as it is not anticipated that the development will significantly impact upon a matter of national environmental significance.

### 4.2 THE PLANNING ACT 2016

The *Planning Act 2016* provides the framework for coordinating local, regional and state planning. Given the nature of the development, the application requires assessment against this legislation which is presented in ***Table 1*** below.

Table 1: Planning Act 2016 Considerations

| *Planning Act 2016 Considerations* | |
|---|---|
| **Assessable Development** | The proposed development constitutes assessable development under the *Douglas Shire Planning Scheme*. Accordingly, pursuant to Section 44(3) of the *Planning Act 2016* a development approval is required. |
| **Assessment Manager** | Pursuant to Schedule 8 of the *Planning Regulation 2017* the Assessment Manager for this development application is Douglas Shire Council. |
| **Level of Assessment** | The *Douglas Shire Planning Scheme* identifies that the proposed development is Code Assessable. |
| **Public Notification** | Not required |

### 4.3 STATE ASSESSMENT AND REFERRALS

Consideration of the proposed application against Schedule 10 of the *Planning Regulation 2017* determined the proposal triggers referral to a State Assessment Referral Agency (SARA). A review of the *Development Assessment Mapping System (DAMS)* and other matters has confirmed that the proposed development triggers referral for the following triggers:

- Part 9, Subdivision 2, Table 1 (Trigger: Premises within 25m of a State transport corridor, total number of lots is increased, and not related to government supported transport infrastructure).

An assessment against the State Code 1: Development within a State-controlled Environment is included at ***Appendix C*** of this report.

### 4.4 STATE PLANNING POLICY

In accordance with section 2.1 – State Planning Policy of the planning scheme, the Minister has identified that all aspects of the SPP have been integrated into the planning scheme. Hence, for the purposes of this development, we consider that assessment of the proposal against the provisions of the SPP is not required, and all relevant matters will be dealt with under the provisions of the local planning scheme.

## 4.5 FAR NORTH QUEENSLAND REGIONAL PLAN

The subject site is located within an urban area identified in the *Far North Queensland (FNQ) Regional Plan* and the proposed development is consistent with the outcomes of the *FNQ Regional Plan*.

## 4.6 ASSESSMENT MANAGER AND PLANNING SCHEME

Douglas Shire Council is nominated as the assessment manager for the application. The applicable planning scheme is the *Douglas Shire Planning Scheme 2018 V1*.

## 4.7 PUBLIC NOTIFICATION

The proposed development on the subject site does not require public notification under the provisions of the *Planning Act 2016.*

## 4.8 LANDOWNERS CONSENT

In accordance with section 51 of the Planning Act 2016, as the applicant is also the landowner, landowner's consent is not required to accompany the application. While it is acknowledged that lawful point of discharge will continue to be via the adjoining property to the west, Lot 132 on SP160477, landowner consent from Lot 132 on SP160477 is not required as the development will continue to achieve a lawful point of discharge by achieving criteria (i) of the Queensland Urban Drainage Manual lawful point of discharge test.

## 5.0 THE PLANNING FRAMEWORK

The *Douglas Shire Planning Scheme* (the Planning Scheme) is the current planning scheme for the Douglas region. The Planning Scheme commenced on and from 2 January 2018 and sets a clear direction for future development and sustainable growth.

The following sections of this report provide an assessment of the proposed development against the relevant provisions of the Planning Scheme.

## 5.1 DOUGLAS SHIRE COUNCIL PLANNING SCHEME 2018

The Planning Scheme seeks to achieve outcomes through the identification of a number of overall outcomes, performance outcomes and acceptable solutions. Land identified within the planning scheme is divided into zones. Zones are further identified within individual precincts and local plans. The Planning Scheme further identifies numerous overlay codes.

## 5.2 PLANNING SCHEME DESIGNATIONS

In accordance with the *Douglas Shire Planning Scheme*, the site is subject to the designations listed in ***Table 2*** below. These designations will assist in determining which tables of assessment, category of assessment, and assessment codes are applicable to the proposed development.

Table 2: Planning Scheme Designation

| *Type of Designation* | *Designation and Applicability* |
|---|---|
| Zone | Medium Density Residential Zone |
| Local Plan | Port Douglas/Craiglie Local Plan |
| Overlays | Acid Sulfate Soils Overlay (5-20m AHD, <5m AHD) |
| | Coastal Environment Overlay (Erosion prone area) |
| | Flood and Storm Tide Hazard Overlay (Medium storm tide, high storm tide, 100 year ARI – Mossman and Port Douglas Flood Studies) |
| | Landscape Values Overlay (Scenic route buffer) |
| | Transport Network Overlay (Noise corridors, Pedestrian Cycle Principal Route, road hierarchy) |

## 5.3 LEVEL OF ASSESSMENT, ASSESSABLE BENCHMARKS AND APPLICABLE CODES

The subject site is designated within the Medium Density Residential Zone and identified on five (5) overlays. The relevant table of assessment within the Planning Scheme (Table 5.6.h) identifies the Reconfiguring a Lot as Assessable Development and is subject to Code Assessment.

Furthermore, the Assessment Tables identify that an application for Reconfiguring a Lot requires assessment against the following codes:

- Medium Density Residential Zone Code;
- Port Douglas / Craiglie Local Plan Code;
- Acid Sulphate Soils Overlay Code;
- Coastal Environment Overlay Code;
- Flood and Inundation Overlay Code;
- Landscape Values Overlay Code;
- Transport Network Overlay Code;
- Access, Parking and Servicing Code;
- Environmental Performance Code;
- Filling and Excavation Code;

- Infrastructure Works Code;
- Landscaping Code;
- Reconfiguring a Lot Code;

An assessment against the applicable Planning Scheme Codes is as follows.

## 5.4 ZONE CODE PROVISIONS

### 5.4.1 Medium Density Residential Zone Code

In accordance with the Planning Scheme the site is contained within the Medium Density Residential Zone, where a Reconfiguring a Lot is Code Assessable.

The purpose of the Medium Density Residential Zone is to:

a) provide for a range and mix of dwelling types including dwelling houses and multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.

#### Response

The proposal put before is for the creation of management lots and principal body corporate allowing the development of the site to be undertaken in a manageable and orderly manner. The proposal seeks to provide suitable lots for medium density residential dwellings, and therefore aligns with the intent of the zone. Each proposed lot exceeds the minimum area of 1,000m$^2$ as stated in the zone code, and the configuration is generally consistent with the character of surrounding lots.

Overall, it is considered that the proposed development is consistent with the outcomes identified in the Planning Scheme for the Medium Density Residential Zone.

A detailed assessment against the zone code is provided in ***Appendix D***.

## 5.5 LOCAL PLAN CODE

### 5.5.1 Port Douglas/Craiglie Local Plan Code

The purpose of the Port Douglas/Craiglie Local Plan Code is to facilitate development outcomes consistent with community values, the local tropical built-form and protection of the natural environment within the Port Douglas/Craiglie local plan area, while providing a platform for investment and prosperity.

#### Response

The proposal seeks to create suitable lots for the development of medium density residential dwellings and will in turn provide a platform for investment and prosperity, aligning with the Port Douglas/Craiglie Local Plan Code. Development within the respective management lots will be subject to subsequent development applications.

Overall, it is considered that the proposed development is generally consistent with the outcomes identified in the Planning Scheme for the Port Douglas/Craiglie Local Plan Code.

A detailed assessment against the zone code is provided in ***Appendix D***.

## 5.6 OVERLAY CODES

### 5.6.1 Acid Sulphate Soils Overlay Code

In accordance with the Planning Scheme the development requires assessment against the Acid Sulphate Soils Overlay Code. The purpose of the acid sulfate soils overlay code is to ensure that development which occurs on a site containing or potentially containing acid sulfate soils is undertaken so that the potential risks to the natural and built environment or human health associated with disturbing acid sulfate soils are identified and addressed through avoidance or mitigation.

### Response

The proposed development will require filling of the site to achieve flood immunity. Disturbance of potential acid sulphate soils will be addressed in the subsequent application for Operational Works. The proposed development can be conditioned appropriately to achieve compliance with the Acid Sulphate Soils Overlay Code.

Overall, it is considered that the proposed development achieves general consistency with the applicable Acceptable Outcomes and Performance Outcomes of the Acid Sulfate Soils Overlay Code.

A detailed assessment against the zone code is provided in ***Appendix D***.

## 5.6.2 Coastal Environment Overlay Code

In accordance with the Planning Scheme the development requires assessment against the Coastal Processes Overlay Code. The purpose of the code is to ensure development is aligned with the Strategic Framework, specifically in relation to the mitigation of coastal hazards and to protect environmental and catchment values.

### Response

The proposed development is for the reconfiguration of land only. Erosion prone areas are depicted along small sections of the western boundary of the subject site. The proposed development will not impact on erosion prone areas.

A detailed assessment against this code is not considered necessary for the assessment of this proposal.

## 5.6.3 Flood and Storm Tide Hazard Overlay Code

In accordance with the Planning Scheme the development requires assessment against the Flood and Storm Tide Hazard Overlay Code.

The purpose of the Flood and storm tide hazard overlay code is to:

(a) implement the policy direction in the Strategic Framework, in particular:
  (i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;
  (ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.

(b) enable an assessment of whether development is suitable on land within the Flood and storm tide hazard sub-categories.

### Response

The proposed development has been designed to achieve the required level of immunity to an inundation event. The Engineering Report prepared by Neon Consulting, contained within ***Appendix E***, details the works required to achieve the level of immunity. The proposed development can be conditioned appropriately to achieve the required level of immunity.

Overall, it is considered that the proposed development achieves general consistency with the applicable Acceptable Outcomes and Performance Outcomes of the Flood and Storm Tide Inundation Overlay Code.

## 5.6.4 Landscape Values Overlay

In accordance with the Planning Scheme the development requires assessment against the Landscape Values Overlay Code. The purpose of the Landscape values overlay code is to ensure that development protects, maintains and enhances the landscape values within the Douglas region.

### Response

It is noted that the eastern portion of the subject site is within a Scenic Route Buffer.

The subject land has been historically utilised for resort facilities by adjoining properties. The proposed development is for the reconfiguration of land only and therefore will not diminish the landscape values of the subject site or locality. Existing vegetation will be retained were possible and will be incorporated within the future landscaping within the site. Future development within the respective lots will be subject to subsequent applications and at that time will demonstrate compliance with the code.

Overall, it is considered that the proposed development can achieve consistency with the applicable Acceptable Outcomes and Performance Outcomes of the Landscape Values Overlay Code.

A detailed assessment against this code is provided in ***Appendix D***.

### 5.6.5 Transport Network Overlay Code

In accordance with the Planning Scheme the development requires assessment against the Transport Network Overlay Code. The purpose of the Transport network overlay is to provide safe, efficient, and connected transport infrastructure, and to guide developments that are supported by and do not impede on transport networks or transport infrastructure.

### Response

The proposed development is for the reconfiguration of land within an existing urban environment. The reconfiguration will not result in additional access onto a State controlled road, as site access will continue via the service road off Port Douglas Road. The proposal will not impact on transport infrastructure, and any future developments will be subject to subsequent development applications.

Overall, it is considered that the proposed development is generally consistent with the outcomes identified in the Planning Scheme for the Transport network overlay code.

A detailed assessment against this code is provided in ***Appendix D***.

## 5.7 DEVELOPMENT CODES

### 5.7.1 Access, Parking, and Servicing Code

In accordance with the Planning Scheme table of assessment the development requires assessment against the Access, Parking, and Servicing Code. The purpose of the Access, parking, and servicing code is to assess the suitability of access, parking and associated servicing aspects of a development.

### Response

The proposed development is for the reconfiguration of land only. The existing service road off Port Douglas Road will be used for site access. The proposal will not impact on other parking or servicing elements. Development within the respective management lots will be subject to assessment under subsequent development applications.

A detailed assessment against this code is provided in ***Appendix D***

### 5.7.2 Filling and Excavation Code

In accordance with the Planning Scheme table of assessment the development requires assessment against the Filling and Excavation Code. The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.

### Response

Filling of the western region of the site will be required to achieve flood immunity. The engineering investigation undertaken by Neon Consulting included within ***Appendix E*** provides a preliminary assessment of the required earthworks.

It can be appropriately conditioned that Earthworks will be designed and constructed during the operational works phase in accordance with the requirements of the FNQROC Regional Development Manual and Australian Standard AS3798 – 2007 (as amended) "Guidelines on Earthworks for Commercial and Residential Developments".

A detailed assessment against this code is provided in ***Appendix D***.

### 5.7.3 Infrastructure Works Code

In accordance with the Planning Scheme table of assessment the development requires assessment against the Infrastructure Works Code. The purpose of the Infrastructure works code is to ensure that development is safely and efficiently serviced by, and connected to, infrastructure.

### Response

The engineering investigation undertaken by Neon Consulting included within ***Appendix E*** details the level of infrastructure required to service the development. Connections to required infrastructure services will be undertaken in accordance with the specifications of the FNQROC Development Manual. Conditions of approval requiring connections to the required infrastructure services are expected.

Overall it is considered that the proposed development achieves consistency with the applicable Acceptable Outcomes and Performance Outcomes of the Infrastructure Works Code.

A detailed assessment against this code is provided in ***Appendix D***.

### 5.7.4 Landscaping Code

In accordance with the Planning Scheme table of assessment the development requires assessment against the Landscaping Code. The purpose of the Landscaping code is to ensure that landscaping is provided to enhance the tropical amenity and character of the region.

### Response

Landscaping will be provided as part of the development. The development can be appropriately conditioned in that the endorsement of a landscaping plan by Council will be required prior to issue of the development permit for operational works.

Landscaping will be designed and planned in accordance with the planning scheme requirements.

A detailed assessment against this code is not considered necessary for the assessment of this proposal.

### 5.7.5 Reconfiguring a Lot Code

In accordance with the Planning Scheme table of assessment the development requires assessment against the Reconfiguring a Lot Code. The purpose of the Reconfiguring a lot code is to ensure that development is arranged appropriately and lots have sufficient areas, dimensions, and shapes for their intended use.

Response

The subject site is contained within the Medium Density Residential Zone which specifies a minimum lot size of 1,000m$^2$.

The proposal put before is for the creation of management lots with areas ranging from 1,334m$^2$ to 2,327m$^2$ and principal body corporate allowing the development of the site to be undertaken in a manageable and orderly manner. Subsequent development applications for Material Change of Use and Use (Multiple Dwellings) and Reconfiguration of the respective management lots will submitted with Council at the time as the development progresses.

Overall, it is considered that the proposed development is consistent with the outcomes identified in the Planning Scheme for the Reconfiguring a lot code.

A detailed assessment against the code is located in ***Appendix D***.

## 6.0 CONCLUSION

This report has been prepared on behalf of the Applicant, Obray Pty Ltd, in support of a Development Application seeking a Development Permit for Reconfiguring a Lot (7 Standard Format Lots with Common Property) on land at 111-119 Port Douglas Road, Port Douglas, precisely described as Lot 3 on RP729991.

The abovementioned has demonstrated that the proposal appropriately responds to outcomes sought and is generally in accordance with the relevant assessment benchmarks of the *Douglas Shire Planning Scheme*.

In summary, the proposed development is recommended for approval based on the following reasons:

- The proposal complies with the codes nominated by the Planning Scheme as being relevant to the assessment of a proposal of this nature.
- The proposed reconfiguration of the subject site provides suitable sized lots for the intended use under the Medium Density Residential Zone.
- The proposed lots have access to development infrastructure, including utility installations and essential services.
- Appropriate access is provided to the subject site without compromising State controlled transport networks.

Overall, it is considered that the proposed development is an appropriate response to the site and, subject to the imposition of reasonable and relevant conditions, Council will be able to issue a Development Permit for Reconfiguring a Lot (7 Standard Format Lots with Common Property).

# APPENDIX A

brazier motti

# DA Form 1 – Development application details

***Approved form (version 1.6 effective 2 August 2024) made under section 282 of the Planning Act 2016.***

This form **must** be used to make a development application **involving code assessment or impact assessment**, except when applying for development involving only building work.

For a development application involving **building work only**, use *DA Form 2 – Building work details*.

For a development application involving **building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot)**, use this form (*DA Form 1*) **and** parts 4 to 6 of *DA Form 2 – Building work details.*

Unless stated otherwise, all parts of this form **must** be completed in full and all required supporting information **must** accompany the development application.

One or more additional pages may be attached as a schedule to this development application if there is insufficient space on the form to include all the necessary information.

This form and any other form relevant to the development application must be used to make a development application relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994*, and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008.* For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

***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*) | Obray Pty Ltd c/- Brazier Motti Pty Ltd |
| Contact name *(only applicable for companies)* | |
| Postal address *(P.O. Box or street address)* | PO Box 1185 |
| Suburb | Cairns |
| State | QLD |
| Postcode | 4870 |
| Country | Australia |
| Contact number | (07) 4054 0400 |
| Email address *(non-mandatory)* | cns.planning@braziermotti.com.au |
| Mobile number *(non-mandatory)* | |
| Fax number *(non-mandatory)* | |
| Applicant's reference number(s) *(if applicable)* | 34807-004-01 |

1.1) Home-based business

☐ Personal details to remain private in accordance with section 264(6) of *Planning Act 2016*

2) Owner's consent

2.1) Is written consent of the owner required for this development application?

☐ Yes – the written consent of the owner(s) is attached to this development application
☒ No – proceed to 3)

# PART 2 – LOCATION DETAILS

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

***Note**: Provide details below and attach a site plan for any or all premises part of the development application. For further information, see DA Forms Guide: Relevant plans.*

**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 |
| | | 111-119 | Port Douglas Road | Port Douglas |
| | Postcode | Lot No. | Plan Type and Number *(e.g. RP, SP)* | Local Government Area(s) |
| | 4877 | 3 | RP729991 | Douglas Shire Council |
| 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) |
| | | | | |

**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)* |
|---|---|---|---|
| | | ☐ WGS84<br>☐ GDA94<br>☐ Other: | |

☐ Coordinates of premises by easting and northing

| Easting(s) | Northing(s) | Zone Ref. | Datum | Local Government Area(s) *(if applicable)* |
|---|---|---|---|---|
| | | ☐ 54<br>☐ 55<br>☐ 56 | ☐ WGS84<br>☐ GDA94<br>☐ Other: | |

**3.3) Additional premises**

☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application

☒ Not required

**4) Identify any of the following that apply to the premises and provide any relevant details**

☐ In or adjacent to a water body or watercourse or in or above an aquifer

Name of water body, watercourse or aquifer:

☐ On strategic port land under the *Transport Infrastructure Act 1994*

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

Name of local government for the tidal area *(if applicable)*:

Name of port authority for tidal area *(if applicable)*

| | |
|---|---|
| ☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008* | |
| Name of airport: | |
| ☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994* | |
| EMR site identification: | |
| ☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994* | |
| CLR site identification: | |

**5) Are there any existing easements over the premises?**

*Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see DA Forms Guide.*

☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application

☒ No

# PART 3 – DEVELOPMENT DETAILS

## Section 1 – Aspects of development

**6.1) Provide details about the first development aspect**

a) What is the type of development? *(tick only one box)*

☐ Material change of use ☒ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☒ Code assessment ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots)*:

Reconfiguring a Lot – 1 Lot into 7 standard format lots and common property

e) Relevant plans

***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms guide: Relevant plans.*

☒ Relevant plans of the proposed development are attached to the development application

**6.2) Provide details about the second development aspect**

a) What is the type of development? *(tick only one box)*

☐ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

b) What is the approval type? *(tick only one box)*

☐ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment ☐ Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots)*:

e) Relevant plans

***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.*

☐ Relevant plans of the proposed development are attached to the development application

| 6.3) Additional aspects of development |
|---|
| ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application |
| ☒ Not required |
| **6.4) Is the application for State facilitated development?** |
| ☐ Yes - Has a notice of declaration been given by the Minister? |
| ☒ No |

## Section 2 – Further development details

| 7) Does the proposed development application involve any of the following? | |
|---|---|
| Material change of use | ☐ Yes – complete division 1 if assessable against a local planning instrument |
| Reconfiguring a lot | ☒ Yes – complete division 2 |
| Operational work | ☐ Yes – complete division 3 |
| Building work | ☐ Yes – complete *DA Form 2 – Building work details* |

### Division 1 – Material change of use

***Note**: This division is only required to be completed if any part of the development application involves a material change of use assessable against a local planning instrument.*

| 8.1) Describe the proposed material change of use | | | |
|---|---|---|---|
| Provide a general description of the proposed use | Provide the planning scheme definition *(include each definition in a new row)* | Number of dwelling units *(if applicable)* | Gross floor area ($m^2$) *(if applicable)* |
| | | | |
| | | | |
| | | | |

| 8.2) Does the proposed use involve the use of existing buildings on the premises? |
|---|
| ☐ Yes |
| ☐ No |

| 8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation? | |
|---|---|
| ☐ Yes – provide details below or include details in a schedule to this development application | |
| ☐ No | |
| Provide a general description of the temporary accepted development | Specify the stated period dates under the Planning Regulation |
| | |

### Division 2 – Reconfiguring a lot

***Note**: This division is only required to be completed if any part of the development application involves reconfiguring a lot.*

| 9.1) What is the total number of existing lots making up the premises? | |
|---|---|
| One (1) | |
| **9.2) What is the nature of the lot reconfiguration?** *(tick all applicable boxes)* | |
| ☒ Subdivision *(complete 10)* | ☐ Dividing land into parts by agreement *(complete 11)* |
| ☐ Boundary realignment *(complete 12)* | ☐ Creating or changing an easement giving access to a lot from a constructed road *(complete 13)* |

| 10) Subdivision | | | | |
|---|---|---|---|---|
| 10.1) For this development, how many lots are being created and what is the intended use of those lots: | | | | |
| Intended use of lots created | Residential | Commercial | Industrial | Other, please specify: |
| Number of lots created | 7 | | | |

| 10.2) Will the subdivision be staged? | |
|---|---|
| ☐ Yes – provide additional details below<br>☒ No | |
| How many stages will the works include? | |
| What stage(s) will this development application apply to? | |

| 11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts? | | | | |
|---|---|---|---|---|
| Intended use of parts created | Residential | Commercial | Industrial | Other, please specify: |
| Number of parts created | | | | |

| 12) Boundary realignment | | | |
|---|---|---|---|
| 12.1) What are the current and proposed areas for each lot comprising the premises? | | | |
| Current lot | | Proposed lot | |
| Lot on plan description | Area ($m^2$) | Lot on plan description | Area ($m^2$) |
| | | | |
| | | | |
| 12.2) What is the reason for the boundary realignment? | | | |
| | | | |

| 13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? *(attach schedule if there are more than two easements)* | | | | |
|---|---|---|---|---|
| Existing or proposed? | Width (m) | Length (m) | Purpose of the easement? *(e.g. pedestrian access)* | Identify the land/lot(s) benefitted by the easement |
| | | | | |
| | | | | |

## Division 3 – Operational work

***Note**: This division is only required to be completed if any part of the development application involves operational work.*

| 14.1) What is the nature of the operational work? | | |
|---|---|---|
| ☐ Road work | ☐ Stormwater | ☐ Water infrastructure |
| ☐ Drainage work | ☐ Earthworks | ☐ Sewage infrastructure |
| ☐ Landscaping | ☐ Signage | ☐ Clearing vegetation |
| ☐ Other – please specify: | | |

| 14.2) Is the operational work necessary to facilitate the creation of new lots? *(e.g. subdivision)* | |
|---|---|
| ☐ Yes – specify number of new lots: | |
| ☐ No | |

14.3) What is the monetary value of the proposed operational work? *(include GST, materials and labour)*

$

## PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application

Douglas Shire Council

16) Has the local government agreed to apply a superseded planning scheme for this development application?

☐ Yes – a copy of the decision notice is attached to this development application
☐ The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
☒ No

## PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?
***Note**: A development application will require referral if prescribed by the* Planning Regulation 2017.

☐ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

Matters requiring referral to the **Chief Executive of the *Planning Act 2016*:**

☐ Clearing native vegetation
☐ Contaminated land *(unexploded ordnance)*
☐ Environmentally relevant activities (ERA) *(only if the ERA has not been devolved to a local government)*
☐ Fisheries – aquaculture
☐ Fisheries – declared fish habitat area
☐ Fisheries – marine plants
☐ Fisheries – waterway barrier works
☐ Hazardous chemical facilities
☐ Heritage places – Queensland heritage place *(on or near a Queensland heritage place)*
☐ Infrastructure-related referrals – designated premises
☐ Infrastructure-related referrals – state transport infrastructure
☒ Infrastructure-related referrals – State transport corridor and future State transport corridor
☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
☐ Infrastructure-related referrals – near a state-controlled road intersection
☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
☐ Koala habitat in SEQ region – key resource areas
☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
☐ Ports – Brisbane core port land – hazardous chemical facility
☐ Ports – Brisbane core port land – taking or interfering with water
☐ Ports – Brisbane core port land – referable dams
☐ Ports – Brisbane core port land – fisheries
☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*
☐ SEQ development area
☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
☐ SEQ northern inter-urban break – tourist activity or sport and recreation activity

☐ SEQ northern inter-urban break – community activity
☐ SEQ northern inter-urban break – indoor recreation
☐ SEQ northern inter-urban break – urban activity
☐ SEQ northern inter-urban break – combined use
☐ Tidal works or works in a coastal management district
☐ Reconfiguring a lot in a coastal management district or for a canal
☐ Erosion prone area in a coastal management district
☐ Urban design
☐ Water-related development – taking or interfering with water
☐ Water-related development – removing quarry material *(from a watercourse or lake)*
☐ Water-related development – referable dams
☐ Water-related development –levees *(category 3 levees only)*
☐ Wetland protection area

Matters requiring referral to the **local government:**

☐ Airport land
☐ Environmentally relevant activities (ERA) (*only if the ERA has been devolved to local government)*
☐ Heritage places – Local heritage places

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity:**

☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual

☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council:**

☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the *Transport Infrastructure Act 1994*:**

☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*
☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator**:**

☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the **Chief Executive of the relevant port authority:**

☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the **Gold Coast Waterways Authority:**

☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the **Queensland Fire and Emergency Service:**

☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

**18) Has any referral agency provided a referral response for this development application?**

☐ Yes – referral response(s) received and listed below are attached to this development application
☒ No

| Referral requirement | Referral agency | Date of referral response |
|---|---|---|
| | | |
| | | |

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application *(if applicable).*

# PART 6 – INFORMATION REQUEST

**19) Information request under the DA Rules**

☒ I agree to receive an information request if determined necessary for this development application

☐ I do not agree to accept an information request for this development application

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

- *that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties*
- *Part 3 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or*
- *Part 2under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development*

*Further advice about information requests is contained in the DA Forms Guide.*

# PART 7 – FURTHER DETAILS

**20) Are there any associated development applications or current approvals?** *(e.g. a preliminary approval)*

☐ Yes – provide details below or include details in a schedule to this development application

☒ No

| List of approval/development application references | Reference number | Date | Assessment manager |
|---|---|---|---|
| ☐ Approval<br>☐ Development application | | | |
| ☐ Approval<br>☐ Development application | | | |

**21) Has the portable long service leave levy been paid?** *(only applicable to development applications involving building work or operational work)*

☐ Yes – a copy of the receipted QLeave form is attached to this development application

☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid

☒ Not applicable *(e.g. building and construction work is less than $150,000 excluding GST)*

| Amount paid | Date paid (dd/mm/yy) | QLeave levy number (A, B or E) |
|---|---|---|
| $ | | |

**22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?**

☐ Yes – show cause or enforcement notice is attached

☒ No

23) Further legislative requirements

**Environmentally relevant activities**

23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?

☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below

☒ No

***Note**: Application for an environmental authority can be found by searching "ESR/2015/1791" as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.*

| | | | |
|---|---|---|---|
| Proposed ERA number: | | Proposed ERA threshold: | |
| Proposed ERA name: | | | |

☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.

**Hazardous chemical facilities**

23.2) Is this development application for a **hazardous chemical facility**?

☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application

☒ No

***Note**: See www.business.qld.gov.au for further information about hazardous chemical notifications.*

**Clearing native vegetation**

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation that the chief executive of the *Vegetation Management Act 1999* is satisfied the clearing is for a relevant purpose under section 22A of the *Vegetation Management Act 1999*?

☐ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

***Note**: 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.*

*2. See https://www.qld.gov.au/environment/land/vegetation/applying for further information on how to obtain a s22A determination.*

**Environmental offsets**

23.4) Is this development application taken to be a prescribed activity that may have a significant residual impact on a **prescribed environmental matter** under the *Environmental Offsets Act 2014*?

☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

☒ No

***Note**: The environmental offset section of the Queensland Government's website can be accessed at www.qld.gov.au for further information on environmental offsets.*

**Koala habitat in SEQ Region**

23.5) Does this development application involve a material change of use, reconfiguring a lot or operational work which is assessable development under Schedule 10, Part 10 of the Planning Regulation 2017?

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

***Note**: If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at www.desi.qld.gov.au for further information.*

## Water resources

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the *Water Act 2000***?

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

***Note**: Contact the Department of Resources at www.resources.qld.gov.au for further information.*

*DA templates are available from planning.statedevelopment.qld.gov.au**.** If the development application involves:*

- *Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1*
- *Taking or interfering with water in a watercourse, lake or spring: complete DA Form1 Template 2*
- *Taking overland flow water: complete DA Form 1 Template 3.*

## Waterway barrier works

23.7) Does this application involve **waterway barrier works?**

☐ Yes – the relevant template is completed and attached to this development application

☒ No

*DA templates are available from planning.statedevelopment.qld.gov.au. For a development application involving waterway barrier works, complete DA Form 1 Template 4.*

## Marine activities

23.8) Does this development application involve **aquaculture, works within a declared fish habitat area or removal, disturbance or destruction of marine plants?**

☐ Yes – an associated *resource* allocation authority is attached to this development application, if required under the *Fisheries Act 1994*

☒ No

***Note**: See guidance materials at www.daf.qld.gov.au for further information.*

## Quarry materials from a watercourse or lake

23.9) Does this development application involve the **removal of quarry materials from a watercourse or lake** under the *Water Act 2000?*

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

***Note**: Contact the Department of Resources at www.resources.qld.gov.au and www.business.qld.gov.au for further information.*

## Quarry materials from land under tidal waters

23.10) Does this development application involve the **removal of quarry materials from land under tidal water** under the *Coastal Protection and Management Act 1995?*

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

***Note**: Contact the Department of Environment, Science and Innovation at www.desi.qld.gov.au for further information.*

## Referable dams

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the Water Supply Act)?

☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application

☒ No

***Note**: See guidance materials at www.resources.qld.gov.au for further information.*

**Tidal work or development within a coastal management district**

23.12) Does this development application involve **tidal work or development in a coastal management district**?

☐ Yes – the following is included with this development application:
- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work *(only required if application involves prescribed tidal work)*
- ☐ A certificate of title

☒ No

***Note**: See guidance materials at www.desi.qld.gov.au for further information.*

**Queensland and local heritage places**

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

☐ Yes – details of the heritage place are provided in the table below

☒ No

***Note**: See guidance materials at www.desi.qld.gov.au for information requirements regarding development of Queensland heritage places.*

*For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qldgov.au for information regarding assessment of Queensland heritage places.*

| Name of the heritage place: | | Place ID: | |
|---|---|---|---|

**Decision under section 62 of the *Transport Infrastructure Act 1994***

23.14) Does this development application involve new or changed access to a state-controlled road?

☒ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)

☐ No

**Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation**

23.15) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

***Note**: See guidance materials at www.planning.statedevelopment.qld.gov.au for further information.*

# PART 8 – CHECKLIST AND APPLICANT DECLARATION

**24) Development application checklist**

| | |
|---|---|
| I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17<br>***Note**: See the Planning Regulation 2017 for referral requirements* | ☒ Yes |
| If building work is associated with the proposed development, Parts 4 to 6 of *DA Form 2 – Building work details* have been completed and attached to this development application | ☐ Yes<br>☒ Not applicable |
| Supporting information addressing any applicable assessment benchmarks is with the development application<br>***Note**: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.* | ☒ Yes |
| Relevant plans of the development are attached to this development application<br>***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.* | ☒ Yes |
| The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued *(see 21)* | ☐ Yes<br>☒ Not applicable |

| 25) Applicant declaration |
|---|
| ☒ By making this development application, I declare that all information in this development application is true and correct<br>☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*<br>***Note**: It is unlawful to intentionally provide false or misleading information.* |
| **Privacy** – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.<br>Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:<br>• 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<br>• required by other legislation (including the *Right to Information Act 2009*); or<br>• otherwise required by law.<br>This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002.* |

# PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: | Reference number(s):

| Notification of engagement of alternative assessment manager | |
|---|---|
| Prescribed assessment manager | |
| Name of chosen assessment manager | |
| Date chosen assessment manager engaged | |
| Contact number of chosen assessment manager | |
| Relevant licence number(s) of chosen assessment manager | |

| QLeave notification and payment<br>*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 | | | |

# APPENDIX B

brazier motti

# Current Title Search

**Queensland Titles Registry Pty Ltd**
**ABN 23 648 568 101**

| | | | |
|---|---|---|---|
| **Title Reference:** | **20990154** | **Search Date:** | 17/12/2024 15:48 |
| **Date Title Created:** | 19/06/1975 | **Request No:** | 50388999 |
| **Previous Title:** | 20977057 | | |

## ESTATE AND LAND

Estate in Fee Simple

LOT 3 REGISTERED PLAN 729991
Local Government: DOUGLAS

## REGISTERED OWNER

Dealing No: 721289650 26/11/2021

OBRAY PTY LTD A.C.N. 632 191 774

## EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20977057 (POR 97)

## ADMINISTRATIVE ADVICES

NIL

## UNREGISTERED DEALINGS

NIL

** End of Current Title Search **


Requested by: D-ENQ GLOBALX

**TRAVERSES, ETC.**

| | | |
|---|---|---|
| 4-OLP | 269°59'50" | 126.76 |
| 6- " | 89°59'50" | 53.7 |
| 9-OLP | 270°0'10" | 155.68 |
| 10- " | 90°0'10" | 52.16 |

**REFERENCE TO MARKS**

| Cor | Bearing | From | Distance | Marks |
|---|---|---|---|---|
| 11 | 272°43' | ORT | 9.035 | ↑ 105 |

**IRON PINS**

| | | |
|---|---|---|
| 1-OIP | 74°10' | 1.013 |
| 2-Pin | 76°12' | 1.008 |
| 3- " | 90° | 1 — |
| 4-OIP | " | 1.08 |
| 5-Pin | " | 1.07 |
| 6- " | " | 4.385 |
| 6a OIP | Abt 191°2' | 1 |
| 7-Pin | 90° | 1.607 |
| 8- " | 270° | 1.028 |
| 9- " | 90° | 1.082 |
| 10- " | 180° | 1 |
| 11-OIP | 22°10' | 1 |

106
S/O. Sr. 591

PORT DOUGLAS ROAD

349°23' 3.31 — 6 Recent OP — Recent OP OIP fd

OLP — 89°59'50" — 180.46 — Recent OP OIP fd — 4

11°2' ORIG. 76.22 ORIG.

345°52'10" — 96.445

1.745 ha

3

159°6'40" — 100.12 — (120.825)

4

8 — 90° — 192.62 — 5 — 20.705 — 2 Recent OP

15°23' ORIG. 96.14 ORIG.

7740 m²

196.48 (7.6)

100.035

1.85 ha

2

(1-2) Datum 173°18'30" 78.19

62.56 ORIG. 249°39'40" ORIG.

66.4 ORIG. 336°59' ORIG.

7 — 90° — 184.71 — 3

R. 47
Town Res.

93.52

0.

1.8 ha

1

(137.31) 59.12

22°9'40" ORIG. 77.64 ORIG.

Recent OP 1 OIP fd

154°59'30" — 38.415

11 — 32.42 — Recent OP OIP & ORT fd — 10 — 207.84 — OLP — 270°0'10" (240.26) — Recent OP — 9

105
S/O. Sr. 591

*Original information has been correctly copied and compiled from S/O. plan Sr. 591 in the Survey Office, Brisbane.*

..... Auth. Surveyor

CHAPMAN & MACISAAC PTY. LTD.
CONSULTING SURVEYORS
"CHARTER HOUSE"
152 GRAFTON STREET
Box 1165 CAIRNS Ph 51 1262

Cd

1733 FB 290

Lots 1 to 4.

Por. 97 on S/O. plan Sr. 591

Orig. Portion 97

Town of .

Parish of SALISBURY

SCALE 1:1875

Surveyed by C. R. Hunter A/S. 15/5/1975



PLAN 29991

FOR OFFICE USE ONLY

# APPENDIX C

brazier motti

# State code 1: Development in a state-controlled road environment

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

## Table 1.1 Development in general

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Buildings, structures, infrastructure, services and utilities** | | |
| **PO1** The location of the development does not create a safety hazard for users of the **state-controlled road.** | **AO1.1** Development is not located in a **state-controlled road**.<br><br>AND<br><br>**AO1.2** Development can be maintained without requiring access to a **state-controlled road**. | **Complies PO1**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property, on land within an existing urban environment.<br>The reconfiguration will not result in additional access onto a State controlled road, as site access will continue via the service road off Port Douglas Road. |
| **PO2** The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies PO2**<br>No construction or design is proposed within this application. Future services can be maintained without requiring access to a state-controlled road and are subject to subsequent development applications. |
| **PO3** The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**. | No acceptable outcome is prescribed. | **Complies PO2**<br>No construction or design is proposed in this application. The proposed reconfiguration will not impact on transport infrastructure, and any future developments will be subject to subsequent development applications. |
| **PO4** The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a safety hazard for users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO5** The design and construction of buildings and **structures** does not create a safety hazard by distracting users of the **state-controlled road**. | **AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials.<br><br>AND | **Not applicable**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property only. AO noted for subsequent MCU applications. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | **AO5.2** Facades of buildings and **structures** do not direct or reflect point light sources into the face of oncoming traffic on the **state-controlled road**.<br><br>AND<br><br>**AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**.<br><br>AND<br><br>**AO5.4** External lighting of buildings and **structures** does not involve flashing or laser lights. | |
| **PO6** Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**. | **AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020. | **Not applicable** |
| **Landscaping** | | |
| **PO7** The location of landscaping does not create a safety hazard for users of the **state-controlled road**. | **AO7.1** Landscaping is not located in a **state-controlled road**.<br><br>AND<br><br>**AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**.<br><br>AND<br><br>**AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**. | **Not applicable**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property only. Landscaping is not proposed to be located within the state-controlled road. |
| **Stormwater and overland flow** | | |
| **PO8** Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Complies PO8**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property only. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | | The site generally falls from east to west, with the site draining to an existing drainage swale to the west away from the state-controlled road. |
| **PO9** Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies PO9**<br>Refer to comment PO8. |
| **PO10** Stormwater run-off or overland flow from the development site does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Complies PO10**<br>Refer to comment PO8. |
| **PO11** Development ensures that stormwater is lawfully discharged. | **AO11.1** Development does not create any new points of discharge to a **state-controlled road.**<br><br>AND<br><br>**AO11.2** Development does not concentrate flows to a **state-controlled road**.<br><br>AND<br><br>**AO11.3** Stormwater run-off is discharged to a **lawful point of discharge**.<br><br>AND<br><br>**AO11.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**. | **Complies PO11**<br>Refer to comment PO8. |
| **Flooding** | | |
| **PO12** Development does not result in a material worsening of flooding impacts within a **state-controlled road**. | **AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**.<br><br>AND | **Complies PO12**<br>Refer to comment PO8. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | **AO12.2** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**.<br><br>AND<br><br>**AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**. | |
| **Drainage Infrastructure** | | |
| **PO13** Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**. | **AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**.<br><br>AND<br><br>**AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**. | **Not applicable**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property only. No new drainage infrastructure within the state-controlled is proposed. |
| **PO14** Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** and physical condition of existing drainage infrastructure and the surrounding drainage network. | No acceptable outcome is prescribed. | **Not applicable** |

# Table 1.2 Vehicular access, road layout and local roads

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection** | | |
| **PO15** The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable**<br>Site access will continue via the existing service road off Port Douglas Road. No new access is proposed. |
| **PO16** The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**. | No acceptable outcome is prescribed. | **Complies PO16**<br>The development will continue to utilise the existing access from Port Douglas Road. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | | As detailed within the Engineering Report prepared by Neon Consulting.<br><br>Detailed design of the proposed access arrangement will be subject to subsequent development applications. |
| **PO17** The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**. | No acceptable outcome is prescribed. | **Complies PO17**<br>Site access will continue via the existing service road off Port Douglas Road. No new access and no changes are proposed and is not expected to impact the future intent of Port Douglas Road. |
| **PO18 New or changed access** is consistent with the access for the relevant **limited access road policy**:<br>1. **LAR 1** where direct access is prohibited; or<br>2. **LAR 2** where access may be permitted, subject to assessment. | No acceptable outcome is prescribed. | **Not applicable**<br>Port Douglas Road is not a limited access road. |
| **PO19 New or changed access** to a **local road** within 100 metres of an intersection with a **state-controlled road** does not compromise the safety of users of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO20 New or changed access** to a **local road** within 100 metres of an intersection with a **state-controlled road** does not adversely impact on the operating performance of the intersection. | No acceptable outcome is prescribed. | **Not applicable** |
| **Public passenger transport and active transport** | | |
| **PO21** Development does not compromise the safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Complies PO21**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property only. The subdivision does not impede on public passenger transport and active transport infrastructure near the site. |
| **PO22** Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Complies PO22**<br>Refer to comment PO21. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO23** Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Complies PO23**<br>Refer to comment PO21. |
| **PO24** Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**. | No acceptable outcome is prescribed. | **Complies PO24**<br>Refer to comment PO21. |

## Table 1.3 Network impacts

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO25** Development does not compromise the safety of users of the **state-controlled road** network. | No acceptable outcome is prescribed. | **Complies PO26**<br>Refer to comment PO16. |
| **PO26** Development ensures **no net worsening** of the operating performance of the **state-controlled road** network. | No acceptable outcome is prescribed. | **Complies PO26**<br>Refer to comment PO16. |
| **PO27** Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network. | No acceptable outcome is prescribed. | **Complies PO21**<br>The site is only accessed via the existing service road from Port Douglas Road. |
| **PO28** Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO29** Development does not impede delivery of **planned upgrades** of **state-controlled roads**. | No acceptable outcome is prescribed. | **Complies PO21**<br>The proposal is for the reconfiguration of land only and does not involve land within the state-controlled road corridor. |
| **PO30** Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**. | No acceptable outcome is prescribed. | **Complies PO30**<br>The proposal is for the reconfiguration of land only and does not involve land within the state-controlled road corridor. |

## Table 1.4 Filling, excavation, building foundations and retaining structures

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO31** Development does not create a safety hazard for users of the **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property only. Operational works |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | | and construction are subject to subsequent applications. |
| **PO32** Development does not adversely impact the operating performance of the **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO33** Development does not undermine, damage or cause subsidence of a **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO34** Development does not cause ground water disturbance in a **state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO35** Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or **structural integrity** of a **state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO36** Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.** | No acceptable outcome is prescribed. | **Not applicable** |

# Table 1.5 Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with Environmental emissions in State code 2: Development in a railway environment.

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **Reconfiguring a lot** | | |
| **Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO37** Development minimises free field noise intrusion from a **state-controlled road.** | **AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);<br>2. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department | **Not applicable**<br>The proposed development is for the reconfiguration of seven (7) standard format lots with common property only.<br><br>It is noted that the western area of the subject site is within Category 1, 2, and 3 of the noise level mandatory area.<br><br>Design, operational works and construction are subject to subsequent applications. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | of Transport and Main Roads, 2013;<br>b. Technical Specification- MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification- MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR<br><br>**AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.<br><br>OR<br><br>**AO37.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to the **state-controlled road**. | |
| **Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO38** Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.** | **AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);<br>2. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification- MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification- MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR | **Not applicable**<br>Refer to comment PO37. |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | **AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | |
| **Material change of use (accommodation activity)** | | |
| **Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO39** Development minimises noise intrusion from a **state-controlled road** in **private open space**. | **AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level;<br>2. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR<br><br>**AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | **Not applicable** |
| **PO40** Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade. | **AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed:<br>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**;<br>2. in accordance with: | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| | a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.<br><br>OR<br><br>**AO40.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | |
| **PO41 Habitable rooms** (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1). | No acceptable outcome is provided. | **Not applicable** |
| **Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO42** Balconies, podiums, and roof decks include:<br>1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);<br>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks. | No acceptable outcome is provided. | **Not applicable** |
| **PO43 Habitable rooms** (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve | No acceptable outcome is provided. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| the maximum internal acoustic level in reference table 3 (item 3.1). | | |
| **Material change of use (other uses)** | | |
| **Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO44** Development:<br>1. provides a noise barrier or earth mound that is designed, sited and constructed:<br>a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**;<br>b. in accordance with:<br>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or<br>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | No acceptable outcome is provided. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO45** Development involving a **childcare centre** or **educational establishment**:<br>1. provides a noise barrier or earth mound that is designed, sited and constructed:<br>2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);<br>3. in accordance with:<br>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;<br>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;<br>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or<br>4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. | No acceptable outcome is provided. | **Not applicable** |
| **PO46** Development involving:<br>1. **indoor education areas** and **indoor play areas**; or<br>2. sleeping rooms in a **childcare centre**; or<br>3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). | No acceptable outcome is provided. | **Not applicable** |
| **Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor** | | |
| **PO47** Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table | No acceptable outcome is provided. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| 2 (item 2.3) due to noise from a **state-controlled road** are provided with:<br>1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);<br>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**. | | |
| **PO48** Development including:<br>1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or<br>2. sleeping rooms in a **childcare centre**; or<br>3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). | No acceptable outcome is provided. | **Not applicable** |
| **Air, light and vibration** | | |
| **PO49 Private open space**, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**. | **AO49.1** Each dwelling or unit has access to a **private open space** which is shielded from a **state-controlled road** by a building, **solid gap-free fence**, or other **solid gap-free structure**.<br><br>OR<br><br>**AO49.2** Each **outdoor education area** and **outdoor play area** is shielded from a **state-controlled road** by a building, **solid gap-free fence,** or other **solid gap-free structure**. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO50 Patient care areas** within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**. | **AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$.<br><br>AND<br><br>**AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$. | **Not applicable** |
| **PO51** Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not:<br>1. intrude into buildings during night hours (10pm to 6am);<br>2. create unreasonable disturbance during evening hours (6pm to 10pm). | No acceptable outcomes are prescribed. | **Not applicable** |

# Table 1.6: Development in a future state-controlled road environment

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO52** Development does not impede delivery of a **future state-controlled road**. | **AO52.1** Development is not located in a **future state-controlled road**.<br><br>OR ALL OF THE FOLLOWING APPLY:<br><br>**AO52.2** Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**.<br><br>AND<br><br>**AO52.3** The intensification of lots does not occur within a **future state-controlled road**.<br><br>AND<br><br>**AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Response |
|---|---|---|
| **PO53** The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**. | **AO53.1** Development does not include **new or changed access** to a **future state-controlled road**. | **Not applicable** |
| **PO54** Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**. | No acceptable outcome is prescribed. | **Not applicable** |
| **PO55** Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**. | No acceptable outcome is prescribed. | **Not applicable**<br><br>Refer to comment PO8. |
| **PO56** Development ensures that stormwater is lawfully discharged. | **AO56.1** Development does not create any new points of discharge to a **future state-controlled road**.<br><br>AND<br><br>**AO56.2** Development does not concentrate flows to a **future state-controlled road**.<br><br>AND<br><br>**AO56.3** Stormwater run-off is discharged to a **lawful point of discharge**.<br><br>AND<br><br>**AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**. | **Not applicable**<br>Refer to comment PO8. |

# APPENDIX D

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## 6.2.8 Medium density residential zone code

### 6.2.8.1 Application

(1) This code applies to assessing development in the Medium density residential zone.

(2) When using this code, reference should be made to Part 5.

### 6.2.8.2 Purpose

(1) The purpose of the Medium density residential zone code is to provide for a range and mix of dwelling types including dwelling houses and multiple dwellings supported by community uses and small-scale services and facilities that cater for local residents.

(2) The local government purpose of the code is to:

(b) implement the policy direction set in the Strategic Framework, in particular:

(i) Theme 1 : Settlement pattern, Element 3.4.2 – Urban settlement, Element 3.4.3 Element – Activity centres, Element 3.4.5 – Residential areas and activities.

(ii) Theme 4 : Strong communities and identity, Element 3.7.5 Housing choice and affordability.

(c) establish a medium density residential character consisting predominantly of low to medium-rise dwelling houses, dual occupancies and multiple dwellings (up to 3 storeys in height).

(3) The purpose of the code will be achieved through the following overall outcomes:

(a) Development provides a wider choice of predominantly permanent-living housing in terms of form, size and affordability to meet the needs of residents.

(b) Development is of an appropriate scale and achieves an attractive built form which incorporates the character and natural attributes of the site and the surrounding area as integral features of the theme and design of the development.

(c) Development is designed to take into account the tropical climate by incorporating appropriate architectural elements and design features.

(d) Landscaping enhances the visual appearance of development and the streetscape, provides attractive outdoor spaces and privacy between adjoining development.

(e) Community facilities, open space and recreational areas and appropriate infrastructure to support the needs of the local community are provided.

## Criteria for assessment

**Table 6.2.8.3.a – Medium density residential zone code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For self-assessable and assessable development** | | |
| **PO1**<br>The height of all buildings and structures must be in keeping with the residential character of the area. | **AO1**<br>Buildings and structures are not more than 13.5 metres and 3 storeys in height.<br>Note – Height is inclusive of roof height. | **Not applicable**<br>The proposal is for a Reconfiguring a Lot only. AO will be noted for subsequent development application for residential uses |
| **Setbacks (other than for a dwelling house)** | | |
| **PO2**<br>Buildings are setback to:<br>(a) maintain the character of residential neighbourhoods;<br>(b) achieve separation from neighbouring buildings and from road frontages;<br>(c) maintain a cohesive streetscape;<br>(d) provide daylight access, privacy and appropriate landscaping. | **AO2**<br>Buildings are setback:<br>(a) a minimum of 6 metres from the main street frontage;<br>(b) a minimum of 4 metres from any secondary street frontage;<br>(c) 4.5 metres from a rear boundary;<br>(d) 2 metres from a side or an average of half of the height of the building at the side setback, whichever is the greater. | **Not applicable**<br>The proposal is for a Reconfiguring a Lot only. AO will be noted for subsequent development application for residential uses contained within the proposed lots. |
| **Site coverage** | | |
| **PO3**<br>The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive. | **AO3**<br>The site coverage of any building is limited to 50% | **Not applicable**<br>The proposal is for a Reconfiguring a Lot only. AO will be noted for subsequent development application for residential uses |
| **Building proportions and scale (other than for a dwelling house)** | | |
| **PO4**<br>The proportions and scale of any development are in character with the area and local streetscape. | **AO4.1**<br>The overall length of a building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres. | **Not applicable**<br>The proposal is for a Reconfiguring a Lot only. AO will be noted for subsequent development application for residential uses |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO4.2**<br>Balconies, patios and similar spaces are not enclosed or capable of being enclosed and used as a habitable room.<br><br>**AO4.3**<br>Balconies, patios and similar spaces are designed to be open and light weight in appearance with a maximum of 20% of the façade being fully enclosed.<br><br>**AO4.4**<br>Roof forms, materials and colours of buildings enhance the amenity of the street and locality, including:<br>(a) the roof of buildings are light coloured and non-reflecting;<br>(b) white and shining metallic finishes are avoided on external surfaces in prominent view.<br><br>Note – The building incorporates building design features and architectural elements detailed in Planning scheme policy SC6.2 – Building design and architectural elements. | |
| **Landscaping (other than for a dwelling house)** | | |
| **PO5**<br>Landscape planting is provided for the recreational amenity of residents/guests and incorporates dominant tropical vegetation which enhances the streetscape and the amenity of the area. | **AO5.1**<br>A minimum of 35% of the site is provided as open space and recreation area with a minimum of 30% of this total area provided for landscape planting.<br><br>**AO5.2**<br>Within the frontage setback area, a minimum width of 2 metres of landscape area includes a minimum 75% dense planting. | **Not applicable**<br>The proposal is for a Reconfiguring a Lot only. AO will be noted for subsequent development application for residential uses contained within the proposed lots. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO5.3**<br>Within the side and rear setback areas, a minimum width of 1.5 metres of landscape area includes 75% dense planting. | |
| **For assessable development** | | |
| **PO6**<br>The establishment of uses is consistent with the outcomes sought for the Medium density residential zone and protects the zone from the intrusion of inconsistent uses. | **AO6**<br>Uses identified in Table 6.2.8.3.b are not established in the Medium density residential zone. | **Not applicable**<br>The proposal is for a Reconfiguring a Lot only. The intent of the land is for medium density residential development. AO will be noted for subsequent development application for residential uses contained within the proposed lots. |
| **PO7**<br>Development is located, designed, operated and managed to respond to the natural characteristics, features and constraints of the site and surrounds.<br><br>Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics and features and constraints of a site and its surrounds. | **AO7**<br>No acceptable outcomes are prescribed. | **Complies PO7**<br>All proposed lots are situated to respond to the surrounding features of the land such as the golf course and existing service road access. |
| **PO8**<br>Development does not adversely affect the residential character and amenity of the area in terms of traffic, noise, dust, odour, lighting or other physical or environmental impacts. | **AO8**<br>No acceptable outcomes are prescribed. | **Not applicable**<br>The proposal is for a Reconfiguring a Lot only. The intent of the land is for medium density residential development. AO will be noted for subsequent development application for residential uses contained within the proposed lots. |
| **PO9**<br>New lots contain a minimum area of 1000m$^2$. | **AO9**<br>No acceptable outcomes are prescribed. | **Complies PO9**<br>All proposed lots are an area of 1,000m$^2$ or more. |
| **PO10**<br>New lots have a minimum road frontage of 20 metres. | **AO10**<br>No acceptable outcomes are prescribed. | **Complies PO10**<br>All proposed lots have a minimum road frontage of 20 metres. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO11**<br>New lots contain a 20 metre x 25 metre rectangle. | **AO11**<br>No acceptable outcomes are prescribed. | **Complies PO11**<br>All proposed lots achieve the minimum rectangle |

**Table 6.2.8.3.b - Inconsistent uses within the Medium density residential zone**

| Inconsistent uses | | |
|---|---|---|
| • Adult store<br>• Agricultural supplies store<br>• Air services<br>• Animal husbandry<br>• Animal keeping<br>• Aquaculture<br>• Bar<br>• Brothel<br>• Bulk landscape supplies<br>• Car wash<br>• Club<br>• Crematorium<br>• Cropping<br>• Detention facility<br>• Emergency services<br>• Extractive industry<br>• Food and drink outlet<br>• Function facility<br>• Funeral parlour<br>• Garden centre<br>• Hardware and trade supplies<br>• High impact industry | • Hospital<br>• Hotel<br>• Indoor sport and recreation<br>• Intensive animal industry<br>• Intensive horticulture<br>• Landing<br>• Low impact industry<br>• Major electricity infrastructure<br>• Major sport, recreation and entertainment facility<br>• Marine industry<br>• Medium impact industry<br>• Motor sport facility<br>• Nature based tourism<br>• Nightclub entertainment facility<br>• Non-resident workforce accommodation<br>• Office<br>• Outdoor sales<br>• Outstation | • Parking station<br>• Permanent plantation<br>• Port services<br>• Renewable energy facility<br>• Research and technology industry<br>• Resort complex<br>• Roadside stall<br>• Rural industry<br>• Rural workers accommodation<br>• Service industry<br>• Shopping Centre<br>• Showroom<br>• Special industry<br>• Theatre<br>• Tourist attraction<br>• Transport depot<br>• Veterinary services<br>• Warehouse<br>• Wholesale nursery<br>• Winery |

Note –This table does not imply that all other uses not listed in the table are automatically consistent uses within the zone. Assessable development must still demonstrate consistency through the assessment process.

## 7.2.4 Port Douglas/Craiglie local plan code

### 7.2.4.1 Application

(1) This code applies to assessing development within the Port Douglas/Craiglie local plan area as identified on the Port Douglas/Craiglie local plan maps contained in Schedule 2.

(2) When using this code, reference should be made to Part 5.

### 6.2.5.2 Context and setting

Editor's note - This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Port Douglas/Craiglie local plan code.

The Port Douglas/Craiglie local plan encompasses the traditional Port Douglas town centre and surrounding tourist and residential areas, including Four Mile Beach and Craiglie.

Port Douglas was officially named in 1877. It was initially settled as the port of entry and supply for the Hodgkinson goldfield on the Hann Tableland which was proclaimed in 1876. It was the dominant port in Far North Queensland until a decision was made to establish Cairns as the terminus for a new railway in 1884. This ended the town's dominance, and it gradually became a small centre for local residents and fishing activities. During the 1970s and 1980s, a renewed interest in Far North Queensland as a holiday destination led to a boom in large scale tourism and residential development with Port Douglas re-emerging as a premium destination.

The Captain Cook Highway runs north-south to the west of Port Douglas through Craiglie (Four Mile). Craiglie caters for the permanent resident population associated with Port Douglas, as well as providing for service industries to support business in the town. The majority of urban development is confined to the eastern side of the highway. The main entrance to Port Douglas at the intersection of Port Douglas Road is accentuated by mature oil palms lining both sides of the street for almost the entire length of the corridor into the heart of Port Douglas.

Flagstaff Hill is a prominent headland on the northern side of the Port Douglas town centre providing a green tropical backdrop to the town. Island Point Road runs to the top of Flagstaff Hill and provides access to the iconic lookout overlooking the sweep of Four Mile Beach.

Macrossan Street is the main shopping area in Port Douglas running in a general east-west direction at the base of Flagstaff Hill connecting Four Mile Beach to Dickson Inlet. Tourist and commercial development is concentrated towards the western side of Macrossan Street, with marine orientated activity focussed around the inlet. The western side of the inlet provides unspoiled views across mangroves to the distinctive formations and features of the coastal range.

The street pattern in the town centre is based on the original grid pattern survey of 1878. While the town has lost many of its original buildings to cyclones and redevelopment, a number of important built features remain including the Central Hotel, the Court House Hotel, a number of relocated buildings such as St Mary's Church, the former Clink Theatre and the Court House Museum and scattered memorials such as the Carstens memorial in Macrossan Street

and the Port Douglas War memorial in Wharf Street. The Sugar Wharf on Dickson Inlet was the original terminus of the tramline to Mossman. The tramline now terminates adjacent to the Port Douglas marina and operates as the Balley Hooley passenger service on four kilometres of track between the Port Douglas Marina and St Crispins Station.

A particular characteristic of the local plan area is its high quality, lush landscaping complementing the tropical resort town atmosphere. This theme will be carried throughout the local plan area with gateways, nodes and corridor planting emphasising the role of the town as a tropical tourist destination.

### 7.2.4.3 Purpose

(1) The purpose of the Port Douglas/Craiglie local plan code is to facilitate development outcomes consistent with community values, the local tropical built-form and protection of the natural environment within the Port Douglas/Craiglie local plan area, while providing a platform for investment and prosperity.

(a) In addition, the purpose of the code is supported by the Port Douglas Waterfront Master Plan which provides a clear strategic direction for the incremental transformation of the Port Douglas Waterfront, including the following objectives:

(b) To set out a vision for revitalisation of the waterfront;

(c ) To protect and enhance the environmental attributes; and

(2) To provide a flexible framework, expressed through several key strategies that will assist the Council and community in managing change.

(3) The purpose of the code will be achieved through the following overall outcomes:

(a) Port Douglas will continue to develop as the premium destination for international and domestic tourists in the Far North Queensland Region, while also acting for permanent residents attracted to the associated lifestyle.

(b) Major tourist, retail, dining and entertainment facilities will consolidate in the Town Centre and the Waterfront North sub-precincts, with improved pedestrian connections between the town centre and the waterfront.

(c) Craiglie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craiglie will also function as small scale commercial and light industry node, providing employment opportunities for the Shire's permanent resident population.

(d) All forms of development will complement the tropical image of the town through distinctive tropical vernacular, urban design and landscaping.

(e) Character will be enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;

(f) The Flagstaff Hill, Dickson Inlet, Four Mile Beach and other areas of scenic and environmental significance will be protected from development. Vegetation cover will dominate over built form.

(g) Vegetation, iconic to the character of Port Douglas, including the avenues of Oil Palms, is retained and where appropriate supplemented.

(h) Development will be indistinguishable from view from Four Mile Beach. In addition, any development on Flagstaff Hill will be indistinguishable when viewed from vantage points in Port Douglas.

(i) Residential areas are designed as pleasant, functional and distinctive, in visually well-defined areas.

(4) The purpose of the code will be further achieved through the following overall outcomes:

(a) Precinct 1 – Port Douglas precinct

(i) Sub-precinct 1a – Town Centre sub-precinct

(ii) Sub-precinct 1b – Waterfront North sub-precinct

(iii) Sub-precinct 1c – Waterfront South sub-precinct

(iv) Sub-precinct 1d – Limited Development sub-precinct

(v) Sub-precinct 1e – Community and recreation sub-precinct

(vi) Sub-precinct 1f – Flagstaff Hill sub-precinct

(b) Precinct 2 – Integrated Resort precinct

(c) Precinct 3 – Craiglie Commercial and Light Industry precinct

(d) Precinct 4 – Old Port Road / Mitre Street precinct

(e) Precinct 5 – Very Low Density Residential/ Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct

**Precinct 1 – Port Douglas precinct**

(5) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:

(a) development will contribute to the incremental transformation of the township, preserving and enhancing maritime activities and environmental areas, delivering tropical open spaces and a high quality public realm, and allowing for tourism opportunities and investment.

(b) development contributes to the enhancement of the Port Douglas precinct through the following development outcomes:

(i) access and connectivity throughout the township is enhanced through a series of improvements to circulation and mobility, including:.

(A) access to, and connectivity along, the waterfront and foreshore areas is maintained and, where appropriate, enhanced;

(B) reducing reliance on the waterfront as a car parking resource.

(ii) the use of land in the Port Douglas precinct improves the cohesive layout of the township through:

(A) the establishment of distinct sub-precincts that reinforce the character and built form of the Port Douglas local plan area including:

- Port Douglas centre sub-precinct 1a – Town Centre sub-precinct;
- Port Douglas centre sub-precinct 1b – Waterfront North sub-precinct;
- Port Douglas centre sub-precinct 1c – Waterfront South sub-precinct;
- Port Douglas centre sub-precinct 1d – Limited development sub-precinct;
- Port Douglas centre sub-precinct 1e – Community and recreation precinct;
- Port Douglas centre sub-precinct 1f – Flagstaff Hill sub-precinct;

(B) facilitating marina facilities and supporting marine industry uses as a key part of the local economy;

(C) reducing conflict between industry, community and commercial activities in the waterfront, without diminishing the marine industry capacity in the Port Douglas precinct;

(iii) environment and sustainability is integrated into the township through:

(A) preservation and enhancement of the qualities and characteristics of environmental areas of the township;

(B) water sensitive urban design is considered as a means of water quality improvement and management of overland flow to ensure hard infrastructure solutions in Warner Street can be mitigated;

(C) design of buildings and access way improvements prioritises walking and cycling modes of transport.

(iv) the tropical character of the Port Douglas precinct is enhanced by ensuring development:

(A) maintains and enhances the built form, local character, streetscapes and natural elements of the township;

(B) is compatible with the desired character and amenity of local places and neighbourhoods;

(C) does not exceed the height of buildings designations which contribute to the desired form of the township which contains three storey development heights in sub-precinct 1a – Town Centre sub-precinct and part of sub-precinct 1b – Waterfront North sub-precinct;

(D) implements high quality landscaped environments around buildings and on streets;

(E) protects the recognisable character and locally significance sites throughout the precinct.

(v) public spaces and the streetscape are enhanced through:

(A) an increase in the quantity and quality of public land and places throughout the precinct;

(B) consolidating community recreation and sporting uses to create a precinct of community focussed activity between Mudlo Street and Wharf Street;

(C) improved connections between the town centre and the waterfront marina, including an investigation of a plaza on the waterfront;

(D) improved streetscapes with high quality landscaping, surface treatments and shaded pedestrian environments;

(E) the creation of a sense of place through aesthetic streetscapes and built-form character;

(F) managing vegetation to ensure succession of planting and the ongoing presence of significant trees.

(vi) advertising signage is small scale, low-key and complements the tropical character of the town.

**Sub-precinct 1a – Town Centre sub-precinct**

(6) In addition to other overall development outcomes, development in the Town Centre sub-precinct facilitates the following development outcomes:

(a) tourist, retail, dining and entertainment activities are facilitated at an appropriate pedestrian scale;

(b) drive-through developments, bulky goods showrooms, outdoor sales, saleyards and other big-box retailing or entertainment facilities are not established;

(c) development contributes to a high quality public realm;

(d) parking (and associated infrastructure) does not undermine the relationship between buildings and street or pedestrian circulation patterns;

(e) consolidation of community and cultural land use activities along Mowbray Street between Wharf Street and Mudlo Street;

(f) active street frontages are established along Macrossan and Wharf Streets and other nearby streets as shown on the Port Douglas Centre Active Frontages and Pedestrian and Cycle Network Plan;

(g) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer.

**Sub- precinct 1b - Waterfront North sub-precinct**

(7) In addition to other overall development outcomes, development in the Waterfront North sub-precinct facilitates the following development outcomes:

(a) the precinct evolves as a revitalised open space and waterside development precinct;

(b) development within the precinct is designed to be sympathetic to the environmentally sensitive Dickson Inlet and mitigates any adverse impacts;

(c) the establishment of mixed-use development is facilitated to promote activity and vitality;

(d) public pedestrian access is maximised along the extent of the edge of the waterfront, consisting of a boardwalk or similar structure available for 24-hour use;

(e) development contributes to a high quality public realm;

(f) built form provides an attractive point of arrival from both land and sea;

(g) pedestrian connectivity is safe, efficient and provides for the needs of all users of the Port Douglas waterfront;

(h) parking (and associated infrastructure) does not undermine the relationship between buildings and street or pedestrian circulation patterns;

(i) the importance of existing marine-based industries to the area is recognised, not diminished and protected from incompatible uses. Relocation of marine based industries to an alternative precinct does not occur until such time that agreement has been reached among all relevant stakeholders such that development does not diminish the viability of marine based industrial uses that directly serve the Port Douglas tourist and fishing operators and private boat owners;

(j) marine infrastructure is established to service the tourism, fishing and private boating community;

(k) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer;

T (l) he functionality of the Balley Hooley tourist rail is retained.

**Sub-precinct 1c – Waterfront South sub-precinct**

(8) In addition to all other overall development outcomes, development in the Waterfront South sub-precinct facilitates the following development outcomes:

(a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;

(b) marine-based industries are established on appropriate land having regard to site suitability, accessibility, surrounding land uses, and location of utilities and services;

(c) marine-based industry achieves appropriate environmental standards;

(d) industrial buildings have a high standard of layout and building design;

(e) landscaping provides an attractive streetscape and screens utility, storage and car parking from the street and other public areas;

(f) the precinct is protected from encroachment of incompatible land use activities.

**Sub- precinct 1d – Limited Development sub-precinct**

(9) In addition to all other overall development outcomes, development in the Limited Development sub-precinct facilitates the following development outcomes:

(a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;

(b) the open nature and character of the precinct is retained maintaining view lines across the inlet;

(c) community and recreation land use activities are established that promote public access to the foreshore.

**Sub-precinct 1e – Community and recreation sub-precinct**

(10) In addition to all other overall development outcomes, development in the Community and recreation sub-precinct facilitates the following development outcomes:

(a) development for community uses, including sport and recreation is facilitated.

(b) sport and recreation activities predominantly involve outdoor activities;

(c) areas of natural vegetation are protected from further development;

(d) shade trees are increased, in appropriate locations, surrounding the sports fields.

**Sub-precinct 1f – Flagstaff Hill sub-precinct**

(11) In addition to all other overall development outcomes, development in the Flagstaff Hill sub-precinct facilitates the following development outcomes:

(a) development is not established where it results in detriment to the vegetated and scenic qualities of Flagstaff Hill;

(b) development minimises excavation and filling;

(c) buildings and other works are unobtrusive when viewed from vantage points in Port Douglas and are designed and constructed of colours and materials which complement the hill's vegetated state;

(d) views from public viewing points within the precinct are protected.

**Precinct 2 – Integrated Resort precinct**

(12) In addition to the overall outcomes, development in the Integrated Resort precinct facilitates development in accordance with the *Integrated Development Resort Act, 1987*.

Editor's note – The development of land within this precinct is subject to the Integrated Development Resort Act 1987 (IDRA). Where a conflict exists between this planning scheme and the IDRA, the IDRA prevails.

**Precinct 3 – Craiglie Commercial and Light Industry precinct**

(13) In addition to the overall outcomes, development in the Craiglie Commercial and Light Industry precinct facilitates the following overall outcomes:

(a) development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Centre Precinct unless they pose a safety issue;

(b) development adjacent to the Captain Cook Highway presents an attractive appearance to the highway. The rain-trees, melaleucas and eucalypt trees along the Captain Cook Highway are retained where possible, taking into account the Department of Transport and main Road's requirements;

(c) retailing activities are generally restricted to those which are ancillary and necessarily associated with the primary service and light industry nature of the area;

(d) adjacent residential areas are protected from industry nuisances;

(e) lots fronting Downing Street, between Dickson Street and Beor Street, are provided with an appropriate standard of road access and infrastructure, prior to development occurring.

**Precinct 4 – Old Port Road / Mitre Street precinct**

(14) In addition to the overall outcomes, development in the Old Port Road / Mitre Street precinct facilitates the following overall outcomes:

(a) the precinct is intended to be used for outdoor recreational land use activity, primarily as a golf course;

(b) areas of significant vegetation are protected from development and retained;

(c) other forms of development will only be considered if substantial areas of open space are retained adjacent to existing residential areas to maintain the existing residential amenity of open views across open space.

**Precinct 5 – Very Low Density Residential/Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct**

(15) In addition to the overall outcomes, development in the Very Low Residential Density/Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct facilitates the following overall outcomes:

(a) residential accommodation does not exceed a maximum of 8.5 metres in building height;

(b) minimum lot sizes exceed 2 hectares;

(c) very low scale and intensity recreation/ very low scale and intensity educational/ and very low scale entertainment uses may be appropriate in areas of the precinct subject to erosion and other flooding constraints.

Note - Undeveloped lots in this precinct are located on very low-lying land. Council may consider a consolidation of existing land titles via lot reconfiguration to lot sizes less than 2 hectares, where the reconfigured lots are consolidated onto the highest terrain, to avoid a pattern of development consisting of dwelling houses located on isolated islands of raised building pads.

## Criteria for assessment

**Table 7.2.4.4.a –Port Douglas / Craiglie local plan – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For self-assessable and assessable development** | | |
| **Development in the Port Douglas / Craiglie local plan area generally** | | |
| **PO1**<br>Pedestrians, cyclists, motorists and public transport users can easily move into and through the precinct along planned connectivity routes, identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2. | **AO1**<br>A pedestrian and cycle movement network is integrated and delivered through development. | **Complies AO1**<br>The proposal is for a Reconfiguring a Lot only. Existing pedestrian and cycle network will be retained with the Port Douglas Road frontage. |
| **PO2**<br>Development retains and enhances key landscape elements including character trees and areas of significant vegetation contributing to the character and quality of the local plan area and significant views and vistas and other landmarks important to the context of Port Douglas / Craiglie (as identified on the Port Douglas/ Craiglie Townscape Plan map contained in Schedule 2). | **AO2.1**<br><br>Development provides for the retention and enhancement of existing mature trees and character vegetation that contribute to the lush tropical character of the town, including:<br>(a) the tree covered backdrop of Flagstaff Hill;<br>(b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet;<br>(c) the tidal vegetation along the foreshore;<br>(d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms;<br>(e) the oil palm avenues along the major roads;<br>(f) the lush landscaping within major roundabouts at key nodes;<br>(g) Macrossan Street and Warner Street;<br>(h) Port Douglas waterfront. | **Complies AO2.1**<br>The proposal is for Reconfiguring a Lot only. Vegetation will be retained within the frontage of the site. Landscaping within the road reserve will not be impacted as a result of the proposal. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO2.2**<br>Development protects and does not intrude into important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular:<br>(a) Flagstaff Hill;<br>(b) Four Mile Beach;<br>(c) Across to the ranges over Dickson Inlet;<br>(d) Mowbray Valley.<br><br>**AO2.3**<br>Important landmarks, memorials and monuments are retained. | |
| **PO3**<br>Development contributes to the protection, reinforcement and where necessary enhancement of gateways and key intersections identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2. | **AO3**<br>Development adjacent to the gateways and nodes as identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 incorporates architectural features and landscaping treatments and design elements that enhance the sense of arrival and way finding within the town. | **Not applicable** |
| **PO4**<br>Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie. | **AO4**<br>Landscaping incorporates the requirements of Planning scheme policy SC6.7 – Landscaping, in particular landscaping should be capable of achieving a 60% screening of development within 5 years and predominantly consists of endemic vegetation. | **Not applicable**<br>The proposal is for Reconfiguring a Lot only. Landscaping within the common property will be detained within the subsequent application for operational works. |
| **PO5**<br>Development does not compromise the safety and efficiency of the State-controlled road network. | **AO5**<br>Direct access is not provided to a State-controlled road where legal and practical access from another road is available. | **Complies AO5**<br>The site will continue to utilise the existing service road off the State-controlled road. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For assessable development** | | |
| **Additional requirements in Precinct 1 – Port Douglas precinct** | | |
| **PO6**<br>The views and vistas identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 are maintained. | **AO6.1**<br>Development does not impede continued views to scenic vistas and key streetscapes within the local plan area.<br><br>**AO6.2**<br>Unless otherwise specified within this Local Plan, buildings are set back not less than 6 metres from the primary street frontage. | **Not applicable** |
| **PO7**<br>Vehicle access, parking and service areas:<br>(a) do not undermine the relationship between buildings and street or dominate the streetscape;<br>(b) are designed to minimise pedestrian vehicle conflict;<br>(c) are clearly identified and maintain ease of access at all times. | **AO7.1**<br>For all buildings, parking is:<br>(a) to the side of buildings and recessed behind the main building line; or<br>(b) behind buildings; or<br>(c) wrapped by the building façade, and not visible from the street.<br>**AO7.2**<br>Ground level parking incorporates clearly defined pedestrian routes.<br>**AO7.3**<br>Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary of new or refurbished development.<br>**AO7.4**<br>Where the development is an integrated mixed-use development incorporating short term accommodation or multiple dwellings and either food and drink outlet or hotel or shop or shopping centre or office, on-site parking spaces are provided as per the number prescribed in the Parking and access code with a relaxation of 30% of spaces required for the non-residential uses. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO7.5**<br>On-site car parking available for public use is clearly signed at the site frontage.<br><br>**AO7.6**<br>Boom gates, pay machines or other regulatory devices to control access to a publicly available car parking area are not constructed or installed. | |
| **PO8**<br>Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs. | **AO8**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **Additional requirements for Sub-precinct 1a – Town Centre sub-precinct** | | |
| **PO9**<br>Building heights:<br>(a) do not overwhelm or dominate the town centre;<br>(b) respect the desired streetscape;<br>(c) ensure a high quality appearance when viewed from both within the town centre sub-precinct and external to the town centre sub-precinct;<br>(d) remain subservient to the natural environment and the backdrop of Flagstaff Hill.<br>(e) do not exceed 3 storeys. | **AO9**<br>Buildings and structures are not more than 3 storeys and 13.5 metres in height, with a roof height of not less than 3 metres.<br><br>Note – Height is inclusive of the roof height. | **Not applicable** |
| **PO10**<br>Building design, the streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct. | **AO10**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO11**<br>Buildings:<br>(a) address street frontages;<br>(b) ensure main entrances front the street or public spaces;<br>(c) do not focus principally on internal spaces or parking areas. | **AO11**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO12**<br>Setbacks at ground level provide for:<br>(a) connection between pedestrian paths and public places;<br>(b) areas for convenient movement of pedestrians;<br>(c) changes in gradient of the street. | **AO12**<br>Setbacks at ground level:<br>(a) are clear of columns and other obstructions;<br>(b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites;<br>(c) connect without any lip or step to adjoining footpaths. | **Not applicable** |
| **AO13**<br>Buildings do not result in a reduction of views and vistas from public places to:<br>(a) Flagstaff Hill;<br>(b) Dickson Inlet;<br>(c) public open space;<br>(d) places of significance. | **AO13**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO14**<br>Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at street level including shade protection across the footpath for the length of the building. | **AO14**<br>Development is built up to the street frontage/s at the street level and incorporates a light frame awning, a minimum of 3 metres in width for the length of the street frontage/s;<br>or<br>If a development includes an outdoor dining area at ground/footpath level, the dining area has a maximum setback of 3 metres and the required awning is still maintained along the length of the street frontage/s.<br>Note – PO24 provides more detail on awning design. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO15**<br>Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2. | **AO15.1**<br>Centre activities establish:<br>at street level on active street frontages;<br>a maximum of one level above street level.<br><br>**AO15.2**<br>Any residential development activities or short term accommodation is located above street level of the active frontage, but not on or up to the street frontage in any development, including mixed use development. | **Not applicable** |
| **PO16**<br>Detailed building design:<br>(a) enhances the visual amenity of the streetscape;<br>(b) has a legible and attractive built form that is visually enhanced by architectural elements;<br>(c) contributes to a distinctive tropical north Queensland, seaside tourist town character;<br>(d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Town Centre sub-precinct is maintained. | **AO16**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO17**<br>Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through:<br>(a) surface decoration;<br>(b) wall recesses and projections;<br>(c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements. | **AO17**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| (d) differentiating between the lower, middle and upper parts of the building by varying the façade and/or the shape of the built form, where comprised of more than two storeys. | | **Not applicable** |
| **PO18**<br>Roofs are not characterised by a cluttered display of plant and equipment, in particular:<br>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Town Centre sub-precinct;<br>(b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view;<br>(c) rooftops are not used for advertising. | **AO18**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **P019**<br>Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:<br>(a) shade windows;<br>(b) reduce glare;<br>(c) assist in maintaining comfortable indoor temperatures;<br>(d) minimising heat loads;<br>(e) enrich the North Queensland tropical character of the Town Centre sub-precinct;<br>(f) provide architectural interest to building façades. | **AO19**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO20**<br>Buildings are finished with high quality materials, selected for:<br>(a) their ability to contribute the character of Town Centre sub-precinct;<br>(b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate. | **AO20**<br>No acceptable outcomes are prescribed | **Not applicable** |
| **PO21**<br>Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard. | **AO21**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO22**<br>Façades and elevations do not include large blank walls. Openings and setbacks are used to articulate vertical building surfaces. | **AO22.1**<br>Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres.<br><br>**AO22.2**<br>Any break in the building façade varies the alignment by a 1 metre minimum deviation.<br><br>**AO22.3**<br>A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a development:<br>(a) a change in roof profile;<br>(b) a change in parapet coping;<br>(c) a change in awning design;<br>(d) a horizontal or vertical change in the wall plane; or<br>(e) a change in the exterior finishes and exterior colours of the development. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO23**<br>Building facades that face public spaces at ground level:<br>(a) complement the appearance of the development and surrounding streetscape;<br>(b) enhance the visual amenity of the public place;<br>(c) include a variety of human scale architectural elements and details;<br>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development. | **AO23**<br>Building facades at the ground floor of development that face public space are designed to ensure:<br>(a) a minimum of 70% of the façade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development;<br>(b) a visually prominent main entrance that faces the principal public place;<br>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade. | **Not applicable** |
| **PO24**<br>Awnings for pedestrian shelter are consistent with the character setting of the Town Centre sub-precinct and:<br>(a) extend and cover the footpath to provide protection from the sun and rain;<br>(b) include lighting under the awning;<br>(c) are continuous across the frontage of the site;<br>(d) align to provide continuity with existing or future awnings on adjoining sites;<br>(e) are a minimum of 3.0 metres in width and generally not more than 3.5 metres above pavement height;<br>(f) do not extend past a vertical plane,1.2 metres inside the kerb-line to enable street trees to be planted and grow;<br>(g) are cantilevered from the main building with any posts within the footpath being non load-bearing. | **AO24**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO25**<br>Development integrates with the streetscape and landscaping improvements for Port Douglas. | **AO25**<br>Development fronting Davidson Street, Macrossan Street, Wharf Street, Mowbray Street and Warner Street is designed to integrate with the on-street landscaping and design improvements as outlined within the Port Douglas landscape master plan contained within Planning scheme policy SC6.7 – Landscaping.<br><br>Note - Planning scheme policy SC6.7 - Landscaping provides guidance on meeting the Performance Outcome. | **Not applicable** |
| **Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct** | | |
| **PO26**<br>The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North. | **AO26**<br>Uses identified as inconsistent uses in Table 7.2.4.b – Inconsistent uses in sub-precinct 1b Waterfront North sub precinct are not established in sub-precinct 1b - Waterfront North. | **Not applicable** |
| **PO27**<br>The bulk and scale of buildings is consistent with surrounding development and steps down to complement the open space areas in the adjoining limited development sub-precinct. | **AO27**<br>Buildings and structures are not more than:<br>(a) 3 storeys and 13.5 metres in height , with a roof height of not less than 3 metres, in those parts of the precinct south of Inlet Street;<br>(b) 2 storeys and 8.5 metres in height, with a roof height of not less than 3 metres, in those parts of the precinct north of Inlet Street.<br>Note – Height is inclusive of roof height. | **Not applicable** |
| **PO28**<br>Building design, streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct | **AO28**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO29**<br>Public pedestrian access along the water's edge is maximised. | **AO29.1**<br>Public pedestrian access is provided along the frontage of the water's edge consisting of a boardwalk of a minimum width of 4 metres that is available of 24-hour use.<br><br>**AO29.2**<br>A public plaza is incorporated into the design generally reflecting the requirements of the Port Douglas Waterfront Master Plan, focussing in the vicinity of the 'Duck Pond'.<br><br>**AO29.3**<br>Built envelopes are setback a minimum of 3.0 metres from the board walk, with a shelter/shade zone between the building envelopes and the boardwalk consisting of shade structure, canopies, verandahs and the like. | **Not applicable** |
| **PO30**<br>Buildings:<br>(a) address street frontages;<br>(b) ensure main entrances front the street or public spaces. | **AO30**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO31**<br>Setbacks at ground level provide for:<br>(a) connection between pedestrian paths and public places;<br>(b) areas for convenient movement of pedestrians;<br>(c) changes in gradient. | **AO31**<br>Setbacks at ground level:<br>(a) are clear of columns and other obstructions;<br>(b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites;<br>(c) connect without any lip or step to adjoining footpaths. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO32**<br>Buildings do not result in a reduction of views and vistas from public places to:<br>(a) Dickson Inlet;<br>(b) public open space;<br>(c) places of significance. | **AO32**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO33**<br>Development enhances the distinctive tropical resort town and identity of Port Douglas and encourages pedestrian activity at ground level including shade protection across the footpath and open space areas. | **AO33**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO34**<br>Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2. | **AO34.1**<br>Centre activities establish:<br>(a) at street level on active street frontages;<br>(b) a maximum of one level above street level.<br>**AO34.2**<br>Residential development activities or short term accommodation is located above street /ground floor level of the active frontage, but not on or up to the street / public frontage in any development, including mixed use development. | **Not applicable** |
| **PO35**<br>Detailed building design:<br>(a) enhances the visual amenity of the streetscape;<br>(b) has a legible and attractive built form that is visually enhanced by architectural elements;<br>(c) contributes to a distinctive tropical north Queensland, seaside tourist town character;<br>(d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Waterfront North sub-precinct is maintained. | **AO35**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO36**<br>Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through:<br>(a) surface decoration;<br>(b) wall recesses and projections;<br>(c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements.<br>(d) differentiating between the lower, middle and upper parts of the building by varying the façade and/or the shape of the built form, where comprised of more than two storeys. | **AO36**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO37**<br>Roofs are not characterised by a cluttered display of plant and equipment, in particular:<br>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Waterfront North sub-precinct;<br>(b) service structures, lift motor rooms and mechanical plant and equipment are designed as an architectural feature of the building or are screened from public view;<br>(c) rooftops are not used for advertising. | **AO37**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO38**<br>Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:<br>(a) shade windows;<br>(b) reduce glare;<br>(c ) assist in maintaining comfortable indoor temperatures;<br>(d) minimising heat loads; | **AO38**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| (e) enriching the North Queensland tropical character of the Waterfront North sub-precinct;<br>(f) architectural interest to building façades. | | |
| **PO39**<br>Buildings are finished with high quality materials, selected for:<br>(a) their ability to contribute the character of Waterfront North sub-precinct;<br>(b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate. | **AO39**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO40**<br>Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard. | **AO40**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO41**<br>Façades and elevations do not include large blank walls and openings and setbacks are used to articulate vertical building surfaces. | **AO41.1**<br>Development has a maximum length of unbroken building facade of 20 metres and a maximum extent of overall development in the same style/design along the street frontage/s of 40 metres.<br><br>**AO41.2**<br>Any break in the building façade varies the alignment by a 1 metre minimum deviation.<br><br>**AO41.3**<br>A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a development:<br>(a) a change in roof profile;<br>(b) a change in parapet coping;<br>(c) a change in awning design; | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (d) a horizontal or vertical change in the wall plane; or<br>(e) a change in the exterior finishes and exterior colours of the development | |
| **PO42**<br>Building facades that face public spaces at ground level:<br>(a) complement the appearance of the development and surrounding streetscape;<br>(b) enhance the visual amenity of the public place;<br>(c) include a variety of human scale architectural elements and details;<br>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development. | **AO42**<br>Building facades at the ground floor of development that face public space are designed to ensure:<br>(a) a minimum of 70% of the façade area is comprised of windows, wall openings or shop fronts that permit the casual surveillance of the public space from the development;<br>(b) a visually prominent main entrance that faces the principal public place;<br>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade. | **Not applicable** |
| **PO43**<br>Awnings for pedestrian shelter are consistent with the character setting of the Waterfront North sub-precinct and:<br>(a) extend and cover the footpath to provide protection from the sun and rain;<br>(b) include lighting under the awning;<br>(c) are continuous across pedestrian circulation areas;<br>(d) align to provide continuity with existing or future awnings on adjoining sites;<br>(e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height;<br>(f) do not extend past a vertical plane,1.2 metres inside the street kerb-line to enable street trees to be planted and grow; | **AO43**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| (g) are cantilevered from the main building with any posts within the footpath being non load-bearing. | | |
| **PO44**<br>The Balley Hooley rail line and turn-table is retained and incorporated into development and maintains its functionality. | **AO44.1**<br>Bally Hooley rail line and turn-table is retained and incorporated into development to maintain its functionality.<br><br>**AO44.2**<br>Where development provides floor area for the Bally Hooley rail station, the gross floor area of the rail line and station does not generate a requirement for additional vehicle parking. | **Not applicable** |
| **PO45**<br>Development recognises the importance of and relationship between the marina, commercial and residential development in the Waterfront North sub-precinct, and includes measures to mitigate the impact of:<br>(a) noise;<br>(b) odour;<br>(c) hazardous materials;<br>(d) waste and recyclable material storage. | **AO45**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO46**<br>Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public. | **AO46**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO47**<br>Buildings, civic spaces, roads and pedestrian links are enhanced by:<br>(a) appropriate landscape design and planting;<br>(b) themed planting that defines entry points, and creates strong 'entry corridors' into the waterfront;<br>(c) lighting and well-considered discrete signage that complements building and landscape design;<br>(d) public artwork and other similar features that reflect the heritage and character of the Port Douglas Waterfront. | **AO47**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO48**<br>Buildings are designed and sited to provide vistas along shared pedestrian/open space and movement areas in suitable locations. | **AO48**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO49**<br>Development does not diminish the viability of marine-based industrial uses that directly serve the Port Douglas tourist and fishing operators and private boat owners, particularly with respect to the slipway operation. | **AO49**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO50**<br>Marine infrastructure to service the tourism, fishing and private boating community is provided. | **AO50**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO51**<br>Changes to the Port Douglas Waterfront quay-line do not cause adverse impacts to the environmentally sensitive Dickson Inlet. | **AO51**<br>Development that results in changes to the Port Douglas Waterfront quay-line is only established where an Ecological assessment report provides support to the changes.<br><br>Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct** | | |
| **PO52**<br>The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South. | **AO52**<br>Uses identified as inconsistent uses in Table 7.2.4.4.c are not established in Precinct 1c – Waterfront South. | **Not applicable** |
| **PO53**<br>Development does not adversely impact on the natural environment, natural vegetation or watercourses. | **AO53.1**<br>An Ecological assessment report is prepared identifying the environmental qualities of the surrounding natural and built features which are to be managed.<br><br>Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.<br><br>**AO53.2**<br>An Environmental Management Plan is prepared to manage potential impacts of the operation of the development on surrounding natural areas.<br><br>Note - Planning scheme policy SC6.4 – Environmental management plans contains information to demonstrate compliance and guidance on preparing an Environmental Management Plan. | **Not applicable** |
| **PO54**<br>Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or an alternative functioning facility, with capacity to service the Port Douglas marine and tourism industry. | **AO54**<br>A master plan for the development is provided and implemented to demonstrate the integration of the slipway, or an alternative functioning facility, with other supporting service industry activities that service the marine and tourism industry of Port Douglas. | **Not applicable** |
| **PO55**<br>Buildings and structures are of a height, and are set back from side boundaries and other sensitive areas to ensure the scenic amenity and environmental qualities of the adjacent area are not adversely affected. | **AO55.1**<br>Development has a height of not more than 10 metres.<br><br>**AO55.2**<br>Development is setback from all property boundaries not less than 3 metres. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO56**<br>The site coverage of all buildings and structures ensures development:<br>(a) is sited in an existing cleared area or in an area approved for clearing;<br>(b) has sufficient area for the provision of services;<br>(c ) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas. | **AO56**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO57**<br>Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to:<br>(a) be accommodated on-site;<br>(b) maximise safety and efficiency of loading;<br>(c) protect the visual and acoustic amenity of sensitive land use activities;<br>(d) minimise adverse impacts on natural characteristics of adjacent areas. | **AO57.1**<br>Sufficient manoeuvring area is provided on-site to allow a Medium Rigid Vehicle to enter and leave the site in a forward gear.<br><br>**AO57.2**<br>Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded.<br><br>**AO57.3**<br>Driveways, parking and manoeuvring areas are constructed and maintained to:<br>(a) minimise erosion from storm water runoff;<br>(b) retain all existing vegetation. | **Not applicable** |
| **PO58**<br>Development ensures adverse impacts from service vehicles on the road network, external to the site, are minimised. | **AO58**<br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO59**<br>Entry to the site is landscaped to enhance the amenity of the area and provide a pleasant working environment. | **AO59**<br>Areas used for loading and unloading, storage, utilities and car parking are screened from public view:<br>(a) by a combination of landscaping and screen fencing;<br>(b) dense planting along any road frontage is a minimum width of 3 metres. | **Not applicable** |
| **PO60**<br>Landscaping is informal in character and complementary to the existing natural environment, provides screening and enhances the visual appearance of the development. | **AO60**<br>For any development landscaping is in accordance with the Plant species schedule in Planning scheme policy SC6.7– Landscaping. | **Not applicable** |
| **Additional requirements for Sub-precinct 1d – Limited Development sub-precinct** | | |
| **PO61**<br>The height of buildings and structures contributes to the desired form and outcomes for the sub-precinct and are limited to a single storey. | **AO61**<br>Buildings and structures are not more than one storey and 4 metres in height.<br><br>Note - Height is inclusive of the roof height. | **Not applicable** |
| **Additional requirements for Sub-precinct 1e – Community and recreation sub-precinct** | | |
| **PO62**<br>The precinct is developed for organised sporting activities and other community uses. | **AO62**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **Additional requirements for Sub-precinct 1f – Flagstaff Hill sub-precinct** | | |
| **PO63**<br>Flagstaff Hill is protected from inappropriate development to protect the hill as an important natural landmark feature of Port Douglas and as a vegetated backdrop to the Town centre. | **AO63**<br>No acceptable outcomes are prescribed | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO64**<br>All development on Flagstaff Hill is designed to minimise the visibility of the development and to ensure development is subservient to the natural landscape and topography of the site, including through:<br>(a) building design which minimises excavation and filling;<br>(b) buildings being designed to step down the site and incorporate foundations and footings on piers or poles;<br>(c) buildings being visually unobtrusive and incorporating exterior finishes and muted colours which are non-reflective and complement the colours of the surrounding vegetation and view-shed;<br>(d) protection of the views from public viewing points in the Port Douglas precinct. | **AO64**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct** | | |
| **PO65**<br>Development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Town Centre Precinct. | **AO65**<br>Development consists of service and light industries and associated small scale commercial activities. | **Not applicable** |
| **PO66**<br>Development on lots adjacent to the Captain Cook Highway is sited, designed and landscaped to provide an attractive visual approach to Port Douglas with all buildings, structures and car parking areas setback a sufficient distance from the frontage to enable landscaping to soften or screen the appearance of the development. | **AO66.1**<br>Buildings and structures are setback 8 metres from the Captain Cook Highway frontage, or no closer to the Captain Cook Highway frontage than buildings and structures on adjoining sites (averaged), whichever is the greater. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO66.2**<br>The setback area to the Captain Cook Highway frontage is landscaped with advanced dense planting including tree species (100 litre bag stock), which will, at maturity, exceed the height of the building(s) on the site.<br><br>**AO66.3**<br>Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area.<br><br>**AO66.4**<br>Car parking areas, loading and other service areas are designed to be screened from the Captain Cook Highway and are located so as to not be visually prominent from the Captain Cook Highway. | |
| **Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct** | | |
| **PO67**<br>No additional lots are created within the precinct. | **AO67**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO68**<br>Reconfigured lots have a minimum lot size of 2 hectares, unless the lot reconfiguration transfers lots to the higher parts of the land, to avoid the need to fill existing lots to accommodate dwelling houses. | **AO68**<br>No acceptable outcomes are prescribed. | **Not applicable** |

## 8.2.1 Acid sulfate soils overlay code

### 8.2.1.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Acid sulfate soils overlay, if:

(a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land in the Acid sulphate soils overlay is identified on the Acid sulfate soils overlay map in Schedule 2 and includes the following sub-categories:

(a) Land at or below the 5m AHD sub-category;

(b) Land above the 5m AHD and below the 20m AHD sub-category.

(3) When using this code, reference should be made to Part 5.

### 8.2.1.2 Purpose

(1) The purpose of the acid sulfate soils overlay code is to:

(a) implement the policy direction in the Strategic Framework, in particular:

(i) Theme 2: Environment and landscape values, Element 3.5.4 Coastal zones.

(ii) Theme 3: Natural resource management, Element 3.6.2 land and catchment management, Element 3.6.3 Primary production, forestry and fisheries.

(2) enable an assessment of whether development is suitable on land within the Acid sulfate soils overlay sub-categories.

(3) The purpose of the code will be achieved through the following overall outcomes:

(a) Development ensures that the release of any acid and associated metal contaminant is avoided by not disturbing acid sulfate soils when excavating, removing soil or extracting ground water or filling land;

(b) Development ensures that disturbed acid sulfate soils, or drainage waters, are treated and, if required, on-going management practices are adopted that minimise the potential for environmental harm from acid sulfate soil and protect corrodible assets from acid sulfate soil.

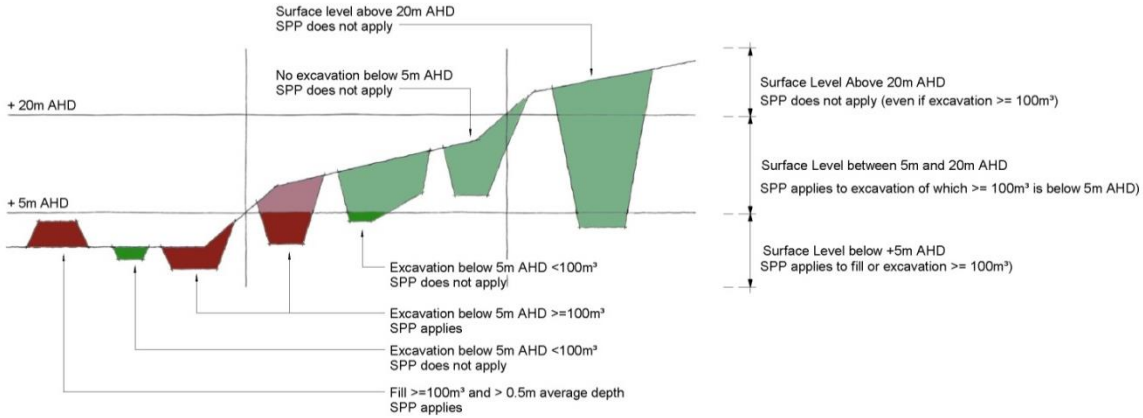
## Criteria for assessment

**Table 8.2.1.3.a – Acid sulfate soils overlay code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For assessable development** | | |
| **PO1**<br>The extent and location of potential or actual acid sulfate soils is accurately identified. | **AO1.1**<br>No excavation or filling occurs on the site.<br><br>or<br><br>**AO1.2**<br>An acid sulfate soils investigation is undertaken.<br><br>Note - Planning scheme policy SC 6.12– Potential and actual acid sulfate soils provides guidance on preparing an acid sulfate soils investigation. | Complies AO1.2 - The proposed development will require filling of the site to achieve flood immunity. Disturbance of potential acid sulphate soils will be addressed in the subsequent application for Operational Works. The proposed development can be conditioned appropriately to achieve compliance with the Acid Sulphate Soils Overlay Code. |
| **PO2**<br>Development avoids disturbing potential acid sulfate soils or actual acid sulfate soils, or is managed to avoid or minimise the release of acid and metal contaminants. | **AO2.1**<br>The disturbance of potential acid sulfate soils or actual acid sulfate soils is avoided by:<br>(a) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulfate soils;<br>(b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils;<br>(c) not undertaking filling that results in:<br>(i) actual acid sulfate soils being moved below the water table;<br>(ii) previously saturated acid sulfate soils being aerated.<br><br>or | Refer to comment AO1.2 |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO2.2**<br>The disturbance of potential acid sulfate soils or actual acid sulfate soils is undertaken in accordance with an acid sulfate soils management plan and avoids the release of metal contaminants by:<br>(a) neutralising existing acidity and preventing the generation of acid and metal contaminants;<br>(b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment;<br>(c) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management;<br>(d) appropriately treating acid sulfate soils before disposal occurs on or off site;<br>(e) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan.<br><br>Note - Planning scheme policy SC 6.12 – Acid sulfate soils provides guidance on preparing an acid sulfate soils management plan. | |
| **PO3**<br>No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils. | **AO3**<br>No acceptable outcomes are prescribed. | Refer to comment AO1.2 |

**Figure 8.2.1.3.a – Acid sulfate soils (SPP triggers)**



## 8.2.4 Flood and storm tide hazard overlay code

### 8.2.4.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Flood and storm tide hazard overlay, if:

(a) self assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land in the Flood and storm tide hazard overlay is identified on the Flood and storm tide hazard overlay map in Schedule 2 and includes the:

(a) Storm tide – high hazard sub-category;

(b) Storm tide – medium hazard sub-category;

(c) Flood plain assessment sub-category;

(d) 100 ARI Mossman, Port Douglas and Daintree Township Flood Studies sub-category.

(3) When using this code, reference should be made to Part 5.

Note - The Flood and storm tide hazards overlay maps contained in Schedule 2 identify areas (Flood and storm tide inundation areas) where flood and storm tide inundation modelling has been undertaken by the Council. Other areas not identified by the Flood and inundation hazards overlay maps contained in Schedule 2 may also be subject to the defined flood event or defined storm tide event.

### 8.2.4.2 Purpose

(1) The purpose of the Flood and storm tide hazard overlay code is to:

(a) implement the policy direction in the Strategic Framework, in particular:

(i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;

(ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.

(b) enable an assessment of whether development is suitable on land within the Flood and storm tide hazard sub-categories.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) development siting, layout and access responds to the risk of the natural hazard and minimises risk to personal safety;

(b) development achieves an acceptable or tolerable risk level, based on a fit for purpose risk assessment;

(c ) the development is resilient to natural hazard events by ensuring siting and design accounts for the potential risks of natural hazards to property;

(d) the development supports, and does not unduly burden disaster management response or recovery capacity and capabilities;

(e) the development directly, indirectly and cumulatively avoids an unacceptable increase in severity of the natural hazards and does not significantly increase the potential for damage on site or to other properties;

(f) the development avoids the release of hazardous materials as a result of a natural hazard event;

(g) natural processes and the protective function of landforms and/or vegetation are maintained in natural hazard areas;

(h) community infrastructure is located and designed to maintain the required level of functionality during and immediately after a hazard event.

## Criteria for assessment

**Table 8.2.4.3.a – Flood and storm tide hazards overlay code –assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For self-assessable and assessable development** | | |
| **PO1**<br>Development is located and designed to:<br>ensure the safety of all persons;<br>minimise damage to the development and contents of buildings;<br>provide suitable amenity;<br>minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events.<br><br>Note – For assessable development within the flood plain assessment sub-category, a flood study by a suitably qualified professional is required to identify compliance with the intent of the acceptable outcome. | **AO1.1**<br>Development is sited on parts of the land that is not within the Flood and Storm tide hazards overlay maps contained in Schedule 2;<br><br>or<br><br>For dwelling houses,<br><br>**AO1.2**<br>Development within the Flood and Storm Tide hazards overlay maps (excluding the Flood plain assessment sub-category) is designed to provide immunity to the Defined Inundation Event as outlined within<br>plus a freeboard of 300mm. | Complies – AO1.2<br>The development will be designed to achieve the required immunity to the defined inundation event.<br><br>Refer to engineering report prepared by Neon Consulting for further detail. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO1.3**<br>New buildings are:<br>(a) not located within the overlay area;<br>(b) located on the highest part of the site to minimise entrance of flood waters;<br>(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.<br><br>**AO1.4**<br>In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters. | |
| **For assessable development** | | |
| **PO2**<br>The development is compatible with the level of risk associated with the natural hazard. | **AO2**<br>The following uses are not located in land inundated by the Defined Flood Event (DFE) / Storm tide:<br>(a) Retirement facility;<br>(b) Community care facility;<br>(c) Child care centre. | Not applicable<br>The proposal is for the reconfiguration of land only. Only the western portion of the site is identified on Council's overlay mapping. Consideration of structure flood immunity is subject to subsequent applications. |
| **PO3**<br>Development siting and layout responds to flooding potential and maintains personal safety | For Material change of use<br><br>**AO3.1**<br>New buildings are:<br>(a) not located within the overlay area;<br>(b) located on the highest part of the site to minimise entrance of flood waters;<br>(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.<br><br>or | Complies AO3.4 – AO3.6<br>The proposal is for the reconfiguration of land only. The development will be designed to achieve the required immunity to the defined inundation event ensuring future land uses will comply with the acceptable outcomes.<br><br>Refer to engineering report prepared by Neon Consulting for further detail. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO3.2**<br>The development incorporates an area on site that is at least 300mm above the highest known flood inundation level with sufficient space to accommodate the likely population of the development safely for a relatively short time until flash flooding subsides or people can be evacuated.<br><br>or<br><br>**AO3.3**<br>Where involving an extension to an existing dwelling house that is situated below DFE /Storm tide, the maximum size of the extension does not exceed 70m$^2$ gross floor area.<br><br>Note – If part of the site is outside the Hazard Overlay area, this is the preferred location of all buildings.<br><br>For Reconfiguring a lot<br>**AO3.4**<br>Additional lots:<br>(a) are not located in the hazard overlay area; or<br>(b) are demonstrated to be above the flood level identified for the site.<br><br>Note - If part of the site is outside the Hazard Overlay area, this is the preferred location for all lots (excluding park or other open space and recreation lots).<br><br>Note – Buildings subsequently developed on the lots will need to comply with the relevant building assessment provisions under the *Building Act 1975*. | |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO3.5**<br>Road and/or pathway layout ensures residents are not physically isolated from adjacent flood free urban areas and provides a safe and clear evacuation route path:<br>(a) by locating entry points into the reconfiguration above the flood level and avoiding culs-de-sac or other non-permeable layouts; and<br>(b) by direct and simple routes to main carriageways.<br><br>**AO3.6**<br>Signage is provided on site (regardless of whether the land is in public or private ownership) indicating the position and path of all safe evacuation routes off the site and if the site contains, or is within 100m of a floodable waterway, hazard warning signage and depth indicators are also provided at key hazard points, such as at floodway crossings or entrances to low-lying reserves.<br><br>or<br><br>**AO3.7**<br>There is no intensification of residential uses within the flood affected areas on land situated below the DFE/Storm tide. | |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | For Material change of use (Residential uses)<br>**AO3.8**<br>The design and layout of buildings used for residential purposes minimise risk from flooding by providing:<br>(a) parking and other low intensive, non-habitable uses at ground level;<br><br>Note - The high-set 'Queenslander' style house is a resilient low-density housing solution in floodplain areas. Higher density residential development should ensure only non-habitable rooms (e.g. garages, laundries) are located on the ground floor. | |
| **PO4**<br>Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding. | For Material change of use (Non-residential uses)<br>**AO4.2**<br>Non residential buildings and structures allow for the flow through of flood waters on the ground floor.<br>Note - Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).<br>Note - The relevant building assessment provisions under the *Building Act 1975* apply to all building work within the Hazard Area and need to take into account the flood potential within the area.<br>**AO4.3**<br>Materials are stored on-site:<br>(a) are those that are readily able to be moved in a flood event;<br>(b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood.<br>Notes -<br>(a) Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site). | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (b) Queensland Government Fact Sheet 'Repairing your House after a Flood' provides information about water resilient products and building techniques. | |
| **PO5**<br>Development directly, indirectly and cumulatively avoids any increase in water flow velocity or flood level and does not increase the potential flood damage either on site or on other properties.<br><br>Note – Berms and mounds are considered to be an undesirable built form outcome and are not supported. | For Operational works<br>**AO5.1**<br>Works in urban areas associated with the proposed development do not involve:<br>(a) any physical alteration to a watercourse or floodway including vegetation clearing; or<br>(b) a net increase in filling (including berms and mounds).<br><br>**AO5.2**<br>Works (including buildings and earthworks) in non urban areas either:<br>(a) do not involve a net increase in filling greater than $50m^3$; or<br>(b) do not result in any reductions of on-site flood storage capacity and contain within the subject site any changes to depth/duration/velocity of flood waters;<br><br>or<br><br>(c) do not change flood characteristics outside the subject site in ways that result in:<br>(i) loss of flood storage;<br>(ii) loss of/changes to flow paths;<br>(iii) acceleration or retardation of flows or any reduction in flood warning times elsewhere on the flood plain. | Complies - AO5.1.<br>Refer to engineering assessment prepared by Neon Consulting. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | For Material change of use<br><br>**AO5.3**<br>Where development is located in an area affected by DFE/Storm tide, a hydraulic and hydrology report, prepared by a suitably qualified professional, demonstrates that the development<br>maintains the flood storage capacity on the subject site; and<br>(a) does not increase the volume, velocity, concentration of flow path alignment of stormwater flow across sites upstream, downstream or in the general vicinity of the subject site; and<br>(b) does not increase ponding on sites upstream, downstream or in the general vicinity of the subject site.<br><br>For Material change of use and Reconfiguring a lot<br><br>**AO5.4**<br>In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.<br><br>Note – Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed to minimise adverse the impacts that they may have on downstream properties in the event of a flood. | **Not applicable** |
| **PO6**<br>Development avoids the release of hazardous materials into floodwaters. | For Material change of use<br><br>**AO6.1**<br>Materials manufactured or stored on site are not hazardous or noxious, or comprise materials that may cause a detrimental effect on the environment if discharged in a flood event; | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | or<br><br>**AO6.2**<br>If a DFE level is adopted, structures used for the manufacture or storage of hazardous materials are:<br>(a) located above the DFE level;<br>or<br>(b) designed to prevent the intrusion of floodwaters.<br><br>**AO6.3**<br>Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFE.<br><br>**AO6.4**<br>If a flood level is not adopted, hazardous materials and their manufacturing equipment are located on the highest part of the site to enhance flood immunity and designed to prevent the intrusion of floodwaters.<br><br>Note – Refer to *Work Health and Safety Act 2011* and associated Regulation and Guidelines, the *Environmental Protection Act 1994* and the relevant building assessment provisions under the *Building Act 1975* for requirements related to the manufacture and storage of hazardous materials. | |
| **PO7**<br>The development supports, and does not unduly burden, disaster management response or recovery capacity and capabilities. | **AO7**<br>Development does not:<br>(a) increase the number of people calculated to be at risk of flooding;<br>(b) increase the number of people likely to need evacuation;<br>(c) shorten flood warning times; and | Complies – PO7.<br>Future structures will be designed to achieve the required immunity to the defined inundation event. Refer to engineering assessment prepared by Neon Consulting. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (d) impact on the ability of traffic to use evacuation routes, or unreasonably increase traffic volumes on evacuation routes. | |
| **PO8**<br>Development involving community infrastructure:<br>(a) remains functional to serve community need during and immediately after a flood event;<br>is designed, sited and operated to avoid adverse impacts on the community or environment due to impacts of flooding on infrastructure, facilities or access and egress routes;<br>retains essential site access during a flood event;<br>is able to remain functional even when other infrastructure or services may be compromised in a flood event. | **AO8.1**<br>The following uses are not located on land inundated during a DFE/Storm tide:<br>(a) community residence; and<br>(b) emergency services; and<br>(c) residential care facility; and<br>(d) utility installations involving water and sewerage treatment plants; and<br>(e) storage of valuable records or items of historic or cultural significance (e.g. archives, museums, galleries, libraries).<br><br>or<br><br>**AO8.2**<br>The following uses are not located on land inundated during a 1% AEP flood event:<br>(a) community and cultural facilities, including facilities where an education and care service under the Education and care Services National law (Queensland) is operated or child care service under the *Child Care Act 2002* is conducted,<br>(b) community centres;<br>(c) meeting halls;<br>(d) galleries;<br>(e) libraries. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | The following uses are not located on land inundated during a 0.5% AEP flood event.<br>(a) emergency shelters;<br>(b) police facilities;<br>(c) sub stations;<br>(d) water treatment plant<br><br>The following uses are not located on land inundated during a 0.2% AEP flood event:<br>(a) correctional facilities;<br>(b) emergency services;<br>(c) power stations;<br>(d) major switch yards.<br><br>and/or<br><br>**AO8.3**<br>The following uses have direct access to low hazard evacuation routes as defined in **Error! Reference source not found.**:<br>(a) community residence; and<br>(b) emergency services; and<br>(c) hospitals; and<br>(d) residential care facility; and<br>(e) sub stations; and<br>(f) utility installations involving water and sewerage treatment plants.<br><br>**AO8.4**<br>Any components of infrastructure that are likely to fail to function or may result in contamination when inundated by flood, such as electrical switch gear and motors, telecommunications connections, or water supply pipeline air valves are: | |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (a) located above DFE/Storm tide or the highest known flood level for the site;<br>(b) designed and constructed to exclude floodwater intrusion / infiltration.<br><br>**AO8.5**<br>Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by a flood. | |

## 8.2.6 Landscape values overlay code

### 8.2.6.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Landscape values overlay, if:

(a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land in the Landscape values overlay is identified on the Landscape values overlay map in Schedule 2 and includes in following sub-categories:

(a) High landscape value sub-category;

(b) Medium landscape value sub-category;

(c) Scenic route buffer / view corridor area sub-category;

(d) Coastal scenery area sub-category.

(3) When using this code, reference should be made to Part 5.

### 8.2.6.2 Purpose

(1) The purpose of the Landscape values overlay code is to:

(a) implement the policy direction of the Strategic Framework, in particular:

(i) Theme 2: Environment and landscape values Element 3.5.5 Scenic amenity;

(ii) Theme 3: Natural resource management Element 3.6.4 – Resource extraction.

(b) enable an assessment of whether development is suitable on land within the Landscape values overlay sub-categories.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) areas of High landscape value are protected, retained and enhanced;

(b) areas of Medium landscape value are managed to integrate and limit the visual impact of development;

(c) the landscape values of the Coastal scenery area are managed to integrate and limit the visual impact of development;

(d) development maintains and enhances the significant landscape elements and features which contribute to the distinctive character and identity of Douglas Shire;

(e) ridges and vegetated hillslopes are not developed in a way that adversely impacts on landscape values;

(f) watercourses, forested mountains and coastal landscape character types remain predominantly natural in appearance in order to maintain the region's diverse character and distinctive tropical image, in particular:

(i) areas in the coastal landscape character type which are predominantly natural and undeveloped in appearance retain this natural landscape character;

(ii) watercourses which are predominantly natural and undeveloped in appearance retain this natural landscape character;

(iii) the rural character of cane fields and lowlands landscape character types which are predominantly rural or natural in appearance are maintained;

(iv) landscape values are maintained when viewed from lookouts, scenic routes, gateways and public places.

(g) views towards High landscape value areas and the Coral Sea are not diminished;

(h) development is consistent with the prevailing landscape character of its setting, and is neither visually dominant nor visually intrusive;

(i) advertising devices do not detract from the landscape values, character types or amenity of an area.

## Criteria for assessment

**Table 8.2.6.3.z – Landscape values overlay code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For assessable development** | | |
| **Development in a High landscape value area** | | |
| **PO1**<br>Development within High landscape value areas identified on the Landscape values overlay maps contained in Schedule 2:<br>(a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation;<br>(b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 3 years of construction; | **AO1.1**<br>Buildings and structures are not more than 8.5 metres and two storeys in height.<br><br>Note - Height is inclusive of roof height.<br><br>**AO1.2**<br>Buildings and structures are setback not less than 50 metres from ridgelines or peaks.<br><br>**AO1.3**<br>Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| (c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements;<br>(d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality;<br>(e) avoids detrimental impacts on landscape values and excessive changes to the natural landform as a result of the location, position on site, scale, design, extent and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure;<br>(f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;<br>(g) extractive industry operations are avoided.<br><br>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes. | **AO1.4**<br>Where development on land steeper than 1 in 6 (16.6%) cannot be avoided:<br>(a) development follows the natural; contours of the site;<br>buildings are split level or suspended floor construction, or a combination of the two;<br>lightweight materials are used to areas with suspended floors.<br><br>Note - Examples of suitable lightweight materials include timber or fibre cement boards or sheeting for walls and factory treated metal sheeting for walls and roofs.<br><br>**AO1.5**<br>The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.<br><br>Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow.<br><br>**AO1.6**<br>No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.5%).<br><br>**AO1.7**<br>Where for accommodation activities or reconfiguration of a lot in a High landscape value area, development demonstrates that the height, design, scale, positioning on-site, proposed construction materials and external finishes are compatible with the landscape values.<br><br>Note - A visual impact assessment undertaken in accordance with Planning scheme policy SC6.6 – Landscape values may be required. | |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO1.8**<br>Advertising devices do not occur. | |
| **Development within the Medium landscape value area** | | |
| **PO2**<br>Development within Medium landscape value areas identified on the Landscape values overlay maps contained in Schedule 2:<br>(a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation;<br>(b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 5 years of construction;<br>(c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements;<br>(d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality;<br>(e) avoids detrimental impacts on landscape values and excessive changes to the natural landform as a result of the location, position on site, scale, design and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure; | **AO2.1**<br>Buildings and structures are not more than 8.5 metres and two storeys in height.<br><br>Note - Height is inclusive of the roof height.<br><br>**AO2.2**<br>Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.<br><br>**AO2.3**<br>Where development on land steeper than 1 in 6 (16.6%) cannot be avoided:<br>(a) development follows the natural; contours of the site;<br>(b) buildings are split level or suspended floor construction, or a combination of the two;<br>(c) lightweight materials are used to areas with suspended floors.<br><br>Note - Examples of suitable lightweight materials include timber or fibre cement boards or sheeting for walls and factory treated metal sheeting for walls and roofs.<br><br>**AO2.4**<br>The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.<br><br>Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| (f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;<br>(g) extractive industry operations are avoided, or where they cannot be avoided, are screened from view.<br><br>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes. | **AO2.5**<br>No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.6%).<br><br>**AO2.6**<br>Advertising devices do not occur. | |
| **Development within a Scenic route buffer / view corridor area** | | |
| **PO3**<br>Development within a Scenic route buffer / view corridor area as identified on the Landscape values overlay maps contained in Schedule 2:<br>(a) retains visual access to views of the surrounding landscape, the sea and other water bodies;<br>(b) retains existing vegetation and incorporates landscaping to visually screen and soften built form elements whilst not impeding distant views or view corridors;<br>(c) incorporates building materials and external finishes that are compatible with the visual amenity and the landscape character;<br>(d) minimises visual impacts on the setting and views in terms of:<br>(e) the scale, height and setback of buildings;<br>(f) the extent of earthworks and impacts on the landform including the location and configuration of access roads and driveways; | **AO3.1**<br>Where within a Scenic route buffer / view corridor area, the height of buildings and structures is not more than identified within the acceptable outcomes of the applicable zone code.<br><br>**AO3.2**<br>No clearing of native vegetation is undertaken within a Scenic route buffer area.<br>**AO3.3**<br>Where within a Scenic route buffer / view corridor area development is set back and screened from view from a scenic route by existing native vegetation with a width of at least 10 metres and landscaped in accordance with the requirements of the landscaping code.<br><br>**AO3.4**<br>Development does not result in the replacement of, or creation of new, additional, or enlarged advertising devices. | Complies AO3.2 & AO3.3<br><br>The site does not contain native vegetation. Existing vegetation will be retained where possible and incorporated within the development.<br><br>The proposed development is for the reconfiguration of land only and therefore will not diminish the landscape values of the subject site or locality. Future development within the respective lots will be subject to subsequent applications and at that time will demonstrate compliance with the code. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| (g) the scale, extent and visual prominence of advertising devices.<br><br>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes. | | |
| **Development within the Coastal scenery area** | | |
| **PO4**<br>The landscape values of the Coastal scenery zone as identified on the Landscape values overlay maps contained in Schedule 2 are managed to integrated and limit the visual impact of development.<br><br>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes. | **AO4.1**<br>The dominance of the natural character of the coast is maintained or enhanced when viewed from the foreshore.<br><br>**AO4.2**<br>Where located adjacent to the foreshore buildings and structures are setback:<br>(a) Where no adjoining development, a minimum of 50 metres from the coastal high water mark and the setback area is landscaped with a native vegetation buffer that has a minimum width of 25 metres; or<br>(b) Where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures, but not less than 10 metres from the coastal high water mark. The setback area is landscaped in accordance with the requirements of the Landscaping code.<br><br>**AO4.3**<br>Where separated from the foreshore by land contained within public ownership (e.g. unallocated State land, esplanade or other public open space), buildings and structures area setback: | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (a) where no adjoining development, a minimum of 6 metres from the coastward property boundary. The setback area is landscaped in accordance with the requirements of the Landscaping code; or<br>(b) where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures. The setback area is landscaped in accordance with the requirements of the Landscaping code. | |
| **PO5**<br>Development is to maximise opportunities to maintain and/or enhance natural landscape values through the maintenance and restoration of vegetated buffers between development and coastal waters, where practical.<br><br>Note – A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in satisfaction of a performance outcome. | **AO5**<br>No clearing of native vegetation is undertaken within a Coastal scenery area zone, except for exempt vegetation damage undertaken in accordance with the Vegetation management code | **Not applicable** |

## 8.2.10 Transport network overlay code

### 8.2.10.1 Application

(1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Transport network overlay; if:

(a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;

(b) impact assessable development.

(2) Land within the Transport network overlay is identified on the Transport network (Road Hierarchy) overlay map and the Transport network (Pedestrian and Cycle) overlay map in Schedule 2 and includes the following sub-categories:

(a) Transport network (Road Hierarchy) overlay sub-categories:

(i) State controlled road sub-category;

(ii) Sub-arterial road sub-category;

(iii) Collector road sub-category;

(iv) Access road sub-category;

(v) Industrial road sub-category;

(vi) Major rural road sub-category;

(vii) Minor rural road sub-category;

(viii) Unformed road sub-category;

(ix) Major transport corridor buffer area sub-category.

(b) Transport network (Pedestrian and Cycle) overlay sub-categories:

(i) Principal route;

(ii) Future principal route;

(iii) District route;

(iv) Neighbourhood route;

(v) Strategic investigation route.

### 8.2.10.2 Purpose

(1) The purpose of the Transport network overlay code is to:

(a) implement the policy direction of the Strategic Framework, in particular:

(i) Theme 1: Settlement pattern Element 3.4.2 Urban settlement, Element 3.4.3 Activity centres;

(ii) Theme 6: Infrastructure and transport Element 3.9.4 Transport;

(b) enable an assessment of whether development is suitable on land within the Transport network overlay.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) development provides for transport infrastructure (including active transport infrastructure);

(b) development contributes to a safe and efficient transport network;

(c) development supports the existing and future role and function of the transport network;

(d) development does not compromise the safety and efficiency of major transport infrastructure and facilities.

## Criteria for assessment

**Table 8.2.10.3 a – Transport network overlay code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For assessable development** | | |
| **PO1**<br>Development supports the road hierarchy for the region.<br><br>Note -A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes. | **AO1.1**<br>Development is compatible with the intended role and function of the transport network as identified on the Transport network overlay maps contained in Schedule 2.<br><br>**AO1.2**<br>Development does not compromise the safety and efficiency of the transport network. | **Complies AO1.1, AO1.2, AO1.3**<br>The proposal is for Reconfiguring a Lot only. Access is via the lowest order road and not directly to a State-controlled road. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO1.3**<br>Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road. | |
| **PO2**<br>Transport infrastructure is provided in an integrated and timely manner.<br><br>Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes. | **AO2**<br>Development provides infrastructure (including improvements to existing infrastructure) in accordance with:<br>(a) the Transport network overlay maps contained in Schedule 2;<br>(b) any relevant Local Plan.<br><br>Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities. | **Complies PO2**<br>The proposal is for Reconfiguring a Lot with the internal roadway contained within common property. The site will continue using the existing service road to access the site. |
| **PO3**<br>Development involving sensitive land uses within a major transport corridor buffer area is located, designed and maintained to avoid or mitigate adverse impacts on amenity for the sensitive land use. | **AO3**<br>No acceptable outcomes are prescribed.<br><br>Note – Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor. | **Not applicable** |
| **PO4**<br>Development does not compromise the intended role and function or safety and efficiency of major transport corridors.<br><br>Note - A Traffic impact assessment report prepared in accordance with Planning scheme policy SC6.10 - Parking and access is one way to demonstrate achievement of the Performance Outcomes. | **AO4.1**<br>Development is compatible with the role and function (including the future role and function) of major transport corridors.<br><br>**AO4.2**<br>Direct access is not provided to a major transport corridor where legal and practical access from another road is available. | **Complies PO4**<br>The proposal is for Reconfiguring a Lot with the internal roadway contained within common property. The proposal will not impact on major transport corridors. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO4.3**<br>Intersection and access points associated with major transport corridors are located in accordance with:<br>(a) the Transport network overlay maps contained in Schedule 2; and<br>(b) any relevant Local Plan.<br><br>**AO4.4**<br>The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor or major transport facility. | |
| **PO5**<br>Development retains and enhances existing vegetation between a development and a major transport corridor, so as to provide screening to potential noise, dust, odour and visual impacts emanating from the corridor. | **AO5**<br>No acceptable outcomes are prescribed. | **Complies PO5**<br>No changes to vegetation screening are proposed. |
| **Pedestrian and cycle network** | | |
| **PO6**<br>Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks | **AO6.1**<br>Where a lot is subject to, or adjacent to an element of the pedestrian and cycle Movement network (identified on the Transport network overlay maps contained in Schedule 2) the specific location of this element of the pedestrian and cycle network is incorporated in the design of the lot layout.<br><br>**AO6.2**<br>The element of the pedestrian and cycle network is constructed in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC6.5 – FNQROC Regional Development Manual. | **Complies AO6.1**<br>The proposed reconfiguration considers the principal pedestrian and cycle network along Port Douglas Road. No impacts are expected. |

# 9.4 Other development codes

## 9.4.1 Access, parking and servicing code

### 9.4.1.1 Application

(1) This code applies to:

(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.

### 9.4.1.2 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.

### 9.4.1.3 Criteria for assessment

**Table 9.4.1.3.a – Access, parking and servicing code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For self-assessable and assessable development** | | |
| **PO1**<br>Sufficient on-site car parking is provided to cater for the amount and type of vehicle traffic expected to be generated by the use or uses of the site, having particular regard to:<br>(a) the desired character of the area;<br>(b) the nature of the particular use and its specific characteristics and scale;<br>(c) the number of employees and the likely number of visitors to the site;<br>(d) the level of local accessibility;<br>(e) the nature and frequency of any public transport serving the area;<br>(f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building<br>(g) whether or not the use involves a heritage building or place of local significance;<br>(h) whether or not the proposed use involves the retention of significant vegetation. | **AO1.1**<br>The minimum number of on-site vehicle parking spaces is not less than the number prescribed in **Error! Reference source not found.** for that particular use or uses.<br><br>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.<br><br>**AO1.2**<br>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.<br><br>**AO1.3**<br>Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.<br><br>**AO1.4**<br>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. | Complies – PO1.<br>The proposed development is for the reconfiguration of land only. Parking will be made available within the common property road. Future development within the respective lots will demonstrate compliance at the time subsequent MCU development applications are submitted with Council. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO3**<br>Access points are designed and constructed:<br>(a) to operate safely and efficiently;<br>(b) to accommodate the anticipated type and volume of vehicles<br>(c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate;<br>(d) so that they do not impede traffic or pedestrian movement on the adjacent road area;<br>(e) so that they do not adversely impact upon existing intersections or future road or intersection improvements;<br>(f) so that they do not adversely impact current and future on-street parking arrangements;<br>(g) so that they do not adversely impact on existing services within the road reserve adjacent to the site;<br>(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). | **AO3.1**<br>Access is limited to one access cross over per site and is an access point located, designed and constructed in accordance with:<br>(a) Australian Standard AS2890.1;<br>(b) Planning scheme policy SC6.5 – FNQROC Regional Development Manual - access crossovers.<br><br>**AO3.2**<br>Access, including driveways or access crossovers:<br>(a) are not placed over an existing:<br>(i) telecommunications pit;<br>(ii) stormwater kerb inlet;<br>(iii) sewer utility hole;<br>(iv) water valve or hydrant.<br>(b) are designed to accommodate any adjacent footpath;<br>(c) adhere to minimum sight distance requirements in accordance with AS2980.1.<br><br>**AO3.3**<br>Driveways are:<br>(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;<br>(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 in 6 (16.6%) prior to this area, for a distance of at least 5 metres;<br>(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; | Complies – AO3.1.<br>The site will have the provision of a single access from the service road off Port Douglas Road.<br><br>AO noted.<br>The site will have the provision of a single access from the service road off Port Douglas Road. Access to respective lots will be the internal common property road.<br><br>AO noted.<br>The site will have the provision of a single access from the service road off Port Douglas Road. Access to respective lots will be the internal common property road. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (d) constructed such that the transitional change in grade from the road to the lot is fully contained within the lot and not within the road reserve;<br>(e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system.<br><br>**AO3.4**<br>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. | AO noted.<br>The site will have the provision of a single access from the service road off Port Douglas Road. Access to respective lots will be the internal common property road. |
| **PO4**<br>Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes. | **AO4**<br>The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities. | Not applicable<br>Development is for the reconfiguration of land only. |
| **PO5**<br>Access for people with disabilities is provided to the building from the parking area and from the street. | **AO5**<br>Access for people with disabilities is provided in accordance with the relevant Australian Standard. | Not applicable<br>Development is for the reconfiguration of land only. |
| **PO6**<br>Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development. | **AO6**<br>The number of on-site bicycle parking spaces complies with the rates specified in Table 9.4.1.3.b. | Not applicable<br>Development is for the reconfiguration of land only. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO7**<br>Development provides secure and convenient bicycle parking which:<br>(a) for visitors is obvious and located close to the building's main entrance;<br>(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;<br>(c) is easily and safely accessible from outside the site. | **AO7.1**<br>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);<br><br>**AO7.2**<br>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.<br><br>**AO7.3**<br>Development provides visitor bicycle parking which does not impede pedestrian movement. | Not applicable<br>Development is for the reconfiguration of land only. |
| **PO8**<br>Development provides walking and cycle routes through the site which:<br>(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;<br>(b) encourage walking and cycling;<br>(c) ensure pedestrian and cyclist safety. | **AO8**<br>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:<br>(a) create a walking or cycle route along the full frontage of the site;<br>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site. | Complies – AO8.<br>The proposal integrates connections within the existing cycle route within the road reserve fronting the site. |
| **PO9**<br>Access, internal circulation and on-site parking for service vehicles are designed and constructed:<br>(a) in accordance with relevant standards;<br>(b) so that they do not interfere with the amenity of the surrounding area;<br>(c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles. | **AO9.1**<br>Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and AS2890.2.<br><br>**AO9.2**<br>Service and loading areas are contained fully within the site. | AO9.1 – Complies. Access and driveways have been designed in accordance with the relevant Australian Standards.<br><br>The internal road will have a typical width of no less than 15.5m, consisting of a 6.5m wide carriageway and 4.5m verges. The internal road and utility infrastructure will be managed by the body corporate.<br><br>AO9.2 – Complies. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | | |
| | **AO9.3**<br>The movement of service vehicles and service operations are designed so they:<br>(a) do not impede access to parking spaces;<br>(b) do not impede vehicle or pedestrian traffic movement. | AO9.3 – Complies. |
| **PO10**<br>Sufficient queuing and set down areas are provided to accommodate the demand generated by the development. | **AO10.1**<br>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:<br>(a) car wash;<br>(b) child care centre;<br>(c) educational establishment where for a school;<br>(d) food and drink outlet, where including a drive-through facility;<br>(e) hardware and trade supplies, where including a drive-through facility;<br>(f) hotel, where including a drive-through facility;<br>(g) service station.<br><br>**AO10.2**<br>Queuing and set-down areas are designed and constructed in accordance with AS2890.1. | Not applicable |

## 9.4.3 Environmental performance code

### 9.4.3.1 Application

(1) This code applies to assessing:

(a) building work for outdoor lighting;

(b) a material change of use or reconfiguring a lot if:

(i) assessable development where the code is identified in the assessment criteria column of a table of assessment; or

(ii) impact assessable development, to the extent relevant.

Note – Where for the purpose of lighting a tennis court in a Residential zone, a compliance statement prepared by a suitably qualified person must be submitted to Council with the development application for building work.

(2) When using this code, reference should be made to Part 5.

### 9.4.3.2 Purpose

(1) The purpose of the Environmental performance code is to ensure development is designed and operated to avoid or mitigate impacts on sensitive receiving environments.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) activities that have potential to cause an adverse impact on amenity of adjacent and surrounding land, or environmental harm is avoided through location, design and operation of the development;

(b) sensitive land uses are protected from amenity related impacts of lighting, odour, airborne particles and noise, through design and operation of the development;

(c) stormwater flowing over, captured or discharged from development sites is of a quality adequate to enter receiving waters and downstream environments;

(d) development contributes to the removal and ongoing management of weed species.

### 9.4.3.3 Criteria for assessment

**Table 9.4.3.a – Environmental performance code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **Lighting** | | |
| **PO1**<br>Lighting incorporated within development does not cause an adverse impact on the amenity of adjacent uses and nearby sensitive land uses. | **AO1.1**<br>Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian standard AS4282-1997 Control of the obtrusive effects of outdoor lighting.<br><br>**AO1.2**<br>Development that involves flood lighting is restricted to a type that gives no upward component of light where mounted horizontally.<br><br>**AO1.3**<br>Access, car parking and manoeuvring areas are designed to shield nearby residential premises from impacts of vehicle headlights. | Can be conditioned to comply |
| **Noise** | | |
| **PO2**<br>Potential noise generated from the development is avoided through design, location and operation of the activity.<br><br>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code. | **AO2.1**<br>Development does not involve activities that would cause noise related environmental harm or nuisance; or<br>**AO2.2**<br>Development ensures noise does not emanate from the site through the use of materials, structures and architectural features to not cause an adverse noise impact on adjacent uses. | Complies AO2.1<br>The proposal is for the reconfiguration of land only. It is not envisaged that future development of the respective lots into residential land uses will cause a nuisance. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO2.3**<br>The design and layout of development ensures car parking areas avoid noise impacting directly on adjacent sensitive land uses through one or more of the following:<br>(a) car parking is located away from adjacent sensitive land uses;<br>(b) car parking is enclosed within a building;<br>(c) a noise ameliorating fence or structure is established adjacent to car parking areas where the fence or structure will not have a visual amenity impact on the adjoining premises;<br>(d) buffered with dense landscaping.<br><br>Editor's note - The *Environmental Protection (Noise) Policy 2008*, Schedule 1 provides guidance on acoustic quality objectives to ensure environmental harm (including nuisance) is avoided. | Complies AO2.3<br>The proposal is for the reconfiguration of land only. It is not envisaged that future development of the respective lots into residential land uses will cause a noise nuisance. |
| **Airborne particles and other emissions** | | |
| **PO3**<br>Potential airborne particles and emissions generated from the development are avoided through design, location and operation of the activity.<br><br>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code. | **AO3.1**<br>Development does not involve activities that will result in airborne particles or emissions being generated;<br><br>or<br><br>**AO3.2**<br>The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance.<br><br>Note - examples of activities which generally cause airborne particles include spray painting, abrasive blasting, manufacturing activities and car wash facilities.<br><br>Examples of emissions include exhaust ventilation from basement or enclosed parking structures, air conditioning/refrigeration ventilation and exhaustion. | Complies PO3<br>The proposal is for the reconfiguration of land only. It is not envisaged that future development of the respective lots into residential land uses will generate emissions. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | The *Environmental Protection (Air) Policy 2008*, Schedule 1 provides guidance on air quality objectives to ensure environmental harm (including nuisance) is avoided. | |
| **Odours** | | |
| **PO4**<br>Potential odour causing activities associated with the development are avoided through design, location and operation of the activity.<br><br>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code. | **AO4.1**<br>The development does not involve activities that create odorous emissions;<br><br>or<br><br>**AO4.2**<br>The use does not result in odour that causes environmental harm or nuisance with respect to surrounding land uses. | Complies PO4<br>The proposal is for the reconfiguration of land only. It is not envisaged that future development of the respective lots into residential land uses will cause a nuisance. |
| **Waste and recyclable material storage** | | |
| **PO5**<br>Waste and recyclable material storage facilities are located and maintained to not cause adverse impacts on adjacent uses.<br><br>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code. | **AO5.1**<br>The use ensures that all putrescent waste is stored in a manner that prevents odour nuisance and is disposed of at regular intervals.<br><br>**AO5.2**<br>Waste and recyclable material storage facilities are located, designed and maintained to not cause an adverse impact on users of the premises and adjacent uses through consideration of:<br>(a) the location of the waste and recyclable material storage areas in relation to the noise and odour generated;<br>(b) the number of receptacles provided in relation to the collection, maintenance and use of the receptacles;<br>(c) the durability of the receptacles, sheltering and potential impacts of local climatic conditions; | Complies PO5<br>The proposal is for the reconfiguration of land only. It is not envisaged that future development of the respective lots into residential land uses will cause an odour nuisance. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (d) the ability to mitigate spillage, seepage or leakage from receptacles into adjacent areas and sensitive receiving waters and environments.<br><br>Editor's note - the *Environmental Protection (Waste Management) Policy 2008* provides guidance on the design of waste containers (receptacles) to ensure environmental harm (including nuisance) is avoided. | |
| **Sensitive land use activities** | | |
| **PO6**<br>Sensitive land use activities are not established in areas which will receive potentially incompatible impacts on amenity from surrounding, existing development activities and land uses. | **AO6.1**<br>Sensitive land use activities are not established in areas that will be adversely impacted upon by existing land uses, activities and potential development possible in an area;<br><br>or<br><br>**AO6.2**<br>Sensitive land activities are located in areas where potential adverse amenity impacts mitigate all potential impacts through layout, design, operation and maintenance. | Complies PO4<br>The proposal is for the reconfiguration of land only. It is not envisaged that future development of the respective lots into residential land uses will not impact or impact surrounding residential land uses. |
| **Stormwater quality** | | |
| **PO7**<br>The quality of stormwater flowing over, through or being discharged from development activities into watercourses and drainage lines is of adequate quality for downstream environments, with respect to:<br>(a) the amount and type of pollutants borne from the activity;<br>(b) maintaining natural stream flows;<br>(c) the amount and type of site disturbance;<br>(d) site management and control measures. | **AO7.1**<br>Development activities are designed to ensure stormwater over roofed and hard stand areas is directed to a lawful point of discharge.<br><br>**AO7.2**<br>Development ensures movement of stormwater over the site is not impeded or directed through potentially polluting activities. | Complies PO7<br>Stormwater from the site will be managed in accordance with QUDM and Council requirements.<br><br>Soil and water control measures will put into place during construction works onsite. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO7.3**<br>Soil and water control measures are incorporated into the activity's design and operation to control sediment and erosion potentially entering watercourses, drainage lines and downstream receiving waters.<br><br>Note - Planning scheme policy - FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the *Environmental Protection Act 1994*.<br><br>During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality. | |
| **Pest plants (for material change of use on vacant land over 1,000m$^2$)** | | |
| **PO8**<br>Development activities and sites provide for the removal of all pest plants and implement ongoing measures to ensure that pest plants do not reinfest the site or nearby sites.<br><br>Editor's note - This does not remove or replace all land owner's obligations or responsibilities under the *Land Protection (Pest and Stock Route Management) Act 2002*. | **AO8.1**<br>The land is free of declared pest plants before development establishes new buildings, structures and practices;<br><br>or<br><br>**AO8.2**<br>Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to construction of buildings and structures or earthworks.<br><br>Note - A declaration from an appropriately qualified person validates the land being free from pest plants.<br><br>Declared pest plants include locally declared and State declared pest plants. | Can be conditioned to comply |

## 9.4.4 Filling and excavation code

### 9.4.4.1 Application

(1) This code applies to assessing:

(a) operational work for filling or excavation which is self-assessable or code assessable development if this code is an applicable code identified in the assessment criteria column of a table of assessment; or

(b) a material change of use or reconfiguring a lot if:

(i) assessable development where this code is identified as a prescribed secondary code in the assessment criteria column of a table of assessment; or

(ii) impact assessable development, to the extent relevant.

Note—This code does not apply to building work that is regulated under the Building Code of Australia. (2) When using this code, reference should be made to Part 5.

### 9.4.4.2 Purpose

(1) The purpose of the Filling and excavation code is to assess the suitability of development for filling or excavation.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) filling or excavation does not impact on the character or amenity of the site and surrounding areas;

(b) filling and excavation does not adversely impact on the environment;

(c) filling and excavation does not impact on water quality or drainage of upstream, downstream or adjoining properties;

(d) filling and excavation is designed to be fit for purpose and does not create land stability issues;

(e) filling and excavation works do not involve complex engineering solutions.

### 9.4.4.3 Criteria for assessment

**Table 9.4.4.3.a –Filling and excavation code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For self-assessable and assessable development** | | |
| **Filling and excavation - General** | | |
| **PO1**<br>All filling and excavation work does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the site or the surrounding area. | **AO1.1**<br>The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height.<br><br>and<br><br>Cuts in excess of those stated in A1.1 above are separated by benches/ terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting.<br><br>**AO1.2**<br>Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation.<br><br>**AO1.3**<br>Cuts are screened from view by the siting of the building/structure, wherever possible.<br><br>**AO1.4**<br>Topsoil from the site is retained from cuttings and reused on benches/terraces.<br><br>**AO1.5**<br>No crest of any cut or toe of any fill, or any part of any retaining wall or structure is closer than 600mm to any boundary of the property, unless the prior written approval of the adjoining landowner has been obtained. | Complies – PO1.<br>Filling of the western region of the site will be required to achieve flood immunity. The engineering investigation undertaken by Neon Consulting provides a preliminary assessment of the required earthworks.<br><br>It can be appropriately conditioned that Earthworks will be designed and constructed during the operational works phase in accordance with the requirements of the FNQROC Regional Development Manual and Australian Standard AS3798 – 2007 (as amended) “Guidelines on Earthworks for Commercial and Residential Developments”. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO1.6**<br>Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, landscaping or other protective/aesthetic measures. | |
| **Visual Impact and Site Stability** | | |
| **PO2**<br>Filling and excavation are carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised. | **AO2.1**<br>The extent of filling and excavation does not exceed 40% of the site area, or 500m$^2$ whichever is the lesser,<br><br>except that AO2.1 does not apply to reconfiguration of 5 lots or more.<br><br>**AO2.2**<br>Filling and excavation does not occur within 2 metres of the site boundary. | Not applicable |
| **Flooding and drainage** | | |
| **PO3**<br>Filling and excavation does not result in a change to the run off characteristics of a site which then have a detrimental impact on the site or nearby land or adjacent road reserves. | **AO3.1**<br>Filling and excavation does not result in the ponding of water on a site or adjacent land or road reserves.<br><br>**AO3.2**<br>Filling and excavation does not result in an increase in the flow of water across a site or any other land or road reserves.<br><br>**AO3.3**<br>Filling and excavation does not result in an increase in the volume of water or concentration of water in a watercourse and overland flow paths. | Complies – PO3.<br>Filling of the western region of the site will be required to achieve flood immunity. The engineering investigation undertaken by Neon Consulting provides a preliminary assessment of the required earthworks.<br><br>It can be appropriately conditioned that Earthworks will be designed and constructed during the operational works phase in accordance with the requirements of the FNQROC Regional Development Manual and Australian Standard AS3798 – 2007 (as amended) “Guidelines on Earthworks for Commercial and Residential Developments”. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO3.4**<br>Filling and excavation complies with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual. | |
| **Water quality** | | |
| **PO4**<br>Filling and excavation does not result in a reduction of the water quality of receiving waters. | **AO4**<br>Water quality is maintained to comply with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual. | Can be conditioned to comply |
| **Infrastructure** | | |
| **PO5**<br>Excavation and filling does not impact on Public Utilities. | **AO5**<br>Excavation and filling is clear of the zone of influence of public utilities. | Can be conditioned to comply |

## 9.4.5 Infrastructure works code

### 9.4.5.1 Application

(1) This code applies to assessing:

(a) operational work which requires an assessment as a condition of a development permit or is assessable development if this code is identified in the assessment criteria column of a table of assessment;

(b) a material change of use or reconfiguring a lot if:

(i) 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.

Note – The Filling and excavation code applies to operational work for filling and excavation. (2) When using this code, reference should be made to Part 5.

### 9.4.5.2 Purpose

(1) The purpose of the Infrastructure works code is to ensure that development is safely and efficiently serviced by, and connected to, infrastructure.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) the standards of water supply, waste water treatment and disposal, stormwater drainage, local electricity supply, telecommunications, footpaths and road construction meet the needs of development and are safe and efficient;

(b) development maintains high environmental standards;

(c) development is located, designed, constructed and managed to avoid or minimise impacts arising from altered stormwater quality or flow, wastewater discharge, and the creation of non-tidal artificial waterways;

(d) the integrity of existing infrastructure is maintained;

(e) development does not detract from environmental values or the desired character and amenity of an area.

### 9.4.5.3 Criteria for assessment

**Table 9.4.5.3.a – Infrastructure works code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **For self-assessable and assessable development** | | |
| **Works on a local government road** | | |
| **PO1**<br>Works on a local government road do not adversely impact on footpaths or existing infrastructure within the road verge and maintain the flow, safety and efficiency of pedestrians, cyclists and vehicles. | **AO1.1**<br>Footpaths/pathways are located in the road verge and are provided for the hierarchy of the road and located and designed and constructed in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.<br><br>**AO1.2**<br>Kerb ramp crossovers are constructed in accordance with Planning scheme policy SC 5 – FNQROC Regional Development Manual.<br><br>**AO1.3**<br>New pipes, cables, conduits or other similar infrastructure required to cross existing footpaths:<br>(a) are installed via trenchless methods; or<br>(b) where footpath infrastructure is removed to install infrastructure, the new section of footpath is installed to the standard detailed in the Planning scheme policy SC5 – FNQROC Regional Development Manual, and is not less than a 1.2 metre section.<br><br>**AO1.4**<br>Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring:<br>(a) similar surface finishes are used;<br>(b) there is no change in level at joins of new and existing sections; | Complies – PO1 |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (c) new sections are matched to existing in terms of dimension and reinforcement.<br><br>Note – **Error! Reference source not found.** provides guidance on meeting the outcomes.<br><br>**AO1.5**<br>Decks, verandahs, stairs, posts and other structures located in the road reserve do not restrict or impede pedestrian movement on footpaths or change the level of the road verges. | |
| **Accessibility structures** | | |
| **PO2**<br>Development is designed to ensure it is accessible for people of all abilities and accessibility features do not impact on the efficient and safe use of footpaths.<br><br>Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts. | **AO2.1**<br>Accessibility structures are not located within the road reserve.<br><br>**AO2.2**<br>Accessibility structures are designed in accordance with AS1428.3.<br><br>**AO2.3**<br>When retrofitting accessibility features in existing buildings, all structures and changes in grade are contained within the boundaries of the lot and not within the road reserve. | Complies – PO2.<br>The proposed development is for the reconfiguration of land only. Accessibility features will included within the design of future development within the respective lots. |
| **Water supply** | | |
| **PO3**<br>An adequate, safe and reliable supply of potable, fire fighting and general use water is provided. | **AO3.1**<br>The premises is connected to Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;<br><br>or | Complies - AO3.1. The premises will be connected to Council's reticulated water supply. Refer to engineering investigation undertaken by Neon Consulting |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO3.2**<br>Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 10,000 litres of stored water, with a minimum 7,500 litre tank, with the balance from other sources (e.g. accessible swimming pool, dam etc.) and access to the tank/s for fire trucks is provided for each new house or other development. Tank/s are to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive. | |
| **Treatment and disposal of effluent** | | |
| **PO4**<br>Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as a result of increasing the cumulative effect of systems in the locality. | **AO4.1**<br>The site is connected to Council's sewerage system and the extension of or connection to the sewerage system is designed and constructed in accordance with the Design Guidelines set out in Section D7 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;<br><br>or<br><br>**AO4.2**<br>Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the *Environmental Protection Policy (Water) 1997* and the proposed on site effluent disposal system is designed in accordance with the *Plumbing and Drainage Act (2002).* | Complies – AO4.1. The premises will be connected to Council's reticulated sewerage system. Refer to engineering investigation undertaken by Neon Consulting. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **Stormwater quality** | | |
| **PO5**<br>Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by:<br>(a) achieving stormwater quality objectives;<br>(b) protecting water environmental values;<br>(c) maintaining waterway hydrology. | **AO5.1**<br>A connection is provided from the premises to Council's drainage system;<br><br>or<br><br>**AO5.2**<br>An underground drainage system is constructed to convey stormwater from the premises to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.<br><br>**AO5.3**<br>A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 9.4.5.3.b and Table 9.4.5.3.c, reflecting land use constraints, such as:<br>(a) erosive, dispersive and/or saline soil types;<br>(b) landscape features (including landform);<br>(c) acid sulfate soil and management of nutrients of concern;<br>(d) rainfall erosivity.<br><br>**AO5.4**<br>Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan. | Complies – PO5. The engineering investigations undertaken by Neon Consulting confirms that premises can be appropriately drained in accordance with best practices. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO5.5**<br>Development incorporates stormwater flow control measures to achieve the design objectives set out in Table 9.4.5.3.b and Table 9.4.5.3.c, including management of frequent flows, peak flows, and construction phase hydrological impacts.<br><br>Note – Planning scheme policy SC5 – FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the *Environmental Protection Act 1994.*<br><br>Note – During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality. | |
| **Non-tidal artificial waterways** | | |
| **PO6**<br>Development involving non-tidal artificial waterways is planned, designed, constructed and operated to:<br>(a) protect water environmental values;<br>(b) be compatible with the land use constraints for the site for protecting water environmental values;<br>(c) be compatible with existing tidal and non-tidal waterways;<br>(d) perform a function in addition to stormwater management;<br>(e) achieve water quality objectives. | **AO6.1**<br>Development involving non-tidal artificial waterways ensures:<br>(a) environmental values in downstream waterways are protected;<br>(b) any ground water recharge areas are not affected;<br>(c) the location of the waterway incorporates low lying areas of the catchment connected to an existing waterway;<br>(d) existing areas of ponded water are included.<br><br>**AO6.2**<br>Non-tidal artificial waterways are located:<br>(a) outside natural wetlands and any associated buffer areas;<br>(b) to minimise disturbing soils or sediments;<br>(c) to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas. | Not applicable |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO6.3**<br>Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures:<br>(a) there is sufficient flushing or a tidal range of >0.3 m; or<br>(b) any tidal flow alteration does not adversely impact on the tidal waterway; or<br>(c) there is no introduction of salt water into freshwater environments.<br><br>**AO6.4**<br>Non-tidal artificial waterways are designed and managed for any of the following end-use purposes:<br>(a) amenity (including aesthetics), landscaping or recreation; or<br>(b) flood management, in accordance with a drainage catchment management plan; or<br>(c) stormwater harvesting plan as part of an integrated water cycle management plan; or<br>(d) aquatic habitat.<br><br>**AO6.5**<br>The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values.<br><br>**AO6.6**<br>Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway.<br><br>**AO6.7**<br>Aquatic weeds are managed to achieve a low percentage of coverage of the water surface area, and pests and vectors are managed through design and maintenance. | |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **Wastewater discharge** | | |
| **PO7**<br>Discharge of wastewater to waterways, or off site:<br>(a) meets best practice environmental management;<br>(b) is treated to:<br>(i) meet water quality objectives for its receiving waters;<br>(ii) avoid adverse impact on ecosystem health or waterway health;<br>(iii) maintain ecological processes, riparian vegetation and waterway integrity;<br>(iv) offset impacts on high ecological value waters. | **AO7.1**<br>A wastewater management plan is prepared and addresses:<br>(a) wastewater type;<br>(b) climatic conditions;<br>(c) water quality objectives;<br>(d) best practice environmental management.<br><br>**AO7.2**<br>The waste water management plan is managed in accordance with a waste management hierarchy that:<br>(a) avoids wastewater discharge to waterways; or<br>(b) if wastewater discharge cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and ground water. | Complies – PO7. The engineering investigations undertaken by Neon Consulting confirms that premises can be appropriately drained in accordance with best practices. |
| | **AO7.3**<br>Wastewater discharge is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and intensity of algal blooms.<br><br>**AO7.4**<br>Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:<br>(a) avoids lowering ground water levels where potential or actual acid sulfate soils are present; | |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (b) manages wastewater so that:<br>(i) the pH of any wastewater discharges is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium and other metals;<br>(ii) holding times of neutralised wastewater ensures the flocculation and removal of any dissolved iron prior to release;<br>(iii) visible iron floc is not present in any discharge;<br>(iv) precipitated iron floc is contained and disposed of;<br>(v) wastewater and precipitates that cannot be contained and treated for discharge on site are removed and disposed of through trade waste or another lawful method. | |
| **Electricity supply** | | |
| **PO8**<br>Development is provided with a source of power that will meet its energy needs. | **AO8.1**<br>A connection is provided from the premises to the electricity distribution network;<br><br>or<br><br>**AO8.2**<br>The premises is connected to the electricity distribution network in accordance with the Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.<br><br>Note - Areas north of the Daintree River have a different standard. | Complies - AO8.1. The premises will be provided with the appropriate connection to Ergon's supply network. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO9**<br>Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity. | **AO9.1**<br>Pad-mount electricity infrastructure is:<br>(a) not located in land for open space or sport and recreation purposes;<br>(b) screened from view by landscaping or fencing;<br>(c) accessible for maintenance.<br><br>**AO9.2**<br>Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage.<br><br>Note – Pad-mounts in buildings in activity centres should not be located on the street frontage. | Complies - PO9. It is not envisaged that a padmount is required to supply the premises with electricity. The development can be appropriately conditioned that in the event that a padmount is required, the location must be endorsed by Council prior to issue of the development permit for operational works. |
| **Telecommunication** | | |
| **PO10**<br>Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority. | **AO10**<br>The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority. | Complies - AO10. The premises will be provided with the required connection to telecommunication infrastructure. |
| **PO11**<br>Provision is made for future telecommunications services (e.g. fibre optic cable). | **AO11**<br>Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual. | Complies - AO11.Can be conditioned to comply. |
| **Road construction** | | |
| **PO12**<br>The road to the frontage of the premises is constructed to provide for the safe and efficient movement of:<br>(a) pedestrians and cyclists to and from the site;<br>(b) pedestrians and cyclists adjacent to the site;<br>(c) vehicles on the road adjacent to the site;<br>(d) vehicles to and from the site;<br>(e) emergency vehicles. | **AO12.1**<br>The road to the frontage of the site is constructed in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning scheme policy SC5 – FNQROC Regional Development Manual, for the particular class of road, as identified in the road hierarchy. | Complies PO12. The access to the site will be upgraded in accordance with the relevant requirements and would be subject to subsequent application for operational works. Refer to engineering investigation undertaken by Neon Consulting. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | **AO12.2**<br>There is existing road, kerb and channel for the full road frontage of the site.<br><br>**AO12.3**<br>Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles. | |
| **Alterations and repairs to public utility services** | | |
| **PO13**<br>Infrastructure is integrated with, and efficiently extends, existing networks. | **AO13**<br>Development is designed to allow for efficient connection to existing infrastructure networks. | The development can be conditioned to comply. Details of the connections will be detailed in the subsequent operational works application. |
| **PO14**<br>Development and works do not affect the efficient functioning of public utility mains, services or installations. | **AO14.1**<br>Public utility mains, services and installations are not required to be altered or repaired as a result of the development;<br><br>or<br><br>**AO14.2**<br>Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual. | The development can be conditioned to comply. Details of the connections will be detailed in the subsequent operational works application. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **Construction management** | | |
| **PO15**<br>Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained. | **AO15**<br>Works include, at a minimum:<br>(a) installation of protective fencing around retained vegetation during construction;<br>(b) erection of advisory signage;<br>(c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation;<br>(d) removal from the site of all declared noxious weeds. | The development can be conditioned to comply. Details of the connections will be detailed in the subsequent operational works application. |
| **PO16**<br>Existing infrastructure is not damaged by construction activities. | **AO16**<br>Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy SC5 – FNQROC Regional Development Manual.<br><br>Note - Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994. | The development can be conditioned to comply. Details of the connections will be detailed in the subsequent operational works application. |
| **For assessable development** | | |
| **High speed telecommunication infrastructure** | | |
| **PO17**<br>Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure. | **AO17**<br>No acceptable outcomes are prescribed. | The development can be conditioned to comply. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **Trade waste** | | |
| **PO18**<br>Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that:<br>(a) off-site releases of contaminants do not occur;<br>(b) the health and safety of people and the environment are protected;<br>(c) the performance of the wastewater system is not put at risk. | **AO18**<br>No acceptable outcomes are prescribed. | Not applicable |
| **Fire services in developments accessed by common private title** | | |
| **PO19**<br>Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently. | **AO19.1**<br>Residential streets and common access ways within a common private title places hydrants at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground.<br><br>**AO19.2**<br>Commercial and industrial streets and access ways within a common private title serving commercial properties such as factories and warehouses and offices are provided with above or below ground fire hydrants located at not more than 90 metre intervals and at each intersection. Above ground fire hydrants have dual-valved outlets. | The development can be conditioned to comply. Details of the connections will be detailed in the subsequent operational works application. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO20**<br>Hydrants are suitable identified so that fire services can locate them at all hours.<br><br>Note – Hydrants are identified as specified in the Department of Transport and Main Roads Technical Note: 'Identification of street hydrants for fire fighting purposes' available under 'Publications'. | **AO20**<br>No acceptable outcomes are prescribed. | The development can be conditioned to comply. |

## 9.4.7 Reconfiguring a lot code

### 9.4.7.1 Application

(1) This code applies to assessing reconfiguring a lot if:

(a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment;

(b) impact assessable development, to the extent relevant.

(2) When using this code, reference should be made to Part 5.

### 9.4.7.2 Purpose

(1) The purpose of the Reconfiguring a lot code is to regulate development for reconfiguring a lot.

(2) The purpose of the code will be achieved through the following overall outcomes:

(a) development results in a well-designed pattern of streets supporting walkable communities;

(b) lots have sufficient areas, dimensions and shapes to be suitable for their intend use taking into account environmental features and site constraints;

(c) road networks provide connectivity that is integrated with adjoining existing or planned development while also catering for the safe and efficient access for pedestrians, cyclists and for public transport;

(d) lots are arranged to front all streets and parkland such that development enhances personal safety, traffic safety, property safety and security; and contributes to streetscape and open space quality;

(e) development does not diminish environmental and scenic values, and where relevant, maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore, in a way that protects natural resources;

(f) people and property are not placed at risk from natural hazards;

(g) a range of functional parkland, including local and district parks, major areas of parkland with a region-wide focus and open space links are available for the use and enjoyment of residents and visitors to the region;

(h) the appropriate standard of infrastructure is provided.

### 9.4.7.3 Criteria for assessment

**Table 9.4.7.3.a – Reconfiguring a lot code – assessable development**

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **General lot design standards** | | |
| **PO1**<br>Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5. | **AO1**<br>No acceptable outcomes are prescribed. | **Complies PO1**<br>The proposed subdivision is for seven (7) standard form lots with common property. Each lot area is as follows:<br>• Proposed Lot 1 – 1,630m²<br>• Proposed Lot 2 – 1,788m²<br>• Proposed Lot 3 – 1,404m²<br>• Proposed Lot 4 – 1,334m²<br>• Proposed Lot 5 – 1,832m²<br>• Proposed Lot 6 – 1,859m²<br>• Proposed Lot 7 – 2,327m²<br>• Common Property – 5,274m²<br>The subject site is within a Medium Density Residential Zone which requires a minimum lot area of 1,000m². |
| **PO2**<br>New lots are generally rectangular in shape with functional areas for land uses intended by the zone. | **AO2**<br>Boundary angles are not less than 45 degrees. | **Complies PO2**<br>The proposed lots are generally rectangular in shape and are appropriate to accommodate medium density residential land uses.<br>Arrangement of lots allows for vehicular access and manoeuvring through common property. |
| **PO3**<br>Lots have legal and practical access to a public road. | **AO3**<br>Each lot is provided with:<br>(a) direct access to a gazetted road reserve; or<br>(b) access to a gazetted road via a formal access arrangement registered on the title. | **Complies PO3**<br>The proposed subdivision is for seven (7) standard form lots with common property. Access to the subject site is via the existing public service road off Port Douglas Road. Sufficient area is reserved by common property to allow internal movement and access to each proposed lot.<br>As the proposal involves the reconfiguration of land only, no detailed access design has been included. Design will be subject to subsequent development applications. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO4**<br>Development responds appropriately to its local context, natural systems and site features. | **AO4**<br>Existing site features such as:<br>(a) significant vegetation and trees;<br>(b) waterways and drainage paths;<br>(c) vistas and vantage points are retained and/or are incorporated into open space, road reserves, near to lot boundaries or as common property. | **Complies PO4**<br>The proposal is for the reconfiguration of land to provide appropriate lots for the intended land use of the medium density residential zone.<br><br>The configuration of the proposed lots responds to neighbouring built forms. No built design is proposed at this stage and this will be subject to subsequent development applications. |
| **PO5**<br>New lots which have the capability of being further reconfigured into smaller lots at a later date are designed to not compromise ultimate development outcomes permitted in the relevant zone. | **AO5**<br><br>The ability to further reconfigure land at a later date is demonstrated by submitting a concept plan that meets the planning scheme requirements for the applicable Zone. | **Complies PO5**<br>The proposal is for the reconfiguration of land to provide appropriate lots for the intended development outcomes of the medium density residential zone.<br><br>Building designs are subject to subsequent development applications and will be assessed against the Planning Scheme requirements and applicable zone codes. |
| **PO6**<br>Where existing buildings or structures are to be<br><br>retained, development results in:<br><br>(a) boundaries that offer regular lot shapes and usable spaces;<br><br>(b) existing improvements complying with current building and amenity standards in relation to boundary setbacks. | **AO6**<br><br>Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater. | **Not applicable**<br>The subject site is cleared of all buildings and structures. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO7**<br><br>Where rear lots are proposed, development:<br><br>(a) provides a high standard of amenity for residents and other users of the site and adjoining properties;<br><br>(b) positively contributes to the character of adjoining properties and the area;<br><br>(c) does not adversely affect the safety and efficiency of the road from which access is gained. | **AO7.1**<br><br>Where rear lots are to be established:<br><br>(a) the rear lot is generally rectangular in shape, avoiding contrived sharp boundary angles;<br><br>(b) no more than 6 lots directly adjoin the rear lot;<br><br>(c) no more than one rear lot occurs behind the road frontage lot;<br><br>(d) no more than two access strips to rear lots directly adjoin each other;<br><br>(e) access strips are located only on one side of the road frontage lot.<br><br>**AO7.2**<br><br>Access strips to the rear lot have a minimum width dimension of:<br><br>(a) 4.0 metres in Residential Zones.<br><br>(b) 8.0 metres in Industrial Zones category.<br><br>(c) 5.0 metres in all other Zones.<br><br>Note - Rear lots a generally not appropriate in non-Residential or non-Rural zones.<br><br>**AO7.3** | Not applicable<br><br>No rear lots are proposed. |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | Access strips are provided with a sealed pavement of sufficient width to cater for the intended traffic, but no less than: | |
| **Structure plans** | | |
| Additional requirements for:<br>(a) a site which is more than 5,000m$^2$ in any of the Residential zones; or within these zones, and<br>(b) creates 10 or more lots; or<br>(c) involves the creation of new roads and/or public use land.<br>or<br>(d) For a material change of use involving:<br>(i) preliminary approval to vary the effect of the planning scheme; (ii) establishing alternative Zones to the planning scheme.<br>Note - This part is to be read in conjunction with the other parts of the code | | |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO8**<br><br>A structure plan is prepared to ensure that<br><br>neighbourhood design, block and lot layout, street network and the location and provision on any open space recognises previous planning for the area and its surroundings, and integrates appropriately into its surroundings. | **AO8.1**<br><br>Neighbourhood design, lot and street layout, and open space provides for, and integrates with, any:<br><br>(a) approved structure plan;<br><br>(b) the surrounding pattern of existing or approved subdivision.<br><br>Note - Planning scheme policy SC14– Structure planning provides guidance on meeting the performance outcomes.<br><br>**AO8.2**<br><br>Neighbourhood design, lot and street layouts enable future connection and integration with adjoining undeveloped land. | **Not applicable** |
| **PO9**<br>Neighbourhood design results in a connected<br><br>network of walkable streets providing an easy choice of routes within and surrounding the neighbourhood. | **AO9.1**<br><br>Development does not establish cul-de-sac streets unless:<br><br>(a) cul-de-sacs are a feature of the existing pattern of development in the area; | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| | (b) there is a physical feature or incompatible zone change that dictates the need to use a cul-de- sac streets.<br><br>**AO9.2**<br><br>Where a cul-de-sac street is used, it:<br><br>(a) is designed to be no longer than 150 metres in<br><br>length;<br><br>(b) is designed so that the end of the cul-de-sac is visible from its entrance;<br><br>(c) provides connections from the top of the cul- de-sac to other streets for pedestrians and cyclists, where appropriate.<br><br>**AO9.3** | |
| **PO10**<br>Neighbourhood design supports diverse<br><br>housing choices through block sizes and lot design. In developing areas, significant changes in lot size and frontage occur at the rear of lots rather than on opposite sides of a street. | **PO10**<br><br>No acceptable outcomes are prescribed. | **Not applicable** |

| Performance outcomes | Acceptable outcomes | Applicant response |
|---|---|---|
| **PO11**<br>Provision of physical and social infrastructure in<br>developing residential neighbourhoods is facilitated through the orderly and sequential development of land.<br><br>Note - Part 4 – Local government infrastructure plan may identify specific levels of infrastructure to be provided within development sites. | **AO11.1**<br>New development adjoins adjacent existing or approved urban development.<br><br>**AO11.2**<br>New development is not established beyond the identified Local government infrastructure plan area. | **Not applicable** |
| **Urban parkland and environmental open space** | | |
| **PO12**<br>Where appropriate development maintains and<br>enhances public access and use of natural areas, rivers, dams, creeks and the foreshore. | **AO12**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **PO13**<br>Development provides land to:<br>(a) meet the recreation needs of the<br>community;<br>(b) provide an amenity commensurate with the structure of neighbourhoods and land uses in the vicinity; and adjacent to open space areas;<br>(c) provide for green corridors and linkages. | **AO13**<br>No acceptable outcomes are prescribed.<br><br>Note - Part 4 – Priority infrastructure plan and Planning scheme policy SC14 – Structure Plans provides guidance in providing open space and recreation land. | **Not applicable** |

| | | |
|---|---|---|
| **AO14**<br>Lot size, dimensions, frontage and orientation<br><br>permits buildings to be established that will facilitate casual surveillance to urban parkland and environmental open space. | **AO14.1**<br><br>Urban parkland is regular in shape.<br><br>**AO14.2**<br><br>At least 75% of the urban parkland's frontage is provided as road.<br><br>**AO14.3**<br><br>Urban parkland and environmental open space areas are positioned to be capable of being overlooked by surrounding development.<br><br>**AO14.4**<br><br>Surrounding lots are orientated so that facades will front and overlook the urban parkland and environmental open space.<br><br>**AO14.5**<br><br>The number of lots that back onto, or are side-orientated to the urban parkland and environmental open space is minimised.<br><br>  <br><br>Inconsistent design solution - low total number of lots complying with the acceptable outcomes. | **Not applicable** |

| Performance outcomes | Acceptable outcomes |
|---|---|

| | | |
|---|---|---|
| |  <br>Consistent design solution - high total number of lots complying with the acceptable outcomes. | |
| **Private subdivisions (gated communities)** | | |
| **PO15**<br>Private subdivisions (gated communities) do not<br>compromise the establishment of connected and integrated infrastructure and open space networks. | **PO15**<br>No acceptable outcomes are prescribed. | **Complies PO15**<br>The proposed development does not compromise on any infrastructure, transport, or open space networks. |
| **Additional requirements for reconfiguration involving the creation of public streets or roads** | | |
| **PO16**<br>The function of new roads is clearly identified<br>and legible and provides integration, safety and convenience for all users. | **AO16**<br>No acceptable outcomes are prescribed.<br><br>Note - The design and construction standards are set out in Planning scheme policy SC5 – FNQROC Regional Development Manual, with reference to the specifications set out in Sections D1 and D3. | **Not applicable** |
| **PO17**<br>Street design supports an urban form that<br>creates walkable neighbourhoods. Street design:<br>(a) is appropriate to the function(s) of the street;<br>(b) meets the needs of users and gives priority to the needs of vulnerable users. | **AO17**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **Public transport network** | | |

| | | |
|---|---|---|
| **PO18**<br>Development provides a street pattern that<br>caters for the extension of public transport<br>routes and infrastructure including safe pedestrian pick-up and set-down up facilities. | **AO18**<br>No acceptable outcomes are prescribed. | **Not applicable** |
| **Pest plants** | | |
| **PO19**<br>Development activities and sites provide for the<br>removal of all pest plants and implement ongoing measures to ensure that pest plants do not reinfest the site or nearby sites.<br><br>Editor's note - This does not remove or replace all land owner's obligations or responsibilities under the Land Protection (Pest and Stock Route Management) Act 2002. | **AO19**<br>Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to earthworks commencing.<br><br>Note - A declaration from an appropriately qualified person validates the land being free from pest plants.<br>Declared pest plants include locally declared and State declared<br>pest plants. | **Not applicable**<br>The site is cleared of vegetation and structures. AO noted. |

# APPENDIX E

brazier motti

NEON CONSULTING

# 111-119 Port Douglas Road

## Engineering Services Report

**029-2404-R-001| Revision C**

**10 December 2024**

**Obray Pty Ltd**

| | |
|---|---|
| Project Name | 111-119 Port Douglas Road |
| Project Address | 111-119 Port Douglas Road, Port Douglas (Lot 3 on RP729991) |
| Project No: | 029-2404 |
| Document Title: | Engineering Services Report |
| Document No.: | 029-2404-R-001 |
| Revision: | C |
| Date: | 10/12/2024 |
| Client Name: | Obray Pty Ltd |

Report prepared by
Craig Caplick | Principal Engineer | RPEng RPEQ 25102 | +61 402 568 698 | Craig@ConsultNeon.com.au

## Revision History

| Rev | Date | Description |
|---|---|---|
| A | 22/11/2024 | Draft |
| B | 29/11/2024 | For Approval |
| C | 10/12/2024 | Client Updated |

## Contents

# 1. Introduction

Neon Consulting has been engaged to prepare an Engineering Services Report to support a Development Application for a development at 111-119 Port Douglas Road, Port Douglas (Lot 3 on RP729991).

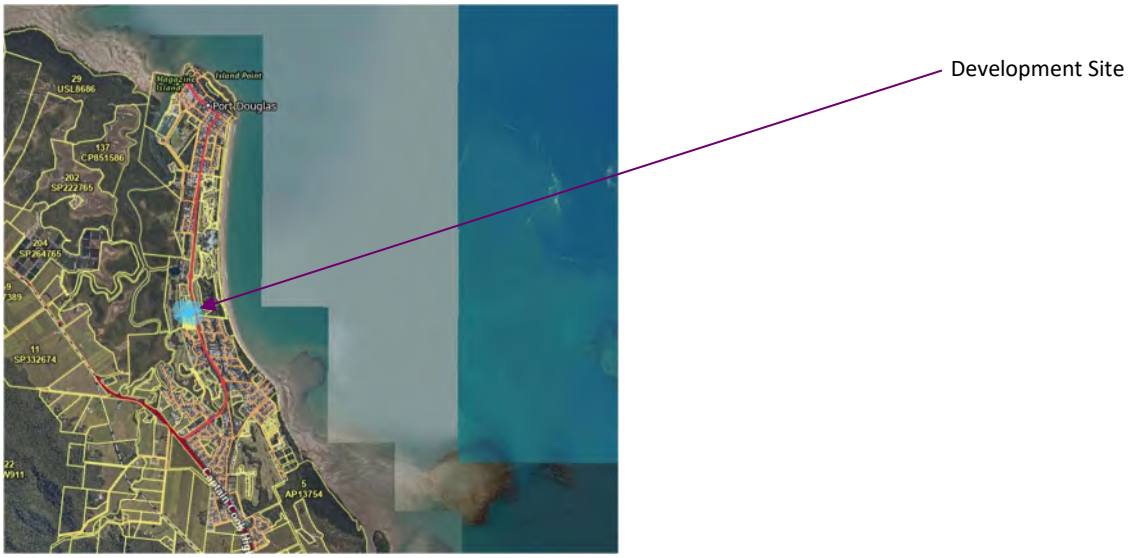



**Figure 1 - Locality Aerial Image (image sourced from Qld Globe)**


**Figure 2 - Project Site Aerial Image (image sourced from Qld Globe)**

The development proposal is for a residential development. Appendix A contains the architectural plans of the preliminary development layout. The following report addresses the civil engineering elements of a development application to determine the development constraints, in particular:

- Traffic and Access
- Wastewater Disposal
- Water Supply
- Site Grading
- Stormwater and Flooding
- Electrical and Telecommunications

In 2021, Council approved (OP4246/2021) a Retirement Village on the site, a copy of the decision notice is included in Appendix B. The development currently proposed generally follows the engineering principles proposed in the previous approval with respect to site grading, access, water and sewer. With respect to stormwater, the current development is proposing to remove the on-site detention basin.

# 2. Site Grading and Clearing

The development site is presently undeveloped and is bounded by Port Douglas Road to the east, Mirage Country Club to the west and tourist accommodation to the north (Oaks Resort) and south (Reef Resort). Detailed survey shows that the site generally falls from east to west.

The site layout has been developed through preliminary design options to provide efficient earthworks, stormwater and sewer outcomes. The development can provide a building envelope with a Finished Floor Level (FFL) above the 1% Annual Exceedance Probability (AEP) water surface level.

The earthwork philosophy is to achieve the project goals while also achieving the following;

- Compliance with the FNQROC Development Manual - Design Guideline D2
- Flood immunity
- Stormwater drainage compliant with FNQROC Development Manual - Design Guideline D4 and QUDM
- Provision of gravity sewer to the proposed pump station.
- Efficient and economical design

Earthwork compaction testing will comply with AS3798 – Guidelines on Earthworks for Commercial and Residential Development and the Far North Queensland Regional Organisation of Councils (FNQROC) Design Guideline D2. Topsoil from the site will be stockpiled before earthworks and spread over the zones identified for grass and landscaping.

## 2.1 Acid Sulfate Soils

The development is located at less than RL 5m and within the Acid Sulfate Soils overlay. An appropriate Acid Sulfate Soils Management Plan should be implemented during any excavation activities.

## 2.2 Erosion and Sediment Control

The development will be programmed so that the restoration of ground cover by paving or revegetation is complete within the shortest period of time and by avoiding the tropical wet season. Potential causes of erosion for this site by wind erosion or precipitation are:

- Stripping and removal of topsoil
- Removal of fill
- Other earthwork operations
- Heavy vehicle use on-site

A compliant erosion and sediment control strategy will be provided at the operational works stage to meet the requirements below. The contractor will revise these plans prior to commencing on-site. No clearing is required to be undertaken unless preceded or accompanied by the installation of adequate runoff and sediment control measures.

Following practical completion of the project, a minimum of 70% coverage of all soil with ground cover (i.e. topsoiling and seeding) shall be provided within 30 calendar days.

During the construction phases, water spraying will be used with care to act as a dust suppression method.

### 2.2.1 Monitoring and Maintenance Programs

Water discharge from the site will adhere to a total suspended solid content of less than 50 milligrams per litre and a pH range of between 6.5 and 8.5 at all times. If the pH of the flocculated water is not achieved, then pH adjustments will be required. This could possibly be done by a dosing of lime.

Site personnel will inspect all erosion and control measures at least at the following frequencies:

- Daily during construction works,
- Weekly when construction works are not happening,
- Within 24 hours of expected rain, and
- Within 18 hours of an impacting rainfall event.

All erosion and sediment control measures that have an order of efficiency below 75% will be corrected by the end of that working day

# 3. Wastewater Disposal

The development does not have economical access to the municipal sewer gravity network. A new private sewer pump station will be required to provide gravity sewer from the new lots to the pump station. It is proposed that the pump station discharge to the Council system via the 300mm sewer main in Port Douglas Road generally in accordance with the previous approval.

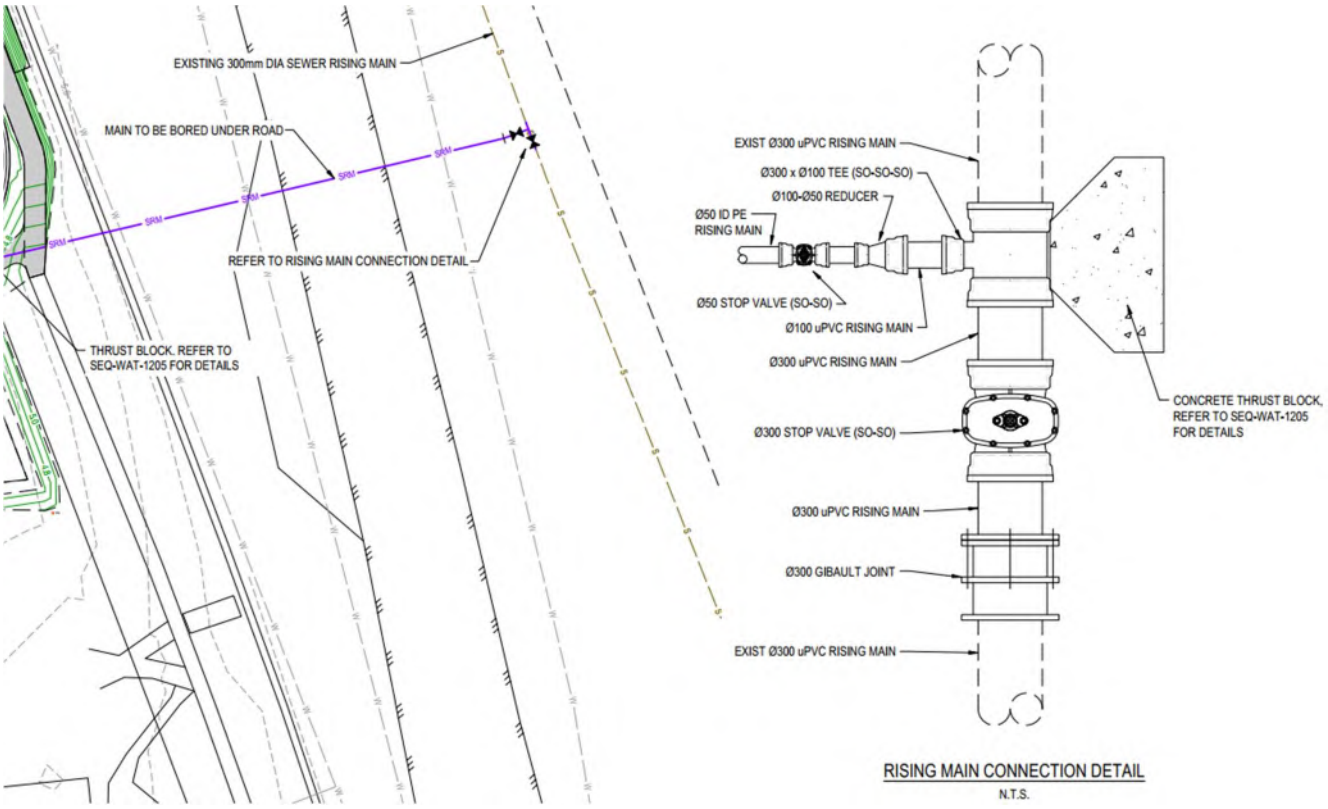



**Figure 3 –Rising Main Connection from Previous Approval (Appendix B)**

The detail behind connection and design works will be resolved with Council officers during the Operational Works phase, which is typical for this type of development.

The concept engineering plans in Appendix C show the proposed location for the sewer network for the proposed layout. Additional connections within the superlots are expected but will be subject to future applications.

Although the development site is not currently supplied with a sewer connection, it is within the catchment and can be serviced. Based on the above assessment, it is concluded that the existing sewer network can service this development under the statutory requirements.

# 4. Potable and Firefighting Water

The development is located within and can be serviced by the municipal water network. The nearest and most logical point of connection is the 100mm main at the Port Douglas Road frontage. This corresponds to the previous approval

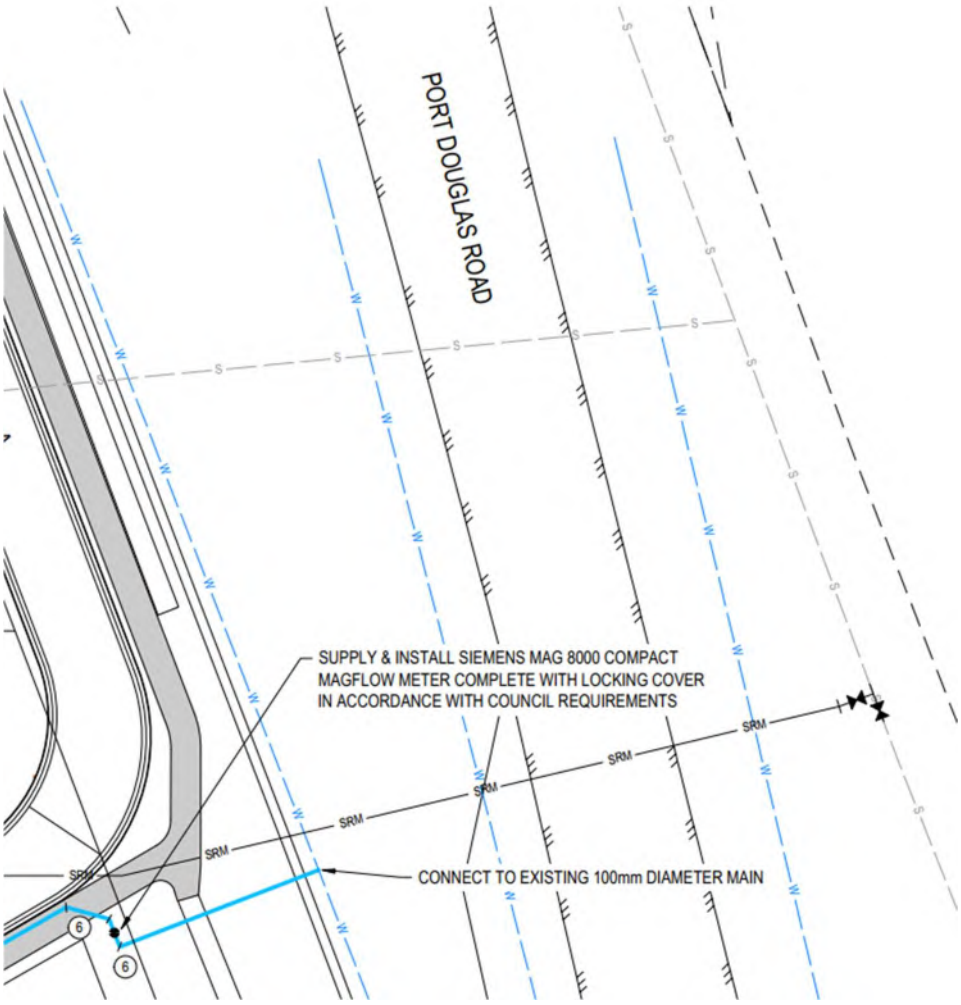



**Figure 4 –Water Main Connection from Previous Approval (Appendix B)**

It is anticipated that sufficient pressure is available within the network per to the previous approval but this will be confirmed by hydrant testing during the operational works design phase to understand details on the existing system pressure. This will inform the development water reticulation network design such that adequate pressure can be provided for water supply and fire fighting.

The concept engineering plans in Appendix C show the proposed water network.

Based on the above assessment, it is concluded that the existing water network can service this development in accordance with the statutory requirements.

# 5. Stormwater and Flooding

The site for the Port Pacific Development is to the west of Port Douglas Road bounded by The Oaks to the north, the Mirage Country Club to the west and Reef Resort to the south.


**Figure 5 –Aerial image of site (Qld Globe)**

## 5.1 Regional Flooding and Storm Tide

The Douglas Shire Council "Flood and Storm Tide Inundation Overlay Map – Sheet FST-019" show that the western boundary of the proposed development site straddles the medium hazard and high hazard storm tide inundation areas documented. The overlay map also identifies that the western site boundary straddles the 100-year ARI flood event. Assessment of the overlay extent provides an approximate 100-year ARI level of 2.8m RL when considering the site survey.

The development is outside the catchment flow path, so any filling to achieve flood immunity will be within areas of low velocity and will have minimal impact on surrounding properties.

Councils 2100 Storm tide mapping (Appendix D) show the Year 2100 1% AEP with Sea Level Rise of 0.8m as RL 2.807m.

In accordance with the requirements of Douglas Shire Council's planning scheme policy, flood immunity is required for the proposed habitable floor levels against the 100-year flood event. Building levels are to be set to achieve this immunity, plus a 500mm freeboard, thereby being no lower than 3.107m AHD.

## 5.2 Local Drainage

The proposed development the subject site, will increase runoff from the site due to an increase in impervious areas from the current undeveloped state. Due to the topography and built form, no stormwater capacity is available on Port Douglas Road with the road discharging through the site and falling west to the Mirage Country Club

The following review is to determine the impact of the proposed development (creation of additional impervious areas in the form of roofs, pavements, etc increasing runoff) against the existing site stormwater discharge characteristics and provide advice for potential on-site mitigation measures such as stormwater detention, stormwater treatment and energy dissipation so as to not alter the site's stormwater drainage characteristics for the post-development case.

### 5.2.1 Pre-development

In the pre-development state, a fraction impervious of 0.2 has been adopted due to the minimal amount of development intensity. (Notably, the site is currently zoned 'Tourist Accommodation', which would normally correspond to a fraction impervious in the order of 70%. Adopting a fraction impervious (fi) of 20% for the pre-development calculation is considered a conservative approach for these calculations based on the current development potential within the medium-density residential zoning)

The site generally falls east to west, with overland runoff contributing to the neighbouring golf course. Properties in the vicinity have an identical drainage regime, falling east -> west towards the Mirage Country Club golf course. It is noted that formal easements do not exist over the golf course property for drainage or other purposes for any of the flow paths through the property, but the Council would require an application for any fundamental changes to the golf course stormwater flows via an Operational Works Application. The applicant has previously engaged with the Mirage Country Club to attempt to obtain tenure

The golf course has lakes and low-lying areas on the common boundary, with natural streams and man-made ponds linked by small culverts. The culverts are estimated to have minimal capacity and are conservatively ignored for the purposes of this review.

The catchment plan (see SK-0002) generally shows the greater drainage regime and highlights the extent of catchment potentially influenced by increased impervious areas. The 'tipping' point of the catchment, which is identified as RL 2.23m. (See SK-0004 and SK-0005), has been determined from a review of the available data (lidar and detail surveys) and ground-truthing of the site.

The peak discharge for a 1% AEP rainfall event for the existing conditions is calculated as **6.77m$^3$/s**.

### 5.2.2 Post-development

The proposed lots will be graded so that they fall to the proposed road with the drainage philosophy based on the following:

- Site run-off to be directed to common property road area;
- Flows will be conveyed within the road carriageway westward to drainage inlet pits;
- Drainage inlet pits will capture the flow and direct it into an underground drainage network;
- The underground drainage network will direct flow westward as illustrated in Appendix C.

The major event drainage philosophy will be based on conveying surface flows via the new road to the existing outlets. The proposed road will take the balance of the 1% AEP rainfall event that is not conveyed within the underground drainage network.

The stormwater design will be undertaken using the Rational Method in accordance with the FNQROC Regional Development Manual, the Queensland Urban Drainage Manual and Council's requirements. Consideration will also be given to impacts of severe storms in accordance with the requirements of the Queensland Urban Drainage Manual.

In the post-development state, a fraction impervious of 84% has been adopted to estimate the ultimate development intensity allowing for buildings, roads, driveways, verges and landscaping.

Refer to SK-0001 and SK-0002 showing the extent of the pre and post-development catchments with the corresponding fraction impervious values)

The peak discharge for a 1% AEP rainfall event for the post-development conditions is calculated as **6.86m³/s**.

### 5.2.3 Impact of increase downstream

If we ignore all storage and all pipe flow (the most conservative assumptions to assess the potential impacts), we calculate that the flow depth through the golf course increases by 1mm in the post-development case for the 1% AEP event (RL 2.412m to RL 2.413m). This is due to the wide flow over multiple weirs. This is considered a negligible impact that does not require a stormwater detention system.

### 5.2.4 Summary of Impact to Downstream

**Peak Discharge**

A stormwater detention system could be provided similar to the previous approval on-site to store a volume of stormwater on-site while limiting the peak discharge from the site to pre-development levels. This will ensure that the peak flows downstream are not increased as a result of the development.

It is calculated that peak 1% AEP discharge increases from 6.77m³/s to 6.86m³/s (90 L/s) for the downstream catchment. Ignoring all existing natural and formed detention storage and lakes in the system as well as pipe flow (the most conservative assumption to assess the potential impacts), we calculate that the flow depth through the golf course increases by 1mm in the post-development case for the 1% AEP event.

This is considered a negligible impact that will not adversely impact or nuisance to any downstream properties. It is therefore considered that the development should not require a stormwater detention system.

**Flow velocity**

The outlet of the development stormwater can be provided with energy dissipation measures and scour protections to ensure that flows from the site will not have increased velocity. Energy dissipation will decrease the potential for erosion or damage to the downstream property to the pre-development state. The proposed outlet is located a location where the existing runoff from the site and the Oaks Resort outlet.

**Water Quality**

The development should provide stormwater treatment to ensure that the downstream water quality is not impacted by the development. The treatment measures can be incorporated in detailed design documentation as they will need to be coordinated with 3-dimensional design and landscaping design.

**Adverse Impact on future use**

The development site and all neighbouring properties discharge stormwater into the golf course property. The proposed development will have a negligible increase to the flows across the golf course. Any future changed use of the golf course would require application to council which would include mitigation measures for all of the stormwater flow paths over the site and likely flood modelling.

**Lawful point of discharge test**

It is considered that by controlling the velocity of outflows and the quality of runoff so as to not cause an actionable nuisance to the downstream property, the development can achieve a lawful point of discharge to the west of the site (the existing discharge) by achieving criteria (i) of the Queensland Urban Drainage Manual lawful point of discharge test.

## 5.3 Summary

Based on the above assessment, it is concluded that the development can be constructed to be immune from flooding and that the stormwater runoff from the site can be directed to the lawful point of discharge.

# 6. Traffic and Access

## 6.1 Site Access

The applicant held discussions with the Department of Transport and Main Roads during the preparation of the previous approval. Direct access to Port Douglas Road was not supported with access to be provided from the existing service road and providing additional width to the service road as required. The proposed road access shown in Appendix C is generally in accordance with the previous approval. The internal road network has been amended to reflect the proposed development layout.

## 6.2 Car Parking

Parking will be available within the common property road and internal to the superlot developments as required to comply with the Douglas Shire Council Planning Scheme requirements.

## 6.3 Design Vehicle

The internal road network will be designed to accommodate a service vehicle to allow for internal servicing and refuse collection as required.

## 6.4 Pavement

The road pavements will be designed and constructed in accordance with the FNQROC Development Manual and good engineering practices from either asphalt-surfaced granular pavements or concrete pavement to accommodate the development requirements.

## 6.5 Safety

Access to the internal road network will be provided with sufficient sight distance for safe stopping in accordance with AS 2890.1

# 7. Electricity and Telecommunication

Electricity supply and road lighting infrastructure is located within the surrounding roads. Power and communications will be provided as required by the respective authorities to service the development.

Intent to Supply offers from electrical and telecommunication providers will be provided to Council during the future project phases.

# 8. Recommendations

Based on the assessments and information collated in this report, it is concluded that this development can be serviced in accordance with the statutory requirements and appropriate engineering solutions. In summary;

- The development can achieve immunity to the 1% AEP flood and storm tide.
- Earthworks, imported fill and site re-grading, can be achieved in accordance with FNQROC Development requirements.
- Stormwater runoff from the site and the external catchments can maintain the existing lawful discharge to the west.
- Access to the site will be via the existing service road.
- A new private sewer pump station is required to provide sewer to the new lots.
- Connection to the Council's potable water network is available and should achieve the required pressure.
- The site has access to nearby electrical networks to provide connection.

With respect to the Civil Engineering constraints assessed in this report, the development should be approved under standard, relevant, and reasonable conditions.

# Appendix A. Development Layout


HUNT DESIGN

# MASTER PLAN - SUPERLOTS

PROPOSED NEW DEVELOPMENT AT 111-119 PORT DOUGLAS ROAD, PORT DOUGLAS, QLD - LOT 3 RP72991

WORK IN PROGRESS - SUBJECT TO CHANGE

COMMERCIAL IN CONFIDENCE

21/11/2024

PR2_V2

# Appendix B. Previous Approval

DOUGLAS SHIRE COUNCIL

PO Box 723 Mossman Qld 4873
www.douglas.qld.gov.au
enquiries@douglas.qld.gov.au
ABN 71 241 237 800

Administration Office
64 - 66 Front St Mossman
P 07 4099 9444
F 07 4098 2902

14 September 2021

**Enquiries:** Neil Beck
**Our Ref:** OP 2021_4246/1 (1035782)
**Your Ref:** MCUC 2020_3524

Port Pacific Developments
C/-Civil Walker Consulting Engineers
PO Box 542
CLIFTON BEACH QLD 4879

Dear Daryl,

**Development Application for Operational Works (Retirement Village)**
**At 111-119 Port Douglas Road PORT DOUGLAS**
**On Land Described as LOT: 3 RP: 729991**

Please find attached the Decision Notice for the above-mentioned development application.

Please quote Council's application number: OP4246/2021 in all subsequent correspondence relating to this development application.

Also find attached a 'Pre-Start' meeting template, which identifies the information that must be provided for Council approval, prior to the commencement of works.

The template also provides the Consulting Engineer with a format for conducting the meeting. An invitation to attend the meeting must be sent to Council's representative Neil Beck on telephone number 07 4099 9451, giving at least five (5) working days notification if possible.

In addition to the Decision Notice, Council provides the following 'Advice Statement' which relates to issues that are relevant to the proposed works:

1. The Consulting Engineer is to present all contractors with a copy of this Decision Notice and the Council approved plans, prior to the commencement of works.

Should you require any clarification regarding this, please contact Neil Beck on telephone 07 4099 9451.

Yours faithfully

***For***
**Paul Hoye**
**Manager Environment & Planning**

encl.

- Decision Notice
    - Approved Drawings
- Advice For Making Representations and Appeals

# Decision Notice

Approval (with conditions)

***Given under section 63 of the Planning Act 2016***

## Applicant Details

| | |
|---|---|
| Name: | Port Pacific Developments |
| Postal Address: | C/-Civil Walker Consulting Engineers<br>PO Box 542<br>CLIFTON BEACH QLD 4879 |
| Email: | daryl@civilwalker.com.au |

## Property Details

| | |
|---|---|
| Street Address: | 111-119 Port Douglas Road PORT DOUGLAS |
| Real Property Description: | LOT: 3 RP: 729991 |
| Local Government Area: | Douglas Shire Council |

## Details of Proposed Development

Development Permit for Operational Works (Retirement Village)

## Decision

| | |
|---|---|
| Date of Decision: | 14 September 2021 |
| Decision Details: | Approved (subject to conditions) |

## Approved Drawing(s) and/or Document(s)

Copies of the following plans, specifications and/or drawings are enclosed.

| **Drawing No.** | **Description** |
|---|---|
| 188-002-C01 | COVER SHEET, DRAWING INDEX & LOCALITY |
| 188-002-C02 | IMPORTANT NOTES |
| 188-002-C03 | GENERAL ARRANGEMENT - SHEET 1 OF 2 |
| 188-002-C04 | GENERAL ARRANGEMENT - SHEET 2 OF 2 |

| | |
|---|---|
| 188-002-C05 | EARTHWORKS - SHEET 1 OF 2 |
| 188-002-C06 | EARTHWORKS - SHEET 2 OF 2 |
| 188-002-C07 | TYPICAL SECTIONS & DETAILS - SHEET 1 OF 2 |
| 188-002-C08 | TYPICAL SECTIONS & DETAILS - SHEET 2 OF 2 |
| 188-002-C09 | INTERSECTION DETAILS |
| 188-002-C10 | ROAD A LONGITUDINAL SECTION - SHEET 1 OF 2 |
| 188-002-C11 | ROAD A LONGITUDINAL SECTION - SHEET 2 OF 2 |
| 188-002-C12 | ROAD A CROSS SECTIONS - SHEET 1 OF 2 |
| 188-002-C13 | ROAD A CROSS SECTIONS - SHEET 2 OF 2 |
| 188-002-C14 | STORMWATER DRAINAGE LAYOUT - SHEET 1 OF 2 |
| 188-002-C15 | STORMWATER DRAINAGE LAYOUT - SHEET 2 OF 2 |
| 188-002-C16 | STORMWATER DRAINAGE LONGITUDINAL SECTIONS |
| 188-002-C17 | SEWER RETICULATION - SHEET 1 OF 2 |
| 188-002-C18 | SEWER RETICULATION - SHEET 2 OF 2 |
| 188-002-C19 | SEWER LONGITUDNAL SECTIONS - SHEET 1 OF 2 |
| 188-002-C20 | SEWER LONGITUDNAL SECTIONS - SHEET 2 OF 2 |
| 188-002-C21 | SEWER PUMP STATION DETAILS |
| 188-002-C22 | WATER RETICULATION - SHEET 1 OF 2 |
| 188-002-C23 | WATER RETICULATION - SHEET 2 OF 2 |
| 188-002-C24 | TYPICAL SEWER & WATER SERVICE CONNECTIONS - SHEET 1 OF 2 |
| 188-002-C25 | TYPICAL SEWER & WATER SERVICE CONNECTIONS - SHEET 2 OF 2 |
| 188-002-C26 | MASTER SERVICES LAYOUT - SHEET 1 OF 2 |
| 188-002-C27 | MASTER SERVICES LAYOUT - SHEET 2 OF 2 |
| 188-002-C28 | EROSION & SEDIMENT CONTROL STRATEGY - SHEET 1 OF 2 |
| 188-002-C29 | EROSION & SEDIMENT CONTROL STRATEGY - SHEET 2 OF 2 |
| 188-002-C30 | DETENTION BASIN DETAILS |

**Assessment Manager Conditions & Advices**

**1. General**

a. If the conditions require amendments to the drawings, these must be provided prior to the pre-start meeting. The revised drawings must be submitted "for construction" and must be certified as approved by a registered professional engineer of Queensland (RPEQ).

b. “For construction drawings” and/or product information and supplier warranties are required to be submitted for the following design elements:
    i. FRP Packaged Sewerage pump station;
    ii. Sewerage pump station controls, SCADA and telemetry; and
    iii. Retaining walls.

This information must be provided prior to the pre-start meeting (or such other timeframe agreed with Council) and the elements are not approved unless confirmed by Council in writing.

**2. Earthworks**

a. The applicant is to ensure that any earthworks undertaken as part of the works maintains a free draining surface with no ponding of standing water resulting. Any amendments proposed to the existing finished surface profiles are to be identified and reported to Council prior to being undertaken on site. Resultant amendments shall be recorded on as constructed drawings to be submitted at the completion of the project.

b. In the event that acid sulfate soils are encountered, the applicant is to ensure the site is managed in accordance with requirements of the Queensland Acid Sulfate Technical Manual and State Planning Policy SPP2/02. In addition, an ASS/PASS Management Plan is to be submitted to Council within seven (7) days, should site excavations identify the presence of acid sulfate soils.

c. All earthworks are to be constructed in accordance with Australian Standard 3798: Guidelines on Earthworks for Commercial and Residential Developments; additionally, further certification is to occur when works are completed, and test results are compiled. This information is to be provided to Council prior to Works Acceptance.

d. The retaining walls are nominated as being designed by Contractor with walls >1.0m requiring RPEQ certification. Therefore, this component of the works is not approved under this operational works approval and a separate approval will be required for the retaining wall element.

*Advice note:*
*In principle Council accepts the retaining wall and nomination of future design detail. This condition establishes that a further step is required. Therefore, Prior to construction of the wall, the applicant is to provide design details and certification of the wall including appropriate structural forms (form 15) and any additional information required for structural elements (including a safety in design assessment if applicable).*

**3. Stormwater**

a. 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 Office

b. Earthworks must be free draining and not cause any ponding on adjacent properties.

**4. Sewer**

a. Pump capacity information must be confirmed for the maximum and minimum

operating conditions. Prior to construction of the pump station and pumping equipment, the applicant must provide this detail and have written confirmation of the acceptance from Council for the impact on the existing system operation.

b. Sewage Pump Station; the proposed FRP Packaged Sewage Pump Station is accepted in principle, however the applicant must provide Council with a copy of the "For Construction" drawings for the pump station prior to placing the order with the supplier. Council approval of the "For Construction" plans will be a holdpoint on this item.

c. Details of the pump station switchboard, SCADA and telemetry are to be confirmed with Council's Water and Sewerage department prior to construction. All requirements to provide consistent operating systems are to be included in the works at no cost to Council.

d. A commissioning plan for the sewage pump station is to be provided to Council for approval prior to the commissioning works commencing. The methodology should be submitted a minimum of 3 weeks prior to the commissioning to enable council to review and approve.

e. Amended drawings are required for the overflow detail to confirm the location of the valve. An open overflow that may allow storm water ingress or uncontrolled release of sewage is not permitted.

**6. Water**

a. The connection must include a valve on the development leg of the tee as per the original design arrangement to enable the isolation of the main if required. The final location of the valve within the road reserve is to be approved by Council on site. The location is to be confirmed in writing prior to commencing the connection works.

b. Disinfection, flushing and testing of each pipeline must be carried out in accordance with the FNQROC Development Manual (i.e. Clause S5.30). The methodology must be provided to Council prior to the pre-start meeting. Hold and Witness points must be included on the ITP. Connection to Council's water network will not be permitted until Council receives test results from an approved testing facility.

c. All internal pipework is private infrastructure and will not be maintained by Council. The developer is responsible for individual property connections and metering. Council will issue a single water usage invoice to the body corporate based on meter readings at the property connection.

**7. Roads and Paths**

a. The internal roads are private infrastructure and not the responsibility of Council. Any maintenance will be the responsibility of the body corporate.

b. In respect of the provisional pavement details, the applicant is to confirm CBR results during construction and verify pavement details prior to the placement of road pavement.

c. The number of car parking spaces is to be clarified with the inclusion of the All-abilities car park on the entry road. An additional kerb ramp will be required to allow access from the car park to the roadway if this is the intended path of travel. Alternatively, provide pathway connectivity to the carpark.

## 8. Erosion and Sediment Control

a. A copy of the Contractor's Erosion and Sediment Control (ESC) Plan is to be submitted to Council and endorsed by the Consulting Engineer, prior to commencement of any works. In particular, the ESC Plan must address the Institution of Engineers Australia Guidelines for Soil Erosion and Sediment Control and the Environment Protection (Water) Policy and Clauses CP1.05, CP1.13 and D5.10 of Council's FNQROC Development Manual.

## 9. Miscellaneous

a. Provide safety fencing around the detention basin to address the fall hazard and the potential for standing water. The extent of fencing and access control measures must be substantiated prior to the works acceptance meeting.

b. Prior to the pre-start meeting, the applicant must provide written evidence from Ergon and Telstra confirming arrangements have been made for the provision of services to the stage. CCTV inspections are to be reviewed by the supervising engineer and the Engineering Report and Certification by an RPEQ provided to Council prior to Works Acceptance.

## Further Development Permits

Not applicable

## Concurrence Agency Response

Not Applicable

## Currency Period for the Approval

This approval, granted under the provisions of the *Planning Act 2016*, shall lapse two (2) years from the day the approval takes effect in accordance with the provisions of Section 85 of the *Planning Act 2016*.

## Rights to make Representations & Rights of Appeal

The rights of applicants to make representations and rights to appeal to a Tribunal or the Planning and Environment Court against decisions about a development application are set out in Chapter 6, Part 1 of the *Planning Act 2016.*

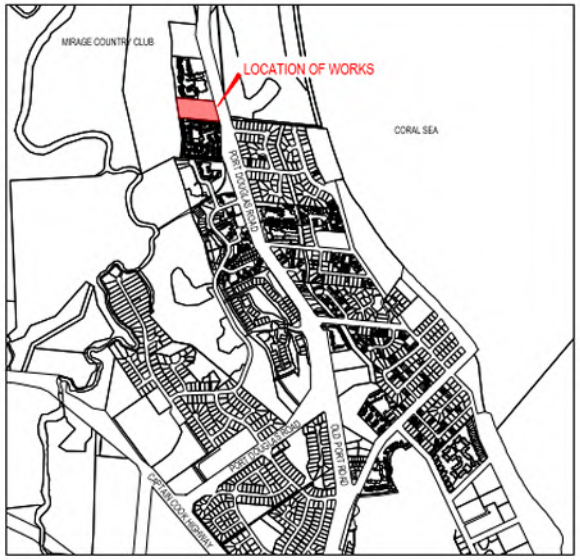
A copy of the relevant appeal provisions are attached.

**Approved Drawing(s) and/or Document(s)**

# PORT PACIFIC DEVELOPMENTS

## OVER 50s RESIDENTIAL DEVELOPMENT
## CIVIL OPERATIONAL WORK

PROJECT No: 188-002




LOCALITY PLAN
N.T.S

DRAWING INDEX

| DRAWING No. | DRAWING TITLE |
|---|---|
| 188-002-C01 | COVER SHEET, DRAWING INDEX & LOCALITY |
| 188-002-C02 | IMPORTANT NOTES |
| 188-002-C03 | GENERAL ARRANGEMENT - SHEET 1 OF 2 |
| 188-002-C04 | GENERAL ARRANGEMENT - SHEET 2 OF 2 |
| 188-002-C05 | EARTHWORKS - SHEET 1 OF 2 |
| 188-002-C06 | EARTHWORKS - SHEET 2 OF 2 |
| 188-002-C07 | TYPICAL SECTIONS & DETAILS - SHEET 1 OF 2 |
| 188-002-C08 | TYPICAL SECTIONS & DETAILS - SHEET 2 OF 2 |
| 188-002-C09 | INTERSECTION DETAILS |
| 188-002-C10 | ROAD A LONGITUDINAL SECTION - SHEET 1 OF 2 |
| 188-002-C11 | ROAD A LONGITUDINAL SECTION - SHEET 2 OF 2 |
| 188-002-C12 | ROAD A CROSS SECTIONS - SHEET 1 OF 2 |
| 188-002-C13 | ROAD A CROSS SECTIONS - SHEET 2 OF 2 |
| 188-002-C14 | STORMWATER DRAINAGE LAYOUT - SHEET 1 OF 2 |
| 188-002-C15 | STORMWATER DRAINAGE LAYOUT - SHEET 2 OF 2 |
| 188-002-C16 | STORMWATER DRAINAGE LONGITUDINAL SECTIONS |
| 188-002-C17 | SEWER RETICULATION - SHEET 1 OF 2 |
| 188-002-C18 | SEWER RETICULATION - SHEET 2 OF 2 |
| 188-002-C19 | SEWER LONGITUDNAL SECTIONS - SHEET 1 OF 2 |
| 188-002-C20 | SEWER LONGITUDNAL SECTIONS - SHEET 2 OF 2 |
| 188-002-C21 | SEWER PUMP STATION DETAILS |
| 188-002-C22 | WATER RETICULATION - SHEET 1 OF 2 |
| 188-002-C23 | WATER RETICULATION - SHEET 2 OF 2 |
| 188-002-C24 | TYPICAL SEWER & WATER SERVICE CONNECTIONS - SHEET 1 OF 2 |
| 188-002-C25 | TYPICAL SEWER & WATER SERVICE CONNECTIONS - SHEET 2 OF 2 |
| 188-002-C26 | MASTER SERVICES LAYOUT - SHEET 1 OF 2 |
| 188-002-C27 | MASTER SERVICES LAYOUT - SHEET 2 OF 2 |
| 188-002-C28 | EROSION & SEDIMENT CONTROL STRATEGY - SHEET 1 OF 2 |
| 188-002-C29 | EROSION & SEDIMENT CONTROL STRATEGY - SHEET 2 OF 2 |
| 188-002-C30 | DETENTION BASIN DETAILS |

FNQROC STANDARD DRAWINGS

| DRAWING No. | DRAWING TITLE |
|---|---|
| S1000 - S1110 | ROADWORKS AND DRAINAGE |
| S2000 - S2025 | WATER |
| S3000 - S3015 | SEWER |

INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALIA STANDARD DRAWINGS

| DRAWING No. | DRAWING TITLE |
|---|---|
| D-0040 | SEDIMENT CONTROL DEVICES - SEDIMENT FENCE, ENTRY/EXIT SEDIMENT TRAP |
| D-0041 | SEDIMENT CONTROL DEVICES - KERB AND FIELD INLETS, CHECK DAMS & STRAW BALE BANKS |

INGAL CIVIL PRODUCTS DRAWINGS

| DRAWING No. | DRAWING TITLE |
|---|---|
| CAB-STD-49 | COMPONENT DETAILS |
| CAB-STD-71 | AASHTO G4 W-BEAM ASSEMBLY |

| REVISIONS | | | | |
|---|---|---|---|---|
| NO | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 26.08.21 | RFI ISSUE | CW | DJW |
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| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

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| DRAWN | CW | CHECKED | CW |
| DESIGNED | DJW | CHECKED | DJW |
| APPROVED | ORIGINAL CERTIFIED BY D.J.WALKER | | |
| DATE | 06.07.21 | RPEQ | 19804 |

OVER 50s RESIDENTIAL DEVELOPMENT

COVER SHEET, DRAWING INDEX & LOCALITY

DRAWING NO. 188-002-C01

REVISION C

FNQROC REGIONAL DEVELOPMENT MANUAL

1. CONSTRUCTION AND INSTALLATION OF ALL WORKS AS DETAILED ON THESE DRAWINGS SHALL BE IN ACCORDANCE WITH THE PROCEDURES, SPECIFICATIONS AND REFERENCED STANDARD DRAWINGS CONTAINED IN THE CURRENT ISSUE OF THE FNQROC DEVELOPMENT MANUAL UNLESS NOTED OTHERWISE.

## COMPLIANCE WITH ASSESSMENT MANAGER CONDITIONS

1. CONSTRUCTION OF THE WORKS DETAILED ON THESE DRAWINGS SHALL NOT COMMENCE UNTIL AN OPERATIONAL WORKS PERMIT HAS BEEN ISSUED BY COUNCIL AND THE REQUIRED PRE-START MEETING HAS BEEN HELD.
2. THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT CONDITIONS SET OUT IN THE COUNCIL DECISION NOTICE FOR OPERATIONAL WORKS.

## SURVEY & EXISTING SERVICES

1. LEVEL DATUM & ORIGIN OF LEVELS IS AS NOMINATED ON BRAZIER MOTTI SURVEY DRAWING "34807/001/A.
2. THE EXISTING SERVICES SHOWN ON THESE DRAWINGS ARE DERIVED FROM SURFACE SURVEY AS DETAILED ON BRAZIER MOTTI SURVEY DRAWING 34807/001/A. THEY MAY NOT REPRESENT ALL OF THE SERVICES SHOWN ON THOSE DRAWINGS, OR ALL OF THE EXISTING SERVICES PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THE SURVEY AND SUBSEQUENTLY LOCATING ALL EXISTING SERVICES PRIOR TO ANY WORKS COMMENCING. ONCE THE LINE AND LEVEL OF EXISTING UNDERGROUND SERVICES HAS BEEN CONFIRMED BY THE CONTRACTOR, THE ENGINEER SHALL BE NOTIFIED OF ANY POTENTIAL CLASHES WITH THE DESIGN PRIOR TO COMMENCEMENT OF CONSTRUCTION.
3. ALL DAMAGE TO EXISTING SERVICES SHALL BE MADE GOOD TO THE SATISFACTION OF THE SUPERINTENDENT AND THE RELEVANT AUTHORITY AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY THE RELEVANT AUTHORITY IMMEDIATELY IF ANY DAMAGE OCCURS.

## VEGETATION REMOVAL

1. THE EXTENT OF VEGETATION TO BE REMOVED SHALL ONLY BE THAT AS REQUIRED TO UNDERTAKE THE WORKS.
2. THE CONTRACTOR SHALL ATTEND SITE AND MARK THE EXTENT OF BATTERS & VEGETATION REMOVAL PRIOR TO THE PRE-START MEETING SO THAT COUNCIL OFFICERS VIEW THE EXTENT OF VEGETATION TO BE REMOVED PRIOR TO WORKS COMMENCING.

## EARTHWORKS NOTES

1. IN ACCORDANCE WITH THE LAND PROTECTION (PEST AND STOCK ROUTE MANAGEMENT) ACT 2002, SOIL OR ANY MATTER CONTAINING REPRODUCTIVE PEST PLANT MATERIAL MUST NOT BE REMOVED FROM THE SITE. THE CONTRACTOR'S ENVIRONMENTAL MANAGEMENT PLAN MUST IDENTIFY APPROPRIATE MEASURES TO BE PUT IN PLACE TO ENSURE THAT SOIL AND OTHER ORGANIC MATERIALS ARE NOT INADVERTENTLY TRANSPORTED TO OTHER LOCATIONS. THE CONTRACTOR SHALL CONTACT COUNCIL'S PEST MANAGEMENT UNIT TO OBTAIN ADVICE WITH REGARD TO DEVELOPING THIS COMPONENT OF THE ENVIRONMENTAL MANAGEMENT PLAN. SOIL (OR OTHER MATTER) CONTAMINATED WITH WEED SEED OR ORGANIC MATERIAL SHOULD NOT BE USED IN LANDSCAPING. A VEHICLE WASH DOWN AND INSPECTION AREA MUST BE PROVIDED FOR ALL MACHINERY / PLANT ENTERING AND LEAVING THE SITE DURING CONSTRUCTION TO REDUCE THE SPREAD OF INVASIVE WEED SPECIES.
2. STRIP AND REMOVE EXISTING TOPSOIL. SOIL CONTAINING SIGNIFICANT AMOUNTS OF ORGANIC MATERIALS AND ALSO ANY DELETERIOUS SOFT WET OR HIGHLY COMPRESSIVE MATERIALS, MATERIALS CONTAMINATED THROUGH PAST SITE USAGE WHICH MAY CONTAIN TOXIC SUBSTANCES OR SOLUBLE COMPOUNDS HARMFUL TO GROUND WATER, MATERIALS CONTAINING SUBSTANCES THAT CAN BE DISSOLVED OR LEACHED OUT IN THE PRESENCE OF MOISTURE (EG GYPSUM) OR WHICH UNDERGO VOLUME CHANGE OR LOSS OF STRENGTH WHEN DISTURBED AND EXPOSED TO MOISTURE (EG. SOME SHALES AND SANDSTONES). SILTS OR MATERIALS THAT HAVE THE DELETERIOUS PROPERTIES OF SILT, AND MATERIAL THAT CONTAINS WOOD, METAL, PLASTIC, BOULDERS OR OTHER DELETERIOUS MATERIAL.
3. REMOVE ALL FISSURED MATERIALS.
4. CLEAR THE SURFACE OF ANY LOOSE ROCK AND SOIL.
5. THE EXISTING SURFACE SHALL THEN BE COMPACTED TO A MINIMUM STD DENSITY RATIO OF 95% SRDD AND MOISTURE TESTED TO A RANGE OF -2% (DRY) TO +2% (WET) OF OPTIMUM MOISTURE CONTENT USING A STEEL DRUM OR PAD FOOT ROLLER.
6. ANY SOFT SPOTS SHALL BOUGHT TO THE ATTENTION OF THE ENGINEER FOR INSTRUCTION ON HOW TO PROCEED.
7. **NO FILLING OR PAVEMENT CONSTRUCTION OPERATION IS TO BE UNDERTAKEN UNTIL THE ENGINEER HAS PROVIDED AUTHORISATION TO DO SO.**
8. ANY REQUIRED IMPORTED FILL MATERIAL SHALL BE IN ACCORDANCE WITH THE BELOW REQUIREMENTS AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO FILLING OPERATIONS COMMENCING:

| AS METRIC SIEVE | % PASSING BY WEIGHT |
|---|---|
| 75mm | 100 |
| 2.36mm | 25 - 70 |
| 75um | 0 - 30 |

   MINIATURE ABRASION LOSS PASSING 2.36mm 0 - 15
   LINEAR SHRINKAGE PASSING 4.25um 0 - 8
   MATERIAL RETAINED ON 2.36mm SIEVE SHALL CONSIST OF SOUND STONE SOAKED CBR 15 AT 95% SRDD COMPACTION
9. ANY REQUIRED FILLING SHALL BE UNDERTAKEN BY PLACING APPROVED MATERIAL IN UNIFORM HORIZONTAL LAYERS NOT EXCEEDING 200mm LOOSE THICKNESS AND COMPACTED TO ACHIEVE A DRY DENSITY RATIO OF AT LEAST 95% SRDD. THE MOISTURE CONTENT OF FILL MATERIALS SHALL BE MAINTAINED AT -2% (DRY) TO +2% (WET) OF OPTIMUM MOISTURE CONTENT DURING AND AFTER COMPACTION.
10. THE FOLLOWING TESTING / INSPECTION REQUIREMENTS SHALL BE COMPLIED WITH:
    - INSPECTION PRIOR TO FILLING OPERATIONS COMMENCING TO CONFIRM UNSUITABLE MATERIAL HAS BEEN REMOVED
    - COMPACTION TEST RESULTS FOR PREPARED EXISTING SURFACE (PRIOR TO FILLING) AT 1 TEST / 2,500m² AREA WITH A MINIMUM NUMBER OF 3 TESTS.
    - FILL MATERIAL QUALITY CERTIFICATE FROM A NATA APPROVED LABORATORY TO CONFIRM ANY IMPORTED FILL MATERIAL IS IN ACCORDANCE WITH THE ABOVE REQUIREMENTS.
    - COMPACTION TEST RESULTS FOR FILL OPERATIONS AT 1 TEST / 2,500m2 AREA FOR EACH 200mm LAYER WITH A MINIMUM OF 3 TESTS PER LAYER.
11. TRANSPORTATION OF FILL OR SPOIL TO AND FROM THE SITE MUST NOT OCCUR WITHIN:
    - PEAK TRAFFIC TIMES; OR
    - BEFORE 7am OR AFTER 6pm MONDAY TO FRIDAY; OR
    - BEFORE 7am OR AFTER 1pm SATURDAYS; OR
    - ON SUNDAYS OR PUBLIC HOLIDAYS.

## ROAD WORK

1. KERB PROFILES SHALL BE IN ACCORDANCE WITH FNQROC STD DRG S1000.
2. ALL KERB SET-OUT DETAILS AT INTERSECTIONS ARE TO THE LIP OF KERB AND CHANNEL OR FACE OF KERB AS APPLICABLE TO THE KERB TYPE.
3. CONCRETE HARD STAND PARKING SHALL BE CONSTRUCTED IN ACCORDANCE WITH FNQROC STANDARD DRAWING S1015.
4. ALL TRAFFIC SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT & MAIN ROADS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD)
5. ALL REGULATORY, WARNING AND HAZARD SIGNS SHALL BE SIZE "A" UNLESS NOTED OTHERWISE.

## CONCRETE DRIVEWAY

1. DRIVEWAY CONSTRUCTION METHODOLOGY SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE FNQROC REGIONAL DEVELOPMENT MANUAL STANDARD SPECIFICATIONS.
2. THE CONTRACTOR IS REMINDED OF THE REQUIREMENT FOR HOLD POINT AND WITNESS POINT INSPECTIONS AS REQUIRED BY THE RELEVANT SPECIFICATION. THE ENGINEER SHALL BE CONTACTED FOR PROOF ROLL AND PRE-POUR INSPECTIONS WITH 48 HOURS NOTICE.
3. THE CONTRACTOR IS REMINDED OF THE REQUIREMENT FOR MATERIAL AND COMPACTION TESTING REQUIREMENTS AS REQUIRED BY THE STANDARD SPECIFICATION.

## STORMWATER DRAINAGE

1. PRIOR TO COMMENCMENT OF PIPE WORK, THE CONTRACTOR SHALL CONFIRM THE INVERT LEVEL OF DOWNSTREAM DRAINAGE TO ENSURE THAT THE STORMWATER SYSTEM CAN ADEQUATELY OUTLET / DRAIN. CONTACT THE ENGINEER IF THERE ARE ANY DISCREPANCIES.
2. FOR STANDARD STORMWATER DRAINAGE DETAILS, REFER FNQROC STANDARD DRAWINGS S1045 - S1100, INCLUSIVE.
3. SUBSURFACE DRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S2.21 AND THE PROJECT DRAWING DETAIL. WHERE INFORMATION IS NOTE PROVIDED ON THE PROJECT DRAWING DETAIL, REFERENCE SHALL BE MADE TO FNQROC STANDARD DRAWING S1095.
4. SUBSURFACE DRAIN FLUSHING POINTS AND OUTLETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH FNQROC STANDARD DRAWING S1095.
5. ALL STORMWATER DRAINAGE PIPES ARE SHALL BE CLASS 2 FLUSH JOINTED REINFORCED CONCRETE PIPES OR BLACK MAX AS DETAILED ON THE DRAWINGS.
6. CCTV INSPECTIONS SHALL BE UNDERTAKEN ON ALL NEW STORMWATER PIPES WITH REPORTING PROVIDED IN ACCORDANCE WITH FNQROC REQUIREMENTS.

## SEWER

1. ALL SEWER PIPES SHALL BE 150mm DIAMETER uPVC CLASS SN8 UNLESS NOTED OTHERWISE.
2. ALL WORKS SHALL BE IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S6, UNLESS NOTED OTHERWISE.
3. FOR DETAILS OF SEWER MANHOLES REFER FNQROC STANDARD DRAWING S3000.
4. FOR DETAILS OF PROPERTY CONNECTION BRANCHES REFER FNQROC STANDARD DRAWING S3005.
5. FOR DETAILS OF SEWER MAIN TRENCH BEDDING REFER FNQROC STANDARD DRAWING S3015.
6. FOR INTERNAL SEWER SERVICE DETAILS, REFER DRAWINGS C17 - C20 AND C24 - C25 .
7. CONNECTION OF NEW SEWER MAIN TO EXISTING MANHOLE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF FNQROC / COUNCIL. CONNECTION TO MANHOLE TO BE MADE WITH SAND-SOCKETED PIPES (TO BE CONFIRMED WITH DOUGLAS SHIRE COUNCIL PRIOR TO CONNECTION).
8. ALL PROPERTY CONNECTION BRANCHES SHALL BE BROUGHT TO WITHIN A MAXIMUM OF 300mm OF THE FINISHED SURFACE LEVEL AND A GLUED CAP INSTALLED. THE RISER MUST BE CONNECTED TO A MARKER PEG WITH PLASTIC COATED WIRE. THE MARKER PEG SHALL BE OF HARDWOOD MATERIAL, PROTRUDING 20mm ABOVE THE FINISHED GROUND LEVEL AND INSTALLED IMMEDIATELY ADJACENT TO THE RISER.
9. ANY VERTICAL DROPS SHALL BE CONSTRUCTED USING FIBREGLASS HEAVY DUTY DEEP SEWER DROPS.
10. PROVIDE "OMNI" MARKER BALLS TO SEWER RISING MAIN ON NON-STANDARD ALIGNMENT AND INSTALL IN ACCORDANCE WITH MANUFACTURER'S SPECIFICACTION. MARKERS ARE TO BE INSTALLED AT ALL HORIZONTAL CHANGES OF DIRECTION AND INTERVALS NOT GREATER THAN 50m ALONG THE PIPE LINE. MARKER LOCATIONS SHALL BE SHOWN ON THE AS-CONSTRUCTED DRAWINGS.
11. CCTV INSPECTION AND REPORT IS TO BE PREPARED FOR ALL NEW SEWER MAINS IN ACCORDANCE WITH FNQROC / COUNCIL REQUIREMENTS.

## WATER

1. ALL WATER WORKS TO BE IN ACCORDANCE WITH FNQROC STANDARD SPECIFICATION S5, UNLESS NOTED OTHERWISE.
2. FOR DETAILS OF WATER MAIN TRENCH BEDDING REFER FNQROC STANDARD DRAWING S3016. BEDDING TO BE TYPE 1 UNLESS NOTED OTHERWISE.
3. PROVIDE THRUST BLOCKS IN ACCORDANCE WITH FNQROC REQUIREMENTS.
4. FOR INTERNAL WATER SERVICE DETAILS, REFER DRAWINGS C22 - C25.
5. PROVIDE A COMPRESSIBLE LAYER BETWEEN ALL EXISTING / PROPOSED HYDRANT OR VALVE SURROUNDS WITHIN AREAS OF CONCRETE.
6. CONNECTION OF NEW WATER MAIN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF DOUGLAS SHIRE COUNCIL. CONTRACTOR TO LIAISE WITH COUNCIL & ORGANISE FOR CONNECTION.

## EROSION SEDIMENT CONTROL STRATEGY

1. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT AND PRESERVE THE NATURAL ENVIRONMENT AND SHALL AVOID ENVIRONMENTAL POLLUTION IN ACCORDANCE WITH THE ENVIRONMENTAL PROTECTION ACT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INCORPORATION OF APPROPRIATE CONTROL AND MANAGEMENT MEASURES CONFORMING TO THE REQUIREMENTS OF THE ACT AND THE RELEVANT AUTHORITIES.
3. THE CONTRACTOR SHALL INSTALL ALL DEVICES/MEASURES NECESSARY TO COMPLY WITH THE PROVISIONS OF THE FNQROC DEVELOPMENT MANUAL, THE ENVIRONMENTAL PROTECTION ACT AND COUNCIL REQUIREMENTS.
4. ANY SOIL STOCKPILES SHALL BE PROTECTED AGAINST WIND EROSION BY COVERING AND AGAINST STORMWATER RUNOFF BY SILT FENCES AT THE DOWNHILL SLOPES. STOCKPILE LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR AND EROSION/CONTROL MEASURES IMPLEMENTED & MAINTAINED FOR THE LIFE OF THE STOCKPILE.
5. SEQUENCING OF CONTROL MEASURES:
   5.1. INSTALL STABLE POINT OF ENTRY
   5.2. INSTALL SILT FENCES / BUNDS
   5.3. PROTECT SOIL STOCKPILES
   5.4. CONSTRUCT TEMPORARY SEDIMENT BASINS
   5.5. INSTALL STORMWATER PIPES
   5.6. IMPLEMENT PROTECTION MEASURES TO STORMWATER PITS
   5.7. REVEGETATE BARE AREAS UPON COMPLETION OF EARTHWORK
6. CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAIN EVENT AND CLEANED / MAINTAINED AS REQUIRED.
7. RETURNS IN SILT FENCE SHALL BE AT 20m INTERVALS WHEN INSTALLED ALONG THE CONTOUR. SPACING TO DECREASE TO 5 - 10m INTERVAL DEPENDENT ON SLOPE IF INSTALLED AT AN ANGLE TO THE CONTOUR. THE CONTRACTOR SHALL SELECT A COMPLIANT SPACING AND MONITOR / CHANGE AS NECESSARY.
8. SILT FENCE RETURNS SHALL CONSIST OF EITHER A V-SHAPED SECTION EXTENDING A MINIMUM OF 1.5m UP THE SLOPE OR A SANDBAG / ROCK/AGGREGATE CHECK DAM HALF THE HEIGHT OF SILT FANCE A MINIMUM OF 1.5m UP THE SLOPE.
9. STORMWATER PITS SHALL HAVE PIT PROTECTION MEASURES AS DETAILED IN FNQROC.
10. THE FOLLOWING REVEGETATION MEASURES SHALL BE UNDERTAKEN IMMEDIATELY UPON COMPLETION OF EARTHWORK:
    10.1. CUT / FILL BATTERS STEEPER THAN 1 in 4 TO BE HYDROMULCHED
    10.2. A STRIP OF TURF TO BE LAID BEHIND ALL KERB LINES
11. ALL REVEGETATION / GRASS TO BE WATER AS REQUIRED TO MAINTAIN UNTIL GROWTH IS ESTABLISHED.
12. A SUITABLE DUST MANAGEMENT STRATEGY SHALL BE MAINTAINED TO MINIMISE DUST NUISANCE ON ADJACENT PROPERTIES. DETAILS OF THE DUST MANAGEMENT STRATEGY SHALL BE INCORPORATED INTO THE CONTRACTOR'S EROSION AND SEDIMENT CONTROL STRATEGY.
13. SEDIMENT BASIN
    13.1. INLET PROTECTION SHALL BE PROVIDED TO MINIMISE SCOUR AND EVENLY DISTRIBUTE FLOW THROUGHOUT THE BASIN.
    13.2. A MARKER PEG SHALL BE INSTALLED TO SHOW THE STORAGE DEPTH RESULTING FROM RAIN EVENTS.
    13.3. SEDIMENT SHALL BE REMOVED FROM THE BASIN WHEN 30% OF THE STORAGE DEPTH IS REACHED. SEDIMENT SHALL BE APPROPRIATELY DISPOSED OF.

| REVISIONS | | | | |
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| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

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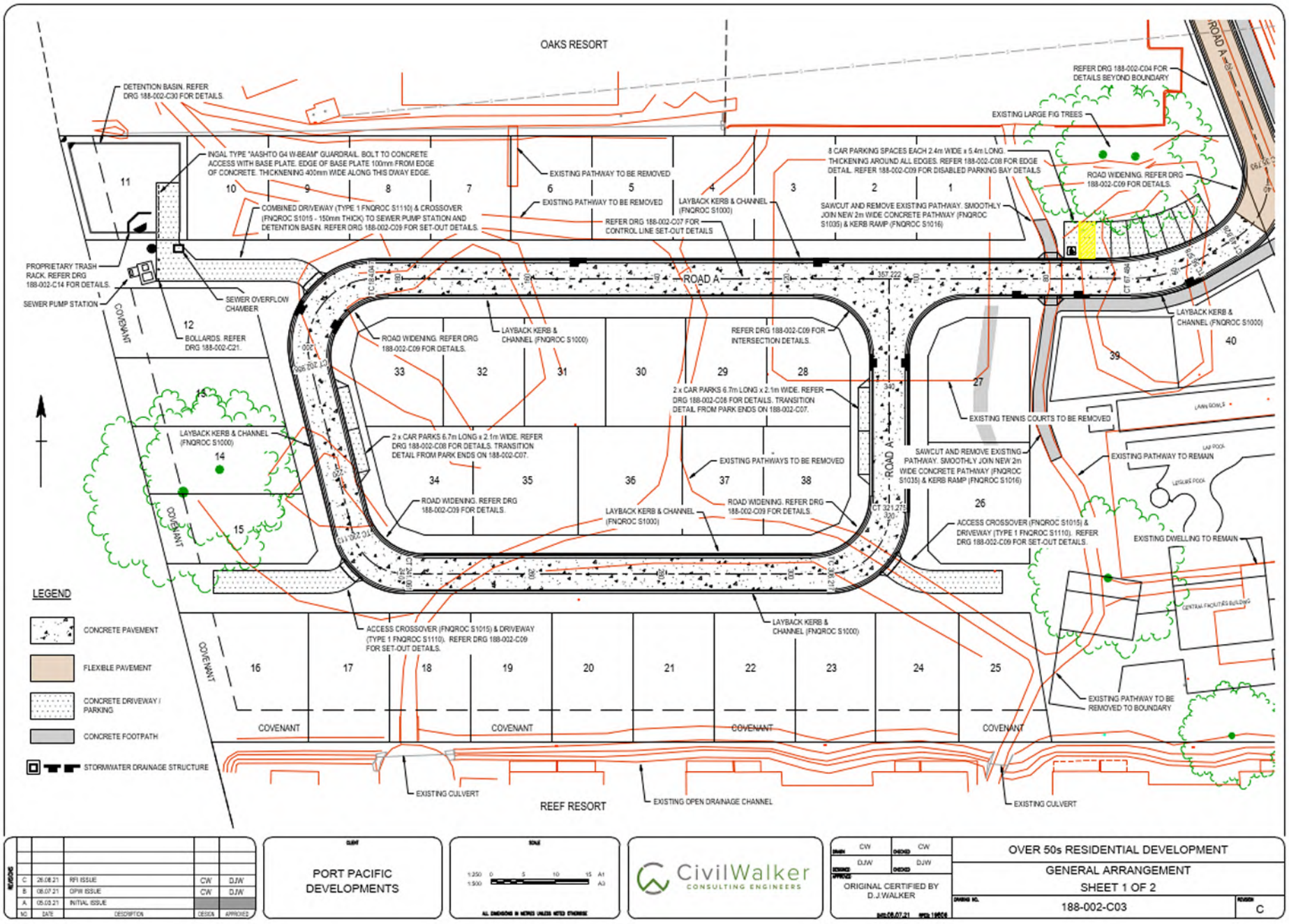
| DRAWN | CW | CHECKED | CW |
| DESIGNED | DJW | CHECKED | DJW |
| APPROVED | ORIGINAL CERTIFIED BY D.J.WALKER | | |
| DATE | 08.07.21 | RPEQ | 19504 |

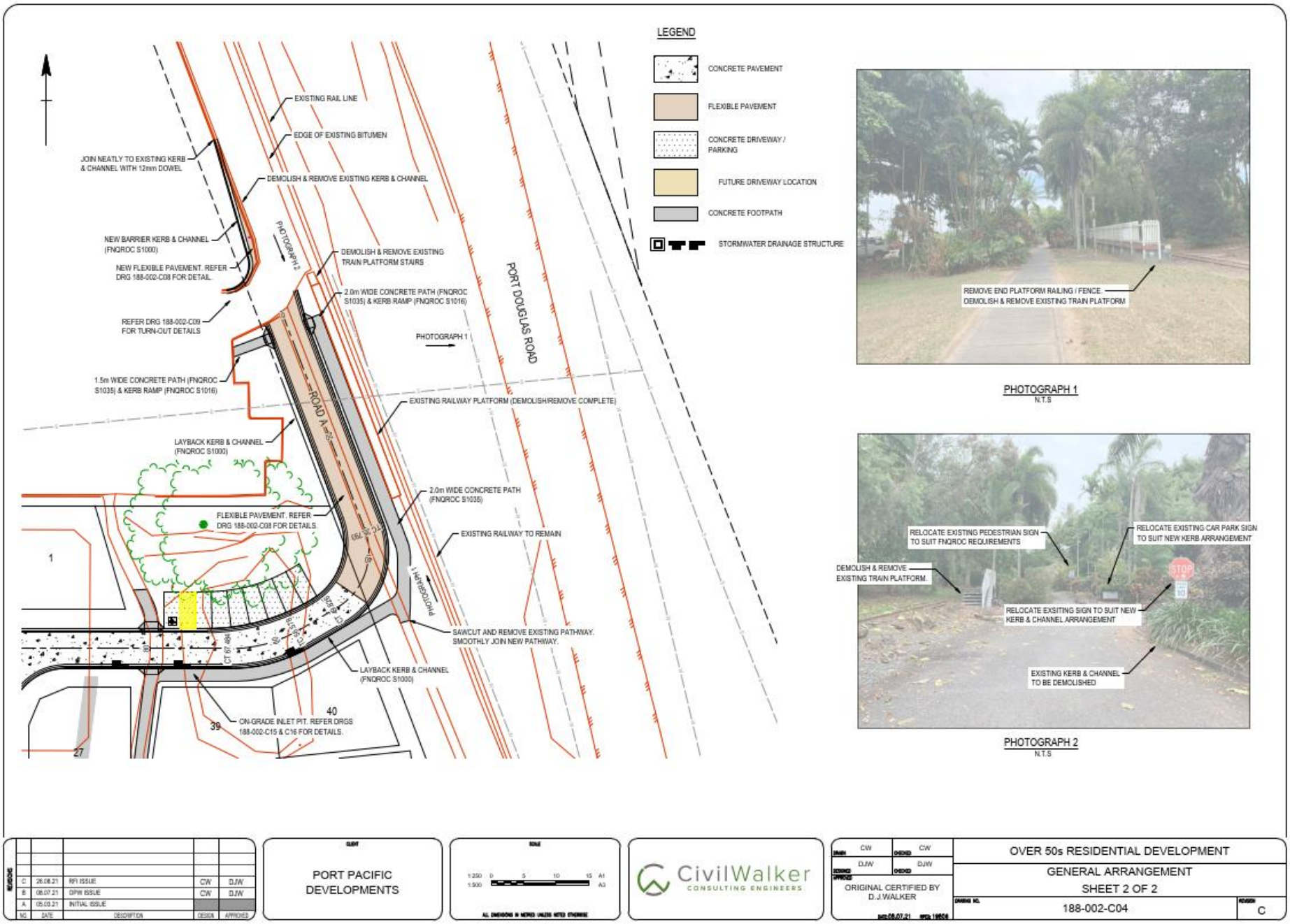
OVER 50s RESIDENTIAL DEVELOPMENT

IMPORTANT NOTES

DRAWING NO. 188-002-C02

REVISION C


OAKS RESORT
ROAD A
DETENTION BASIN. REFER DRG 188-002-C30 FOR DETAILS.
REFER DRG 188-002-C04 FOR DETAILS BEYOND BOUNDARY
EXISTING LARGE FIG TREES
INGAL TYPE "AASHTO G4 W-BEAM" GUARDRAIL. BOLT TO CONCRETE ACCESS WITH BASE PLATE. EDGE OF BASE PLATE 100mm FROM EDGE OF CONCRETE. THICKNENING 400mm WIDE ALONG THIS DWAY EDGE.
EXISTING PATHWAY TO BE REMOVED
8 CAR PARKING SPACES EACH 2.4m WIDE x 5.4m LONG. THICKENING AROUND ALL EDGES. REFER 188-002-C08 FOR EDGE DETAIL. REFER 188-002-C09 FOR DISABLED PARKING BAY DETAILS
ROAD WIDENING. REFER DRG 188-002-C09 FOR DETAILS.
COMBINED DRIVEWAY (TYPE 1 FNQROC S1110) & CROSSOVER (FNQROC S1015 - 150mm THICK) TO SEWER PUMP STATION AND DETENTION BASIN. REFER DRG 188-002-C09 FOR SET-OUT DETAILS.
EXISTING PATHWAY TO BE REMOVED
LAYBACK KERB & CHANNEL (FNQROC S1000)
REFER DRG 188-002-C07 FOR CONTROL LINE SET-OUT DETAILS
SAWCUT AND REMOVE EXISTING PATHWAY. SMOOTHLY JOIN NEW 2m WIDE CONCRETE PATHWAY (FNQROC S1035) & KERB RAMP (FNQROC S1016)
PROPRIETARY TRASH RACK. REFER DRG 188-002-C14 FOR DETAILS.
SEWER PUMP STATION
SEWER OVERFLOW CHAMBER
BOLLARDS. REFER DRG 188-002-C21.
COVENANT
ROAD WIDENING. REFER DRG 188-002-C09 FOR DETAILS.
LAYBACK KERB & CHANNEL (FNQROC S1000)
REFER DRG 188-002-C09 FOR INTERSECTION DETAILS.
2 x CAR PARKS 6.7m LONG x 2.1m WIDE. REFER DRG 188-002-C08 FOR DETAILS. TRANSITION DETAIL FROM PARK ENDS ON 188-002-C07.
EXISTING TENNIS COURTS TO BE REMOVED
EXISTING PATHWAYS TO BE REMOVED
SAWCUT AND REMOVE EXISTING PATHWAY. SMOOTHLY JOIN NEW 2m WIDE CONCRETE PATHWAY (FNQROC S1035) & KERB RAMP (FNQROC S1016)
EXISTING PATHWAY TO REMAIN
ACCESS CROSSOVER (FNQROC S1015) & DRIVEWAY (TYPE 1 FNQROC S1110). REFER DRG 188-002-C09 FOR SET-OUT DETAILS.
EXISTING DWELLING TO REMAIN
LEGEND
CONCRETE PAVEMENT
FLEXIBLE PAVEMENT
CONCRETE DRIVEWAY / PARKING
CONCRETE FOOTPATH
STORMWATER DRAINAGE STRUCTURE
EXISTING PATHWAY TO BE REMOVED TO BOUNDARY
EXISTING CULVERT
REEF RESORT
EXISTING OPEN DRAINAGE CHANNEL
EXISTING CULVERT
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
GENERAL ARRANGEMENT
SHEET 1 OF 2
188-002-C03
C
C 26.08.21 RFI ISSUE CW DJW
B 06.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE




| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
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| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | DPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: 1:250 0 5 10 15 A1; 1:500 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

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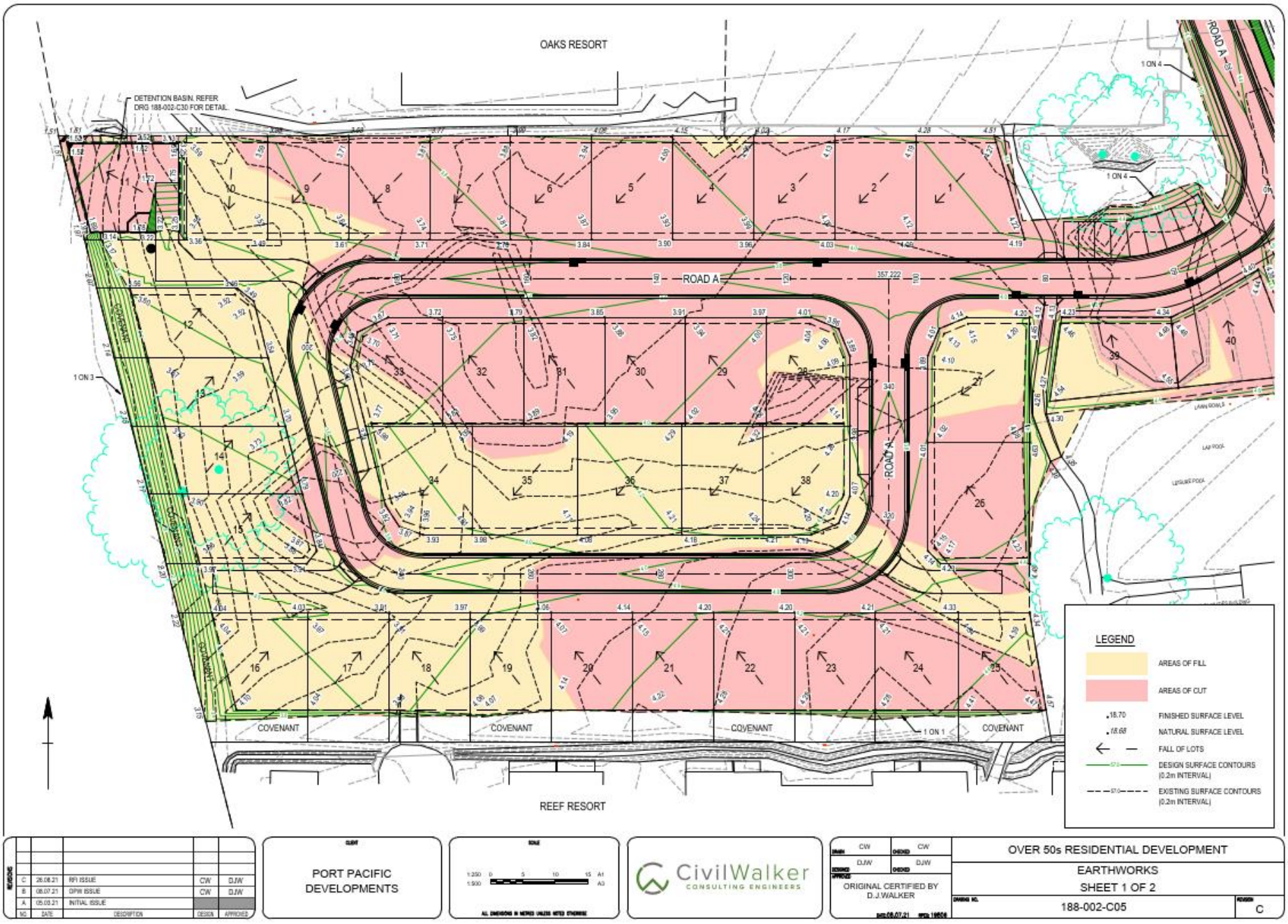
| DRAWN: CW | CHECKED: CW | OVER 50s RESIDENTIAL DEVELOPMENT |
| DESIGNED: DJW | CHECKED: DJW | GENERAL ARRANGEMENT |
| APPROVED: ORIGINAL CERTIFIED BY D.J.WALKER | | SHEET 2 OF 2 |
| DATE: 08.07.21 | SPEC: 19804 | DRAWING NO. 188-002-C04 / REVISION C |


OAKS RESORT
DETENTION BASIN, REFER DRG 188-002-C30 FOR DETAIL
ROAD A
1 ON 4
1 ON 3
1 ON 1
COVENANT
REEF RESORT
LEGEND
AREAS OF FILL
AREAS OF CUT
18.70 FINISHED SURFACE LEVEL
18.68 NATURAL SURFACE LEVEL
FALL OF LOTS
DESIGN SURFACE CONTOURS (0.2m INTERVAL)
EXISTING SURFACE CONTOURS (0.2m INTERVAL)
REVISIONS
C 26.08.21 RFI ISSUE CW DJW
B 06.07.21 DPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
NO. DATE DESCRIPTION DESIGN APPROVED
CLIENT
PORT PACIFIC DEVELOPMENTS
SCALE
1:250 1:500 A1 A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE
CivilWalker CONSULTING ENGINEERS
DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 06.07.21 RPEQ 19604
OVER 50s RESIDENTIAL DEVELOPMENT
EARTHWORKS
SHEET 1 OF 2
DRAWING NO. 188-002-C05
REVISION C


| NO | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | DPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

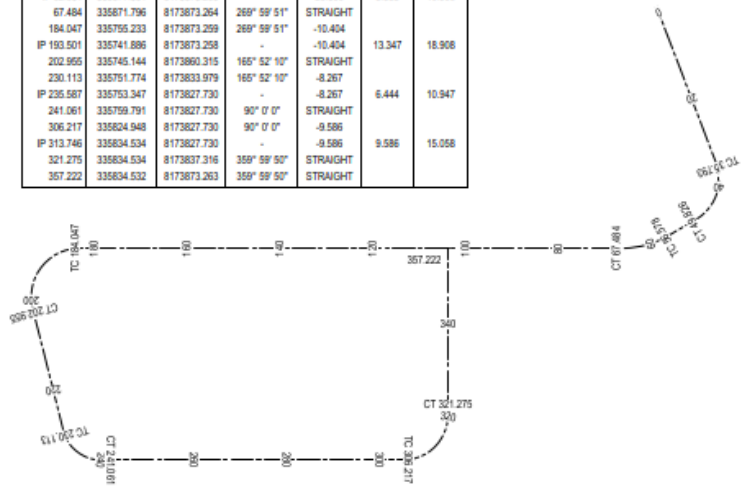
SCALE: 1:250 0 5 10 15 A1; 1:500 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

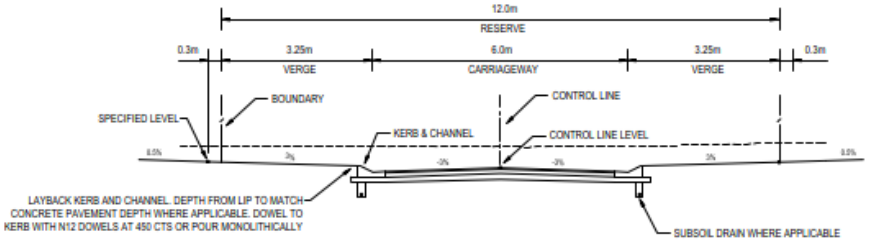
CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN: CW | CHECKED: CW | OVER 50s RESIDENTIAL DEVELOPMENT | |
| DESIGNED: DJW | CHECKED: DJW | EARTHWORKS | |
| APPROVED: ORIGINAL CERTIFIED BY D.J.WALKER | | SHEET 2 OF 2 | |
| DATE: 08.07.21 RPEQ: 19804 | | DRAWING NO. 188-002-C06 | REVISION C |

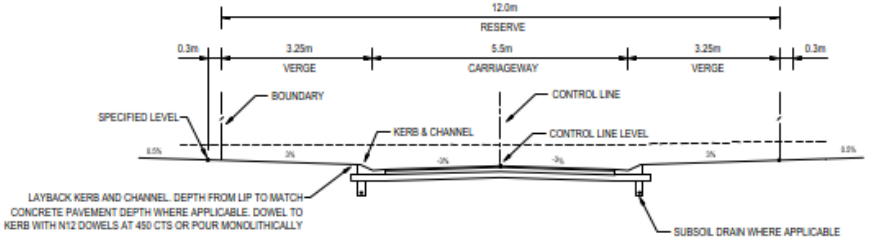
| CHAINAGE | COORDINATES | | BEARING DEG MIN SEC | RADIUS OF CURVATURE | TANGENT LENGTH | ARC LENGTH |
|---|---|---|---|---|---|---|
| | EASTING | NORTHING | | | | |
| 0.000 | 335879.521 | 8173925.147 | 159° 6' 40" | STRAIGHT | | |
| 35.793 | 335892.283 | 8173891.707 | 159° 6' 40" | 10.000 | | |
| IP 42.810 | 335895.296 | 8173883.811 | - | 10.000 | 8.451 | 14.033 |
| 49.826 | 335888.013 | 8173879.523 | 239° 30' 56" | STRAIGHT | | |
| 56.578 | 335882.195 | 8173876.098 | 239° 30' 56" | 20.500 | | |
| IP 62.031 | 335877.381 | 8173873.265 | - | 20.500 | 5.585 | 10.906 |
| 67.484 | 335871.796 | 8173873.264 | 269° 59' 51" | STRAIGHT | | |
| 184.047 | 335755.233 | 8173873.259 | 269° 59' 51" | -10.404 | | |
| IP 193.501 | 335741.886 | 8173873.258 | - | -10.404 | 13.347 | 18.908 |
| 202.955 | 335745.144 | 8173860.315 | 165° 52' 10" | STRAIGHT | | |
| 230.113 | 335751.774 | 8173833.979 | 165° 52' 10" | -8.267 | | |
| IP 235.587 | 335753.347 | 8173827.730 | - | -8.267 | 6.444 | 10.947 |
| 241.061 | 335759.791 | 8173827.730 | 90° 0' 0" | STRAIGHT | | |
| 306.217 | 335824.948 | 8173827.730 | 90° 0' 0" | -9.586 | | |
| IP 313.746 | 335834.534 | 8173827.730 | - | -9.586 | 9.586 | 15.058 |
| 321.275 | 335834.534 | 8173837.316 | 359° 59' 50" | STRAIGHT | | |
| 357.222 | 335834.532 | 8173873.263 | 359° 59' 50" | STRAIGHT | | |



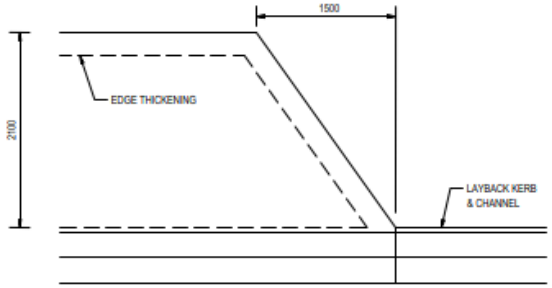

ROAD A CONTROL LINE SETOUT DETAILS



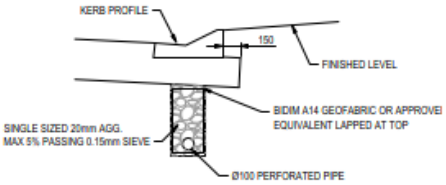

ROAD A - TYPICAL SECTION
CH 0 - 60.000
N.T.S




ROAD A - TYPICAL SECTION
CH 70.000 - END
N.T.S




CAR PARK DETAIL - PARALLEL TO ROAD
N.T.S.




SUB SURFACE DRAINAGE DETAIL
N.T.S.
NOTE: NOT REQUIRED IF SAND SUBGRADE. ENGINEER TO MAKE DECISION DURING CONSTRUCTION

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: 1:250 1:500 0 5 10 15 A1 A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19604

OVER 50s RESIDENTIAL DEVELOPMENT
TYPICAL SECTIONS & DETAILS
SHEET 1 OF 2
DRAWING NO. 188-002-C07
REVISION C

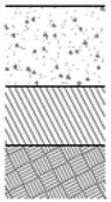
30mm DG10 DENSE GRADED ASPHALT

100mm TYPE 2.2 SUBBASE (CBR60) COMPACTED TO MIN DENSITY RATIO OF 100% SRDD

100mm TYPE 2.3 SUBBASE (CBR45) COMPACTED TO MIN DENSITY RATIO OF 100% SRDD

SUBGRADE (4-DAY SOAKED CBR 7%) COMPACTED TO 98% SRDD

FLEXIBLE PAVEMENT



150mm N32 CONCRETE WITH SL82 MESH PLACED CENTRALLY. MAX AGG SIZE 20mm. SLUMP 80mm.

1 LAYER 0.2um VISQUEEN PLASTIC

100mm TYPE 2.4 SUBBASE COMPACTED TO MIN DENSITY RATIO OF 100% SRDD

SUBGRADE (ASSUMED 4-DAY SOAKED CBR 7%) COMPACTED TO 98% SRDD

CONCRETE PAVEMENT

N.T.S

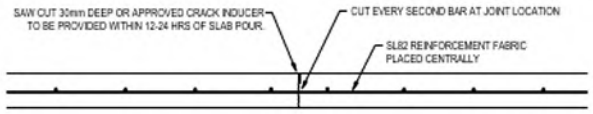
CONCRETE TO HAVE BLACK COLOUR ADDITIVE ADDED

PAVEMENT DETAILS

N.T.S

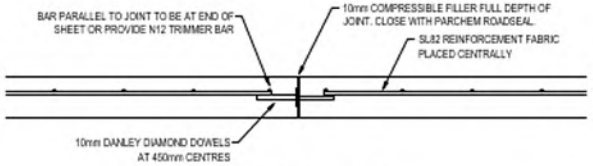
NOTE

PROVISIONAL PAVEMENT DESIGN IS BASED ON AN ASSUMED SUBGRADE SOAKED CBR OF 10. THE CONTRACTOR IS TO CONFIRM SUBGRADE CBR DURING CONSTRUCTION AND THE PAVEMENT DESIGN MAY BE AMENDED ACCORDINGLY. SUBBASE LAYER MAY NOT BE REQUIRED IF SAND SUBGRADE PRESENT. ENGINEER TO CONFIRM DURING CONSTRUCTION.




CONTRACTION JOINT DETAIL (CJ)

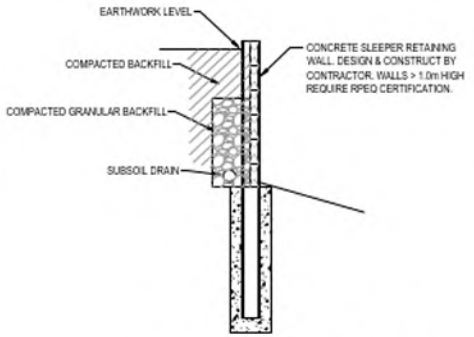
N.T.S.




EXPANSION JOINT DETAIL (EJ)

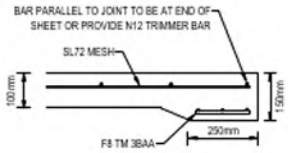
N.T.S.

INSTALL DANLEY DOWELS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. THESE ARE AVAILABLE FROM www.danley.com.au/upload/modules/document_loader/Danley_Diamond_Dowel_Datasheet_2016.pdf



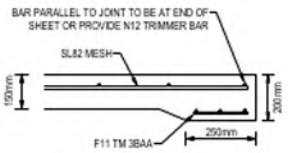

TYPICAL SLEEPER RETAINING WALL DETAIL

N.T.S.



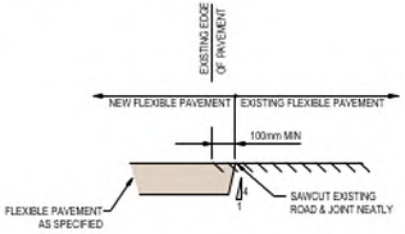

EDGE THICKENING - CAR PARK

N.T.S



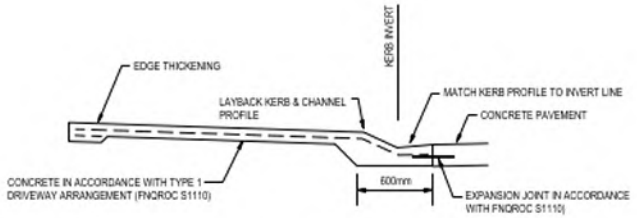

EDGE THICKENING - ROAD

N.T.S




JOINT TO EXISTING PAVEMENT

N.T.S.




CAR PARK DETAIL - CH 50 TO 70

N.T.S

| NO | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: 1:250 0 5 10 15 A1; 1:500 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | CW |
| DESIGNED | DJW | CHECKED | DJW |
| APPROVED | | | |

ORIGINAL CERTIFIED BY D.J.WALKER

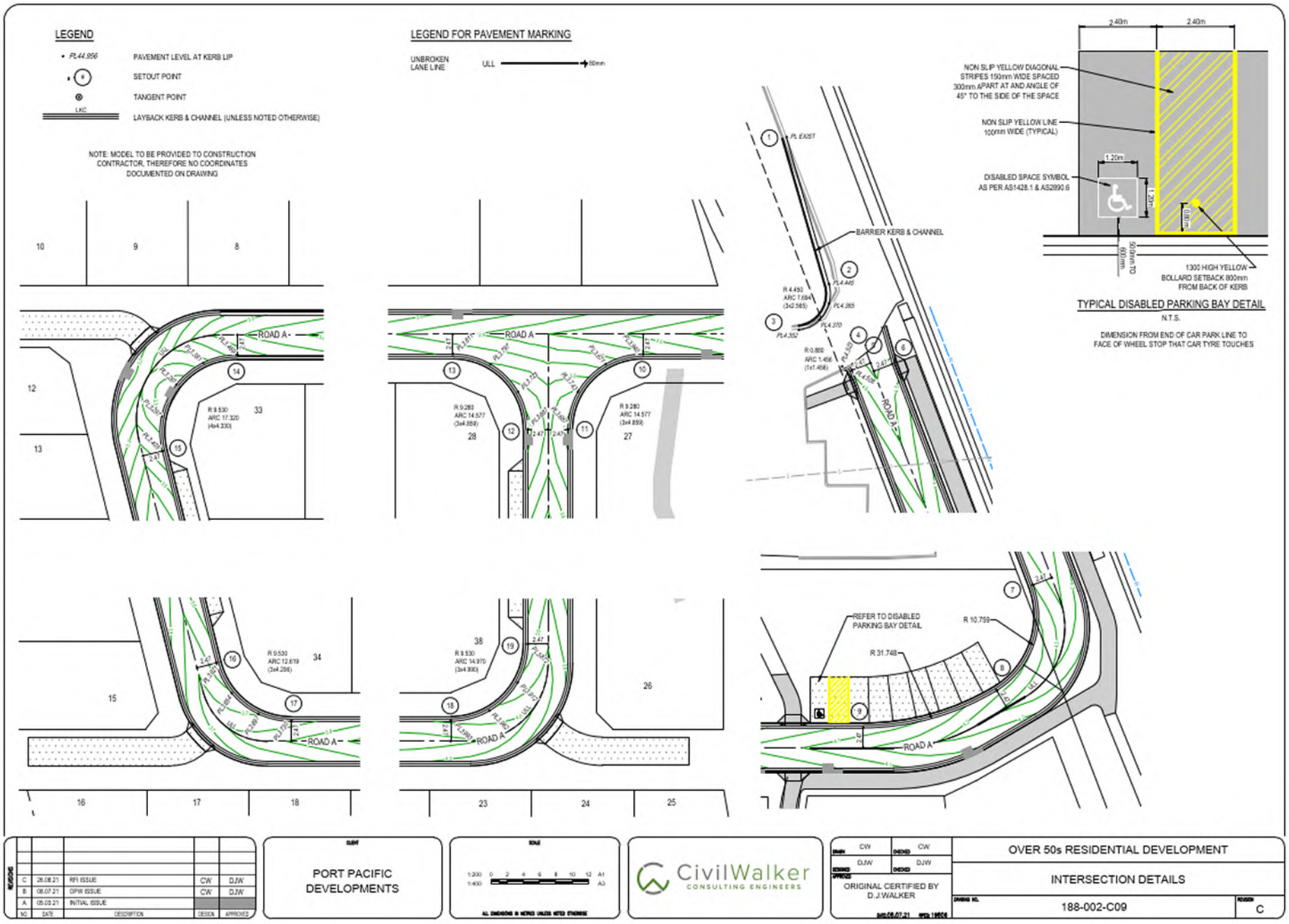
DATE 08.07.21 RPEQ 19604

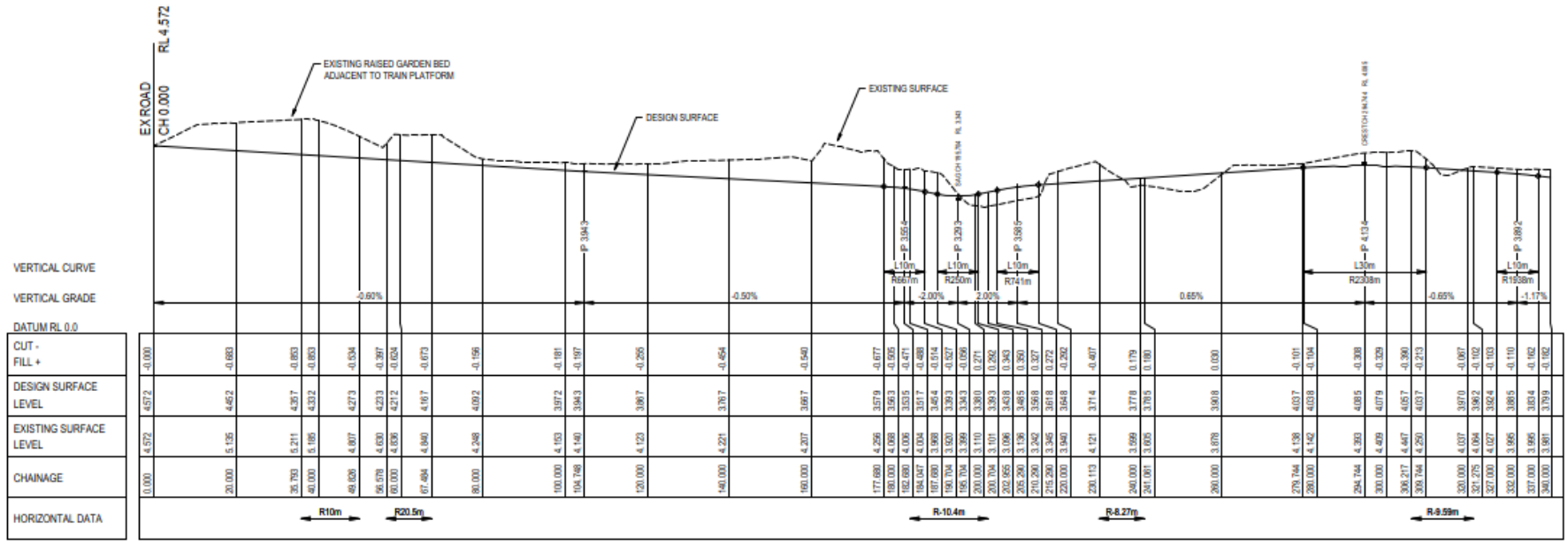
OVER 50s RESIDENTIAL DEVELOPMENT

TYPICAL SECTIONS & DETAILS SHEET 2 OF 2

DRAWING NO. 188-002-C08

REVISION C


LEGEND
PL44.956 PAVEMENT LEVEL AT KERB LIP
SETOUT POINT
TANGENT POINT
LKC LAYBACK KERB & CHANNEL (UNLESS NOTED OTHERWISE)
NOTE: MODEL TO BE PROVIDED TO CONSTRUCTION CONTRACTOR, THEREFORE NO COORDINATES DOCUMENTED ON DRAWING
LEGEND FOR PAVEMENT MARKING
UNBROKEN LANE LINE ULL
ROAD A
BARRIER KERB & CHANNEL
PL EAST
NON SLIP YELLOW DIAGONAL STRIPES 150mm WIDE SPACED 300mm APART AT AND ANGLE OF 45° TO THE SIDE OF THE SPACE
NON SLIP YELLOW LINE 100mm WIDE (TYPICAL)
DISABLED SPACE SYMBOL AS PER AS1428.1 & AS2890.6
1300 HIGH YELLOW BOLLARD SETBACK 900mm FROM BACK OF KERB
TYPICAL DISABLED PARKING BAY DETAIL
N.T.S.
DIMENSION FROM END OF CAR PARK LINE TO FACE OF WHEEL STOP THAT CAR TYRE TOUCHES
REFER TO DISABLED PARKING BAY DETAIL
R 31.748
R 10.759
C 26.08.21 RFI ISSUE CW DJW
B 08.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
INTERSECTION DETAILS
188-002-C09
C




| REVISIONS | | | | |
|---|---|---|---|---|
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

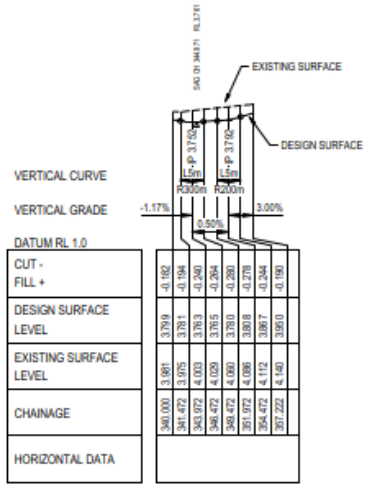
CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE
1:500 0 5 10 20 30 A1
1:1000 A3
HORIZONTAL
1:50 0 0.5 1.0 2 3 A1
1:100 A3
VERTICAL
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN: CW CHECKED: CW
DESIGNED: DJW CHECKED: DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
DATE: 08.07.21 RPEQ: 19604

OVER 50s RESIDENTIAL DEVELOPMENT
ROAD LONGITUDINAL SECTIONS
SHEET 1 OF 2
DRAWING NO. 188-002-C10
REVISION C




| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

REVISIONS

CLIENT

PORT PACIFIC DEVELOPMENTS

SCALE

1:500 0 5 10 20 30 A1
1:1000 A3
HORIZONTAL

1:50 0 0.5 1.0 2 3 A1
1:100 A3
VERTICAL

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker
CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | CW |
| DESIGNED | DJW | CHECKED | DJW |
| APPROVED | | | |

ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19604

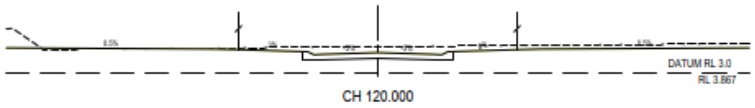
OVER 50s RESIDENTIAL DEVELOPMENT

ROAD LONGITUDINAL SECTIONS

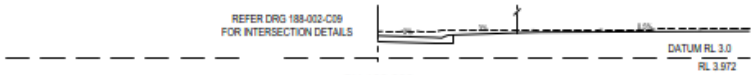
SHEET 2 OF 2

DRAWING NO. 188-002-C11

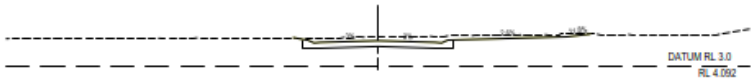
REVISION C



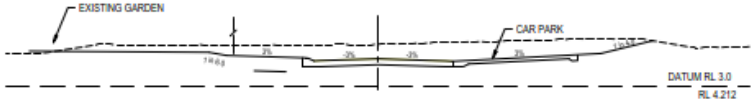

CH 120.000



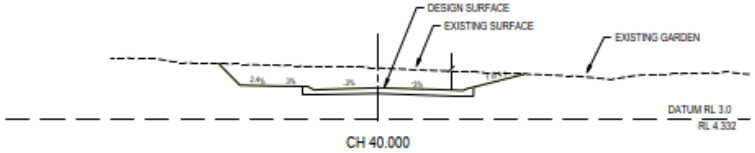

CH 100.000



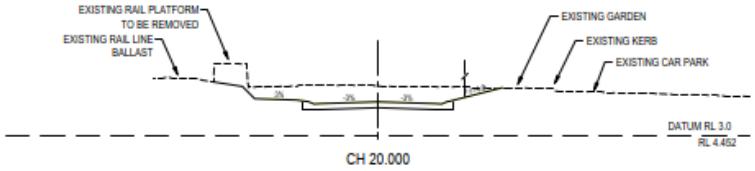

CH 80.000



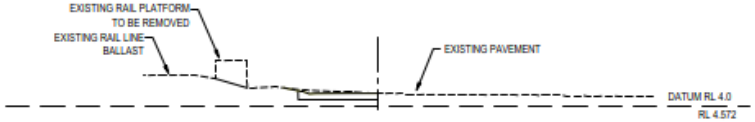

CH 60.000



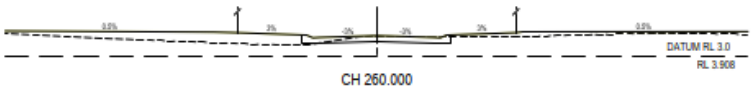

CH 40.000



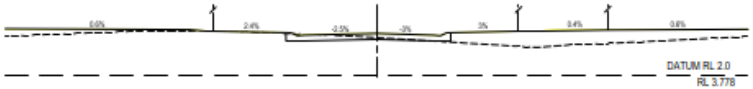

CH 20.000



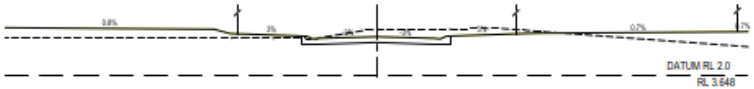

CH 0.000



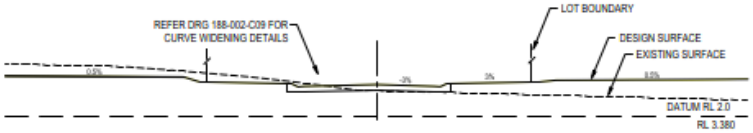

CH 260.000



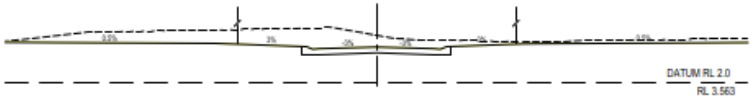

CH 240.000



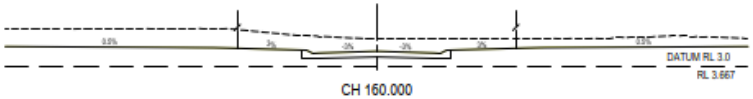

CH 220.000



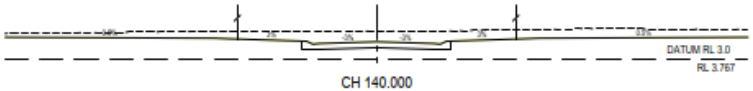

CH 200.000




CH 180.000




CH 160.000




CH 140.000

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

REVISIONS

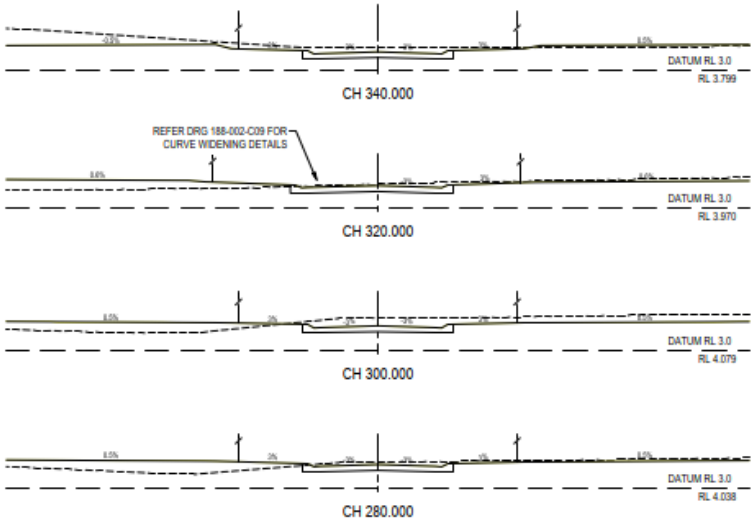
CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE
1:500 0 5 10 20 30 A1
1:1000 A3
HORIZONTAL
1:50 0 0.5 1.0 2 3 A1
1:100 A3
VERTICAL
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19604

OVER 50s RESIDENTIAL DEVELOPMENT
ROAD A CROSS SECTIONS
SHEET 1 OF 2
DRAWING NO. 188-002-C12
REVISION C




| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT

PORT PACIFIC DEVELOPMENTS

SCALE

1:500 0 5 10 20 30 A1
1:1000 A3
HORIZONTAL
1:50 0 0.5 1.0 2 3 A1
1:100 A3
VERTICAL
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | CW |
| DESIGNED | DJW | CHECKED | DJW |
| APPROVED | | | |

ORIGINAL CERTIFIED BY D.J.WALKER
DATE:08.07.21 RPEQ: 19604

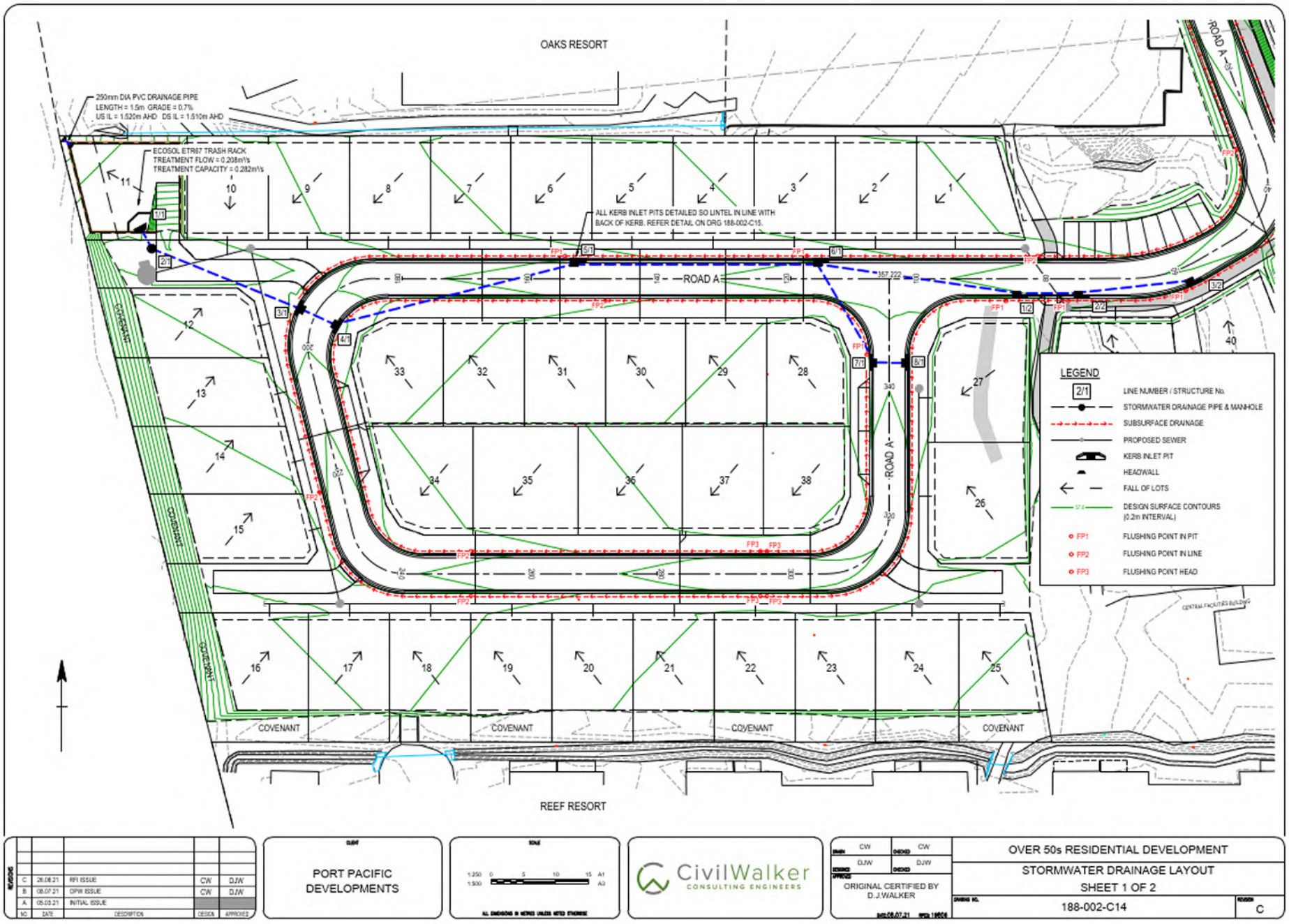
OVER 50s RESIDENTIAL DEVELOPMENT

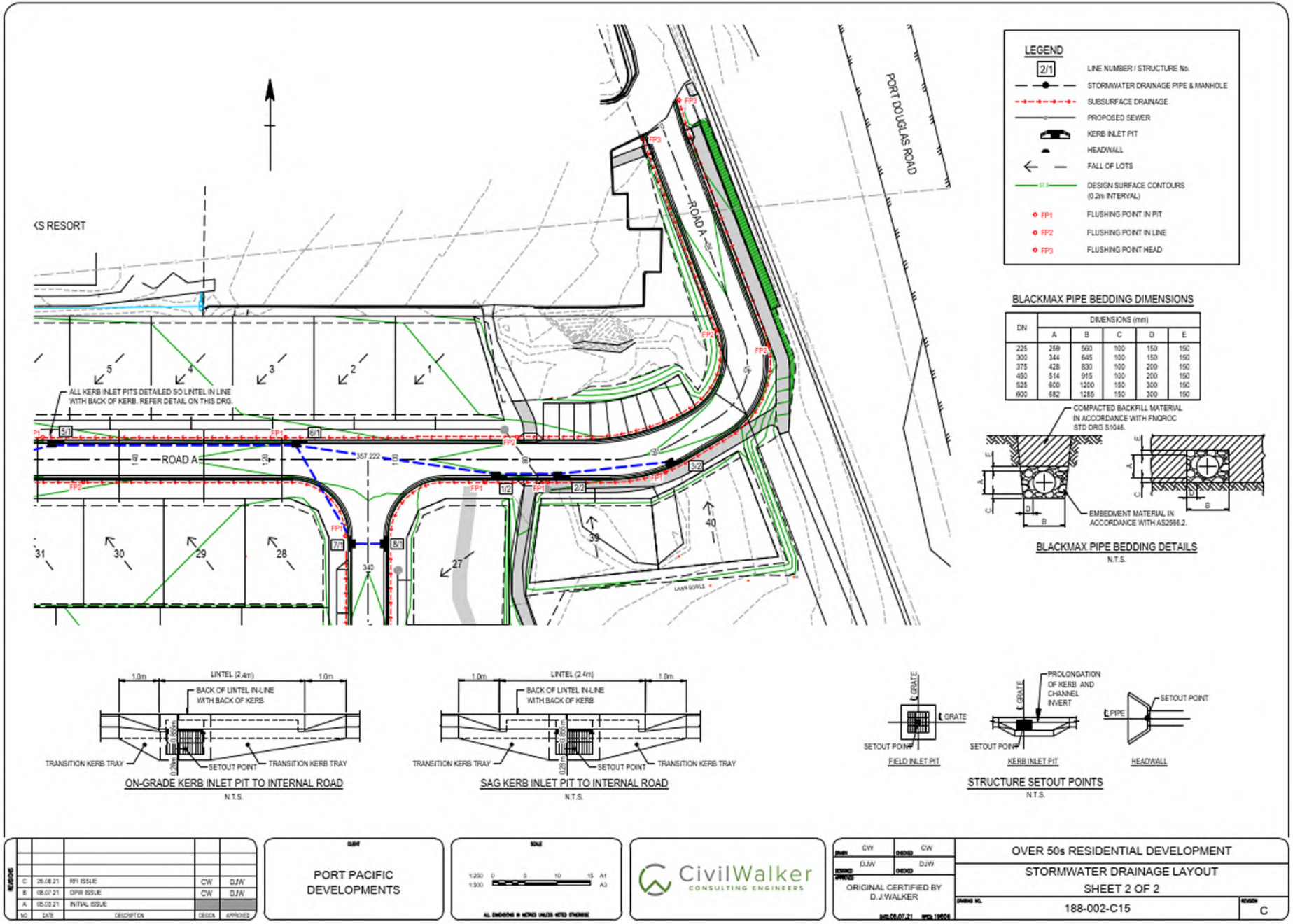
ROAD A CROSS SECTIONS

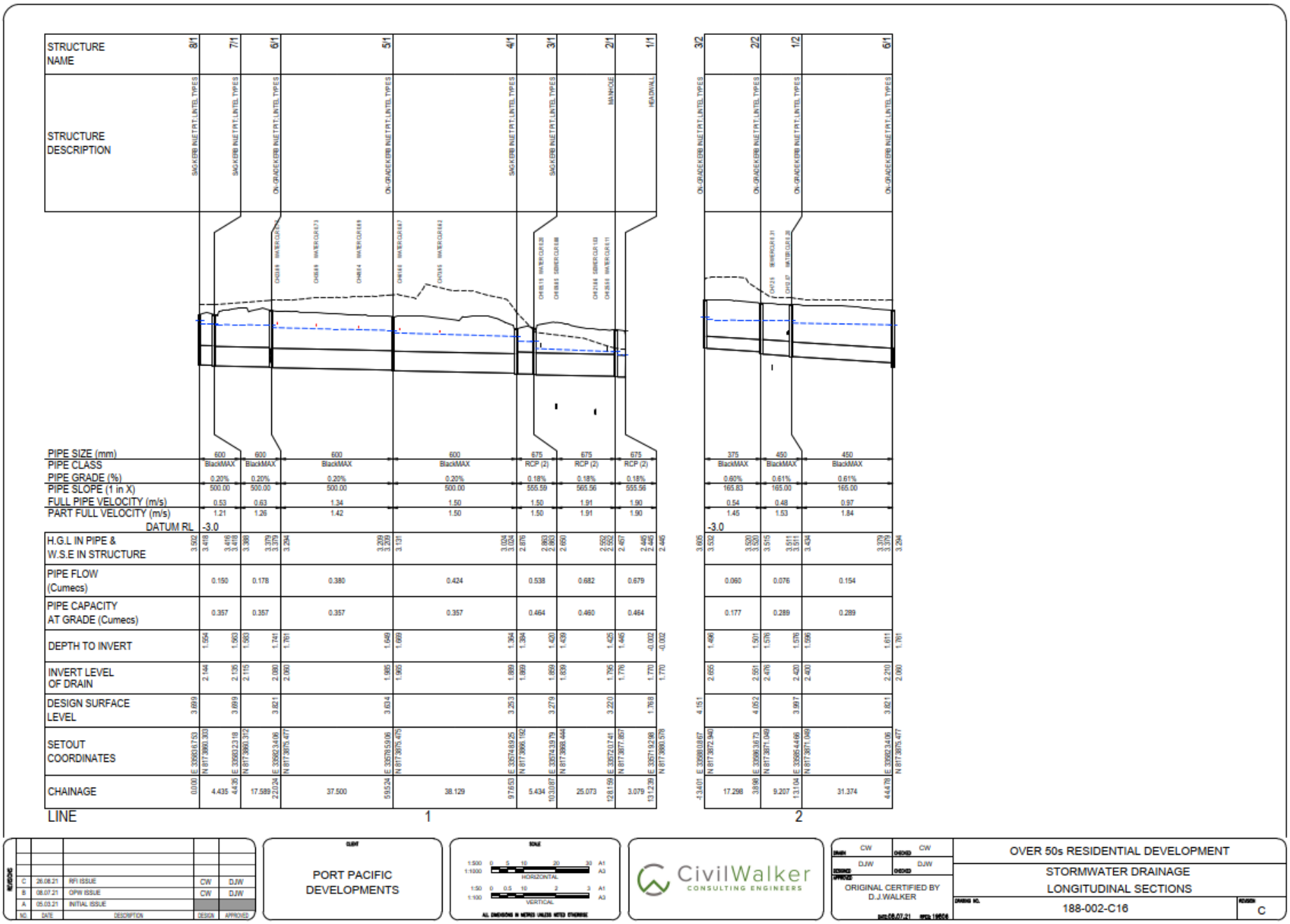
SHEET 2 OF 2

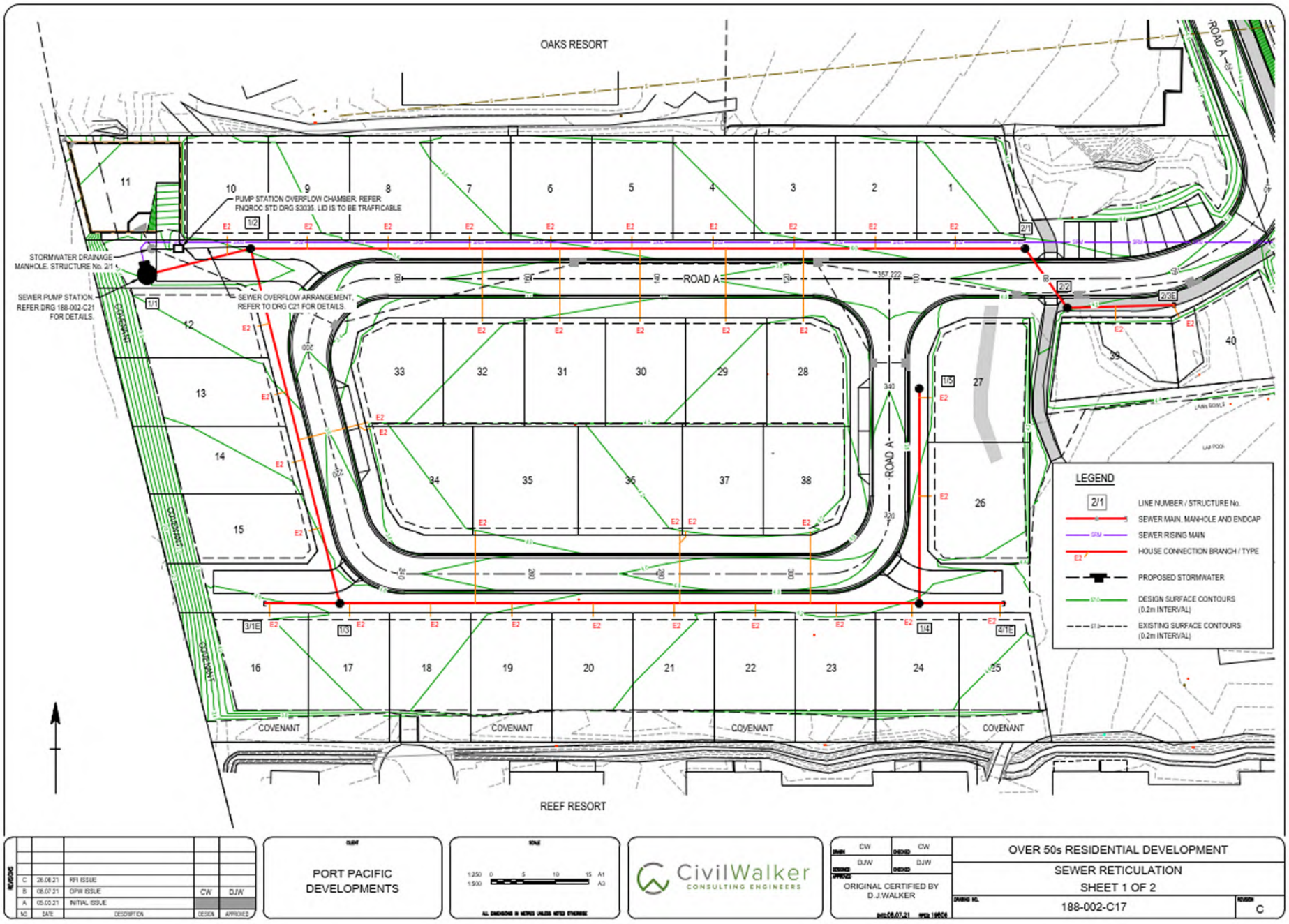
DRAWING NO. 188-002-C13

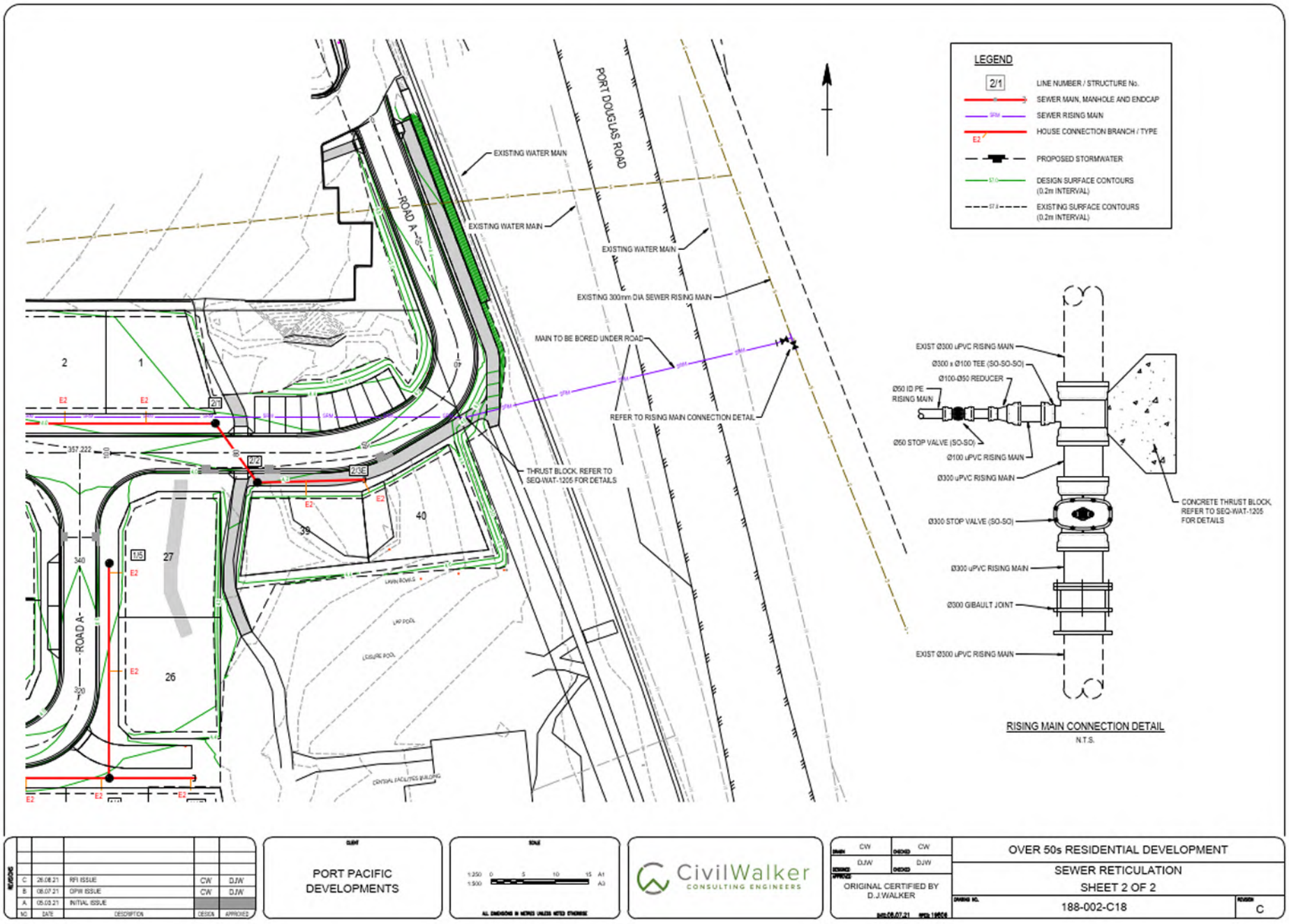
REVISION C

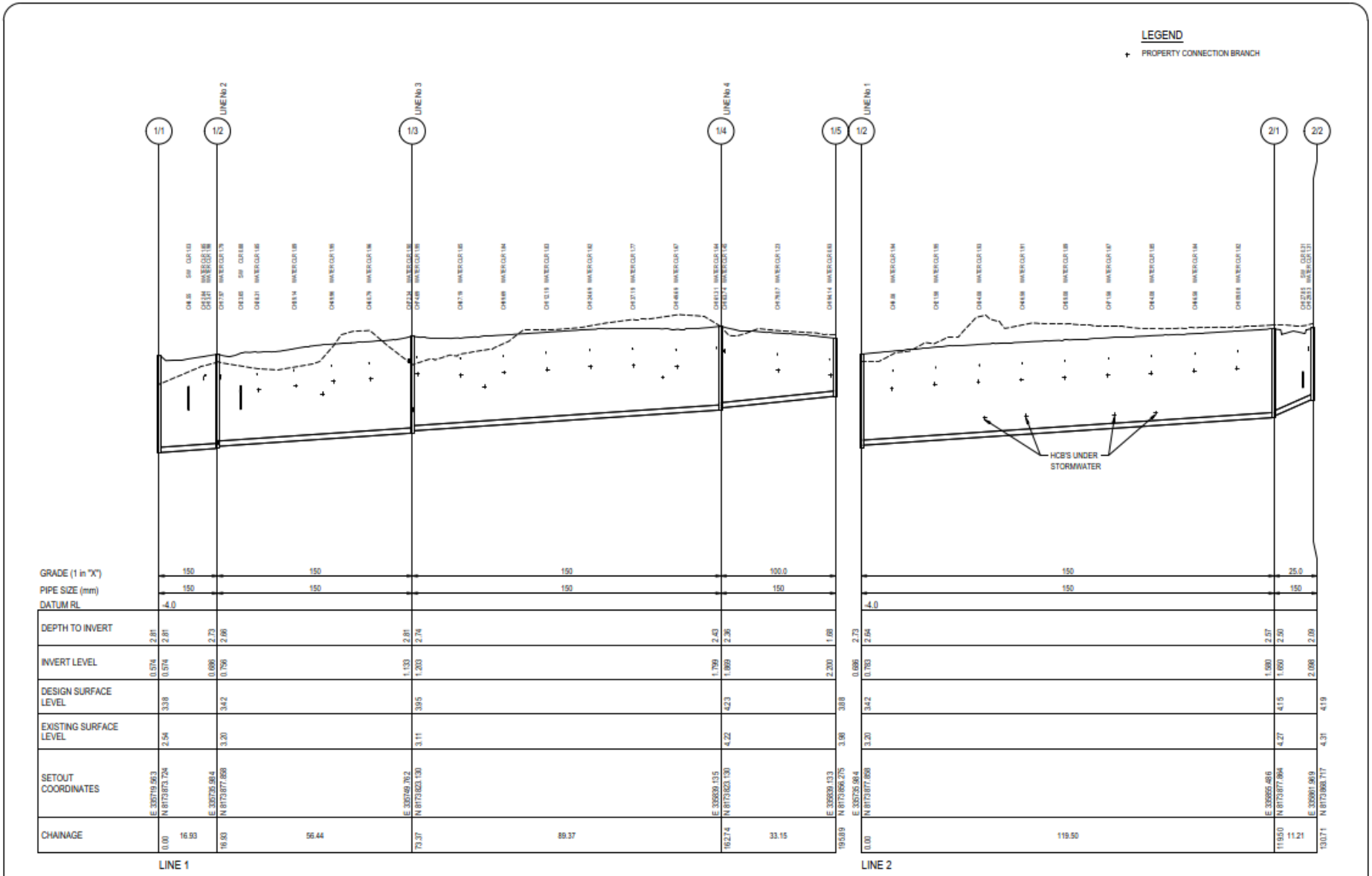

OAKS RESORT
250mm DIA PVC DRAINAGE PIPE
LENGTH = 1.5m GRADE = 0.7%
US IL = 1.520m AHD DS IL = 1.510m AHD
ECOSOL ETR67 TRASH RACK
TREATMENT FLOW = 0.208m³/s
TREATMENT CAPACITY = 0.282m³/s
ALL KERB INLET PITS DETAILED SO LINTEL IN LINE WITH BACK OF KERB. REFER DETAIL ON DRG 188-002-C15.
ROAD A
ROAD A
COVENANT
COVENANT
COVENANT
COVENANT
COVENANT
REEF RESORT
LEGEND
LINE NUMBER / STRUCTURE No.
STORMWATER DRAINAGE PIPE & MANHOLE
SUBSURFACE DRAINAGE
PROPOSED SEWER
KERB INLET PIT
HEADWALL
FALL OF LOTS
DESIGN SURFACE CONTOURS (0.2m INTERVAL)
FLUSHING POINT IN PIT
FLUSHING POINT IN LINE
FLUSHING POINT HEAD
CENTRAL FACILITIES BUILDING
C 26.08.21 RFI ISSUE CW DJW
B 08.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
STORMWATER DRAINAGE LAYOUT
SHEET 1 OF 2
188-002-C14
C


LEGEND
2/1 LINE NUMBER / STRUCTURE No.
STORMWATER DRAINAGE PIPE & MANHOLE
SUBSURFACE DRAINAGE
PROPOSED SEWER
KERB INLET PIT
HEADWALL
FALL OF LOTS
DESIGN SURFACE CONTOURS (0.2m INTERVAL)
FP1 FLUSHING POINT IN PIT
FP2 FLUSHING POINT IN LINE
FP3 FLUSHING POINT HEAD
PORT DOUGLAS ROAD
ROAD A
ALL KERB INLET PITS DETAILED SO LINTEL IN LINE WITH BACK OF KERB. REFER DETAIL ON THIS DRG.
BLACKMAX PIPE BEDDING DIMENSIONS
DN
DIMENSIONS (mm)
A B C D E
225 259 560 100 150 150
300 344 645 100 150 150
375 428 830 100 200 150
450 514 915 100 200 150
525 600 1200 150 300 150
600 682 1285 150 300 150
COMPACTED BACKFILL MATERIAL IN ACCORDANCE WITH FNQROC STD DRG S1046.
EMBEDMENT MATERIAL IN ACCORDANCE WITH AS2566.2.
BLACKMAX PIPE BEDDING DETAILS
N.T.S.
LINTEL (2.4m)
BACK OF LINTEL IN-LINE WITH BACK OF KERB
TRANSITION KERB TRAY
SETOUT POINT
ON-GRADE KERB INLET PIT TO INTERNAL ROAD
N.T.S.
SAG KERB INLET PIT TO INTERNAL ROAD
N.T.S.
GRATE
SETOUT POINT
FIELD INLET PIT
PROLONGATION OF KERB AND CHANNEL INVERT
KERB INLET PIT
PIPE
HEADWALL
STRUCTURE SETOUT POINTS
N.T.S.
C 26.08.21 RFI ISSUE CW DJW
B 08.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
STORMWATER DRAINAGE LAYOUT
SHEET 2 OF 2
188-002-C15
C


STRUCTURE NAME
STRUCTURE DESCRIPTION
PIPE SIZE (mm)
PIPE CLASS
PIPE GRADE (%)
PIPE SLOPE (1 in X)
FULL PIPE VELOCITY (m/s)
PART FULL VELOCITY (m/s)
DATUM RL
H.G.L IN PIPE & W.S.E IN STRUCTURE
PIPE FLOW (Cumecs)
PIPE CAPACITY AT GRADE (Cumecs)
DEPTH TO INVERT
INVERT LEVEL OF DRAIN
DESIGN SURFACE LEVEL
SETOUT COORDINATES
CHAINAGE
LINE
1
2
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
STORMWATER DRAINAGE
LONGITUDINAL SECTIONS
188-002-C16
C


OAKS RESORT
ROAD A
ROAD A
PUMP STATION OVERFLOW CHAMBER. REFER FNQROC STD DRG S3035. LID IS TO BE TRAFFICABLE
STORMWATER DRAINAGE MANHOLE. STRUCTURE No. 2/1
SEWER PUMP STATION. REFER DRG 188-002-C21 FOR DETAILS.
SEWER OVERFLOW ARRANGEMENT. REFER TO DRG C21 FOR DETAILS.
COVENANT
COVENANT
COVENANT
COVENANT
COVENANT
REEF RESORT
LEGEND
2/1 LINE NUMBER / STRUCTURE No.
SEWER MAIN, MANHOLE AND ENDCAP
SRM SEWER RISING MAIN
E2 HOUSE CONNECTION BRANCH / TYPE
PROPOSED STORMWATER
DESIGN SURFACE CONTOURS (0.2m INTERVAL)
EXISTING SURFACE CONTOURS (0.2m INTERVAL)
C 26.08.21 RFI ISSUE
B 06.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
NO DATE DESCRIPTION DESIGN APPROVED
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
SEWER RETICULATION
SHEET 1 OF 2
188-002-C17
C


LEGEND
2/1
LINE NUMBER / STRUCTURE No.
SEWER MAIN, MANHOLE AND ENDCAP
SEWER RISING MAIN
HOUSE CONNECTION BRANCH / TYPE
PROPOSED STORMWATER
DESIGN SURFACE CONTOURS (0.2m INTERVAL)
EXISTING SURFACE CONTOURS (0.2m INTERVAL)
PORT DOUGLAS ROAD
ROAD A
EXISTING WATER MAIN
EXISTING WATER MAIN
EXISTING WATER MAIN
EXISTING 300mm DIA SEWER RISING MAIN
MAIN TO BE BORED UNDER ROAD
REFER TO RISING MAIN CONNECTION DETAIL
THRUST BLOCK, REFER TO SEQ-WAT-1205 FOR DETAILS
2/1
2/2
2/3E
1/5
1
2
27
26
39
40
LAWN BOWLS
LAP POOL
LEISURE POOL
CENTRAL FACILITIES BUILDING
EXIST Ø300 uPVC RISING MAIN
Ø300 x Ø100 TEE (SO-SO-SO)
Ø100-Ø50 REDUCER
Ø50 ID PE RISING MAIN
Ø50 STOP VALVE (SO-SO)
Ø100 uPVC RISING MAIN
Ø300 uPVC RISING MAIN
Ø300 STOP VALVE (SO-SO)
Ø300 uPVC RISING MAIN
Ø300 GIBAULT JOINT
EXIST Ø300 uPVC RISING MAIN
CONCRETE THRUST BLOCK, REFER TO SEQ-WAT-1205 FOR DETAILS
RISING MAIN CONNECTION DETAIL
N.T.S.
C 26.08.21 RFI ISSUE CW DJW
B 06.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
NO. DATE DESCRIPTION DESIGN APPROVED
PORT PACIFIC DEVELOPMENTS
1:250 0 5 10 15 A1
1:500 A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE
CivilWalker
CONSULTING ENGINEERS
DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 06.07.21 RPEQ 19606
OVER 50s RESIDENTIAL DEVELOPMENT
SEWER RETICULATION
SHEET 2 OF 2
DRAWING NO. 188-002-C18
REVISION C




| REVISIONS | | | | |
|---|---|---|---|---|
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: 1:500 0 5 10 20 30 A1, 1:1000 A3 HORIZONTAL; 1:50 0 0.5 1.0 2 3 A1, 1:100 A3 VERTICAL
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

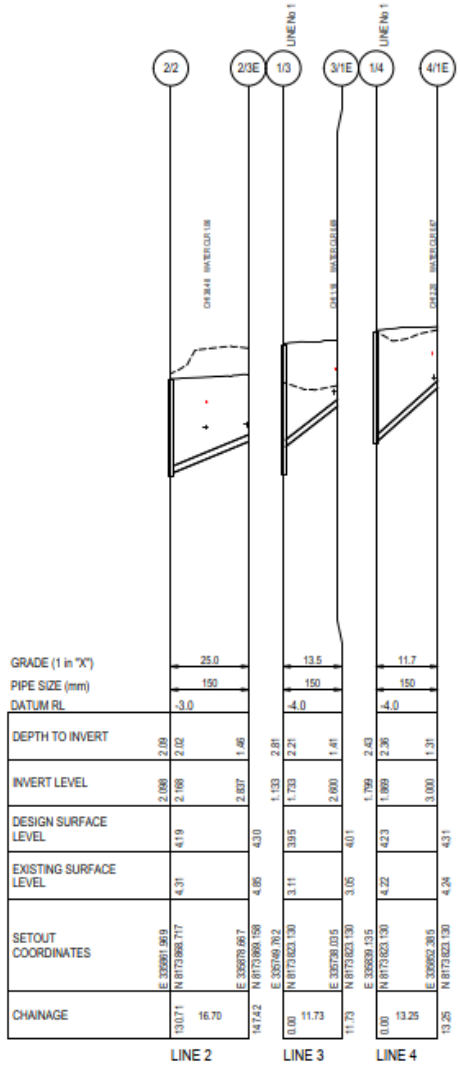
CivilWalker CONSULTING ENGINEERS

DRAWN: CW CHECKED: CW
DESIGNED: DJW CHECKED: DJW
APPROVED: ORIGINAL CERTIFIED BY D.J.WALKER
DATE: 08.07.21 RPEQ: 19604

OVER 50s RESIDENTIAL DEVELOPMENT
SEWER LONGITUDINAL SECTIONS
SHEET 1 OF 2
DRAWING NO. 188-002-C19
REVISION C

LEGEND

+ PROPERTY CONNECTION BRANCH




| REVISIONS | | | | |
|---|---|---|---|---|
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

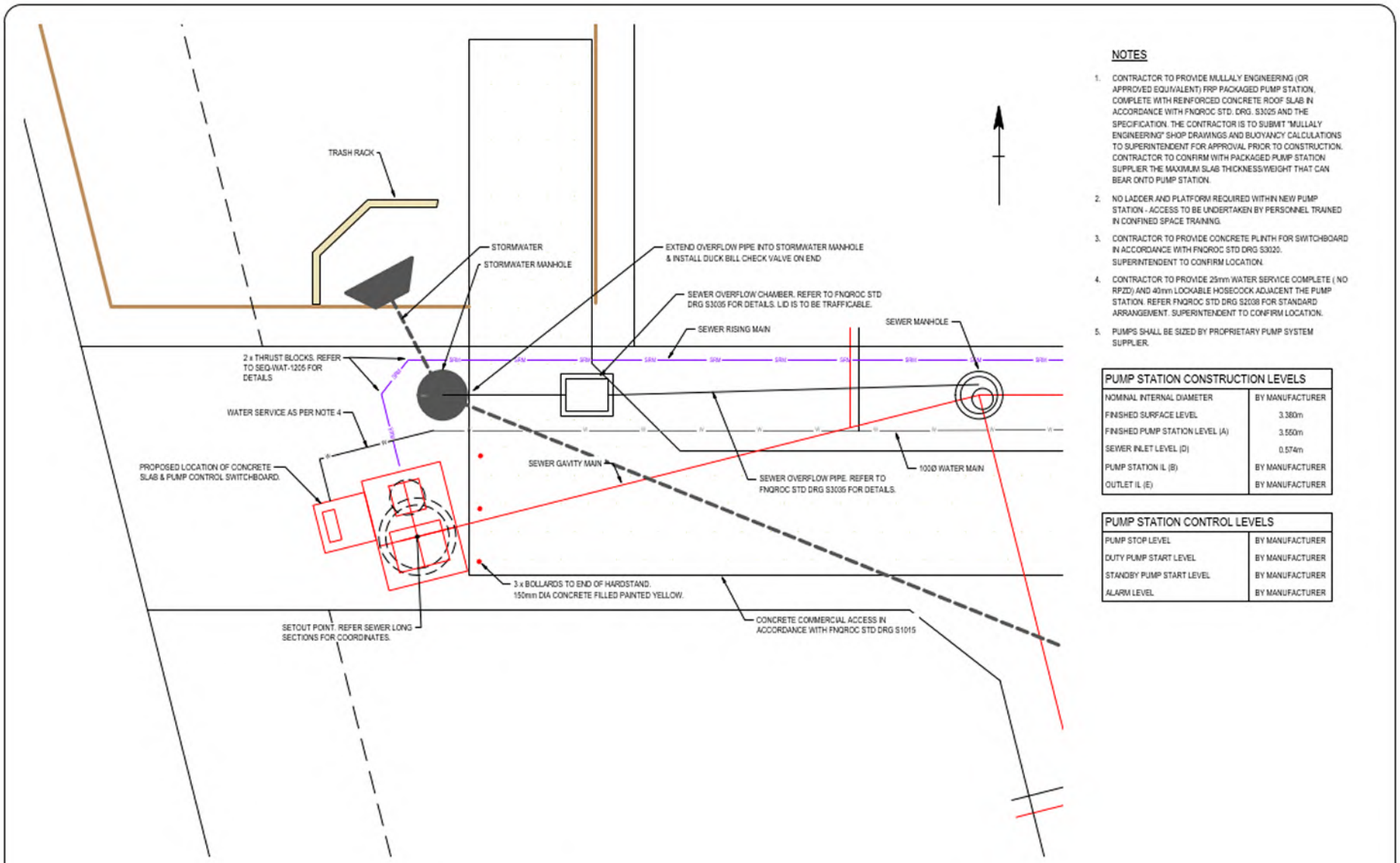
CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE
1:500 0 5 10 20 30 A1
1:1000 A3
HORIZONTAL
1:50 0 0.5 1.0 2 3 A1
1:100 A3
VERTICAL
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
Date:08.07.21 RPEQ 19604

OVER 50s RESIDENTIAL DEVELOPMENT
SEWER LONGITUDINAL SECTIONS
SHEET 2 OF 2
DRAWING NO. 188-002-C20
REVISION C




NOTES

1. CONTRACTOR TO PROVIDE MULLALY ENGINEERING (OR APPROVED EQUIVALENT) FRP PACKAGED PUMP STATION, COMPLETE WITH REINFORCED CONCRETE ROOF SLAB IN ACCORDANCE WITH FNQROC STD. DRG. S3025 AND THE SPECIFICATION. THE CONTRACTOR IS TO SUBMIT "MULLALY ENGINEERING" SHOP DRAWINGS AND BUOYANCY CALCULATIONS TO SUPERINTENDENT FOR APPROVAL PRIOR TO CONSTRUCTION. CONTRACTOR TO CONFIRM WITH PACKAGED PUMP STATION SUPPLIER THE MAXIMUM SLAB THICKNESS/WEIGHT THAT CAN BEAR ONTO PUMP STATION.
2. NO LADDER AND PLATFORM REQUIRED WITHIN NEW PUMP STATION - ACCESS TO BE UNDERTAKEN BY PERSONNEL TRAINED IN CONFINED SPACE TRAINING.
3. CONTRACTOR TO PROVIDE CONCRETE PLINTH FOR SWITCHBOARD IN ACCORDANCE WITH FNQROC STD DRG S3020. SUPERINTENDENT TO CONFIRM LOCATION.
4. CONTRACTOR TO PROVIDE 25mm WATER SERVICE COMPLETE ( NO RPZD) AND 40mm LOCKABLE HOSECOCK ADJACENT THE PUMP STATION. REFER FNQROC STD DRG S2038 FOR STANDARD ARRANGEMENT. SUPERINTENDENT TO CONFIRM LOCATION.
5. PUMPS SHALL BE SIZED BY PROPRIETARY PUMP SYSTEM SUPPLIER.

| PUMP STATION CONSTRUCTION LEVELS | |
|---|---|
| NOMINAL INTERNAL DIAMETER | BY MANUFACTURER |
| FINISHED SURFACE LEVEL | 3.380m |
| FINISHED PUMP STATION LEVEL (A) | 3.550m |
| SEWER INLET LEVEL (D) | 0.574m |
| PUMP STATION IL (B) | BY MANUFACTURER |
| OUTLET IL (E) | BY MANUFACTURER |

| PUMP STATION CONTROL LEVELS | |
|---|---|
| PUMP STOP LEVEL | BY MANUFACTURER |
| DUTY PUMP START LEVEL | BY MANUFACTURER |
| STANDBY PUMP START LEVEL | BY MANUFACTURER |
| ALARM LEVEL | BY MANUFACTURER |

| NO | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: 1:50 0 0.5 1 2 3 A1; 1:100 A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED

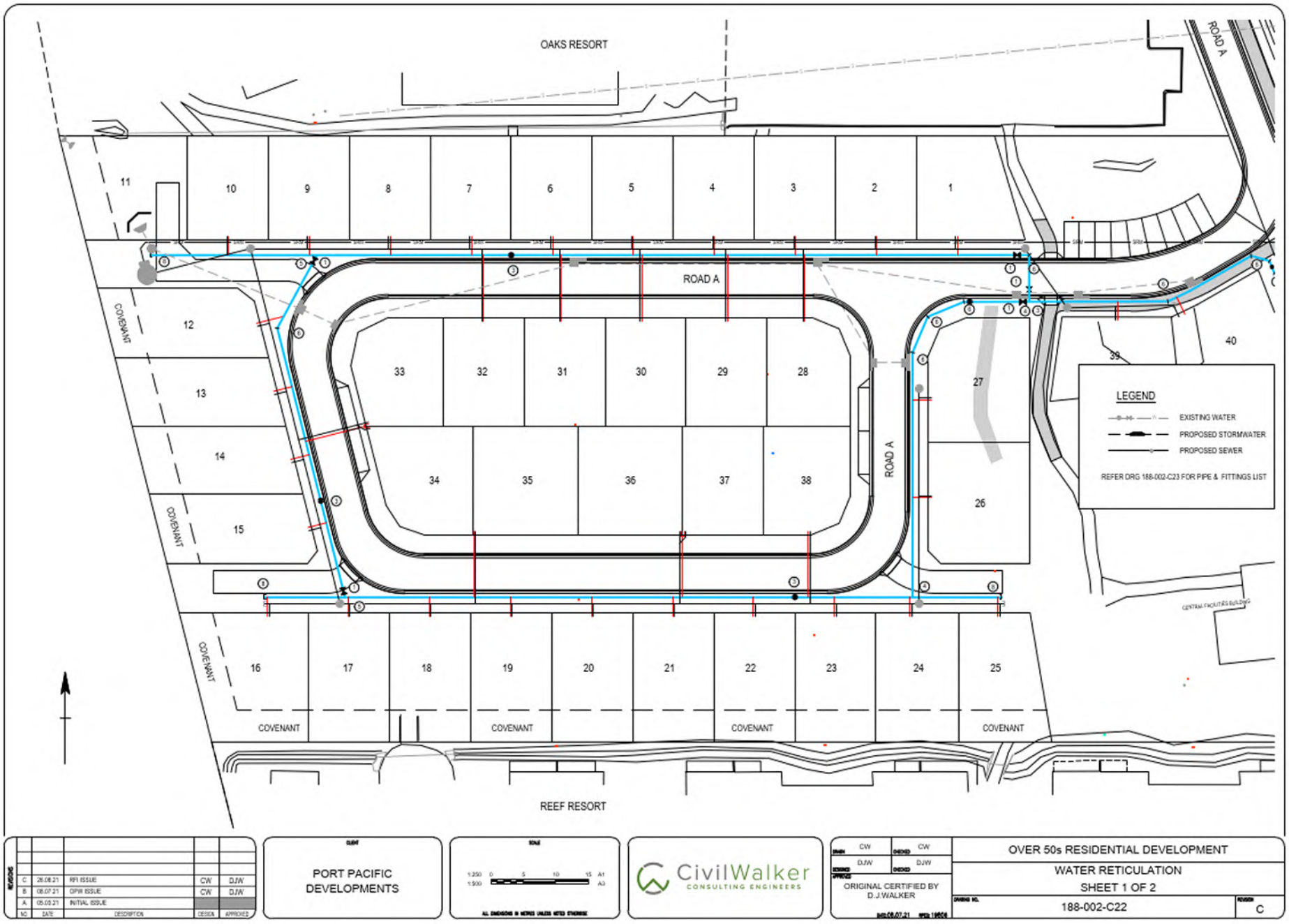
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19604

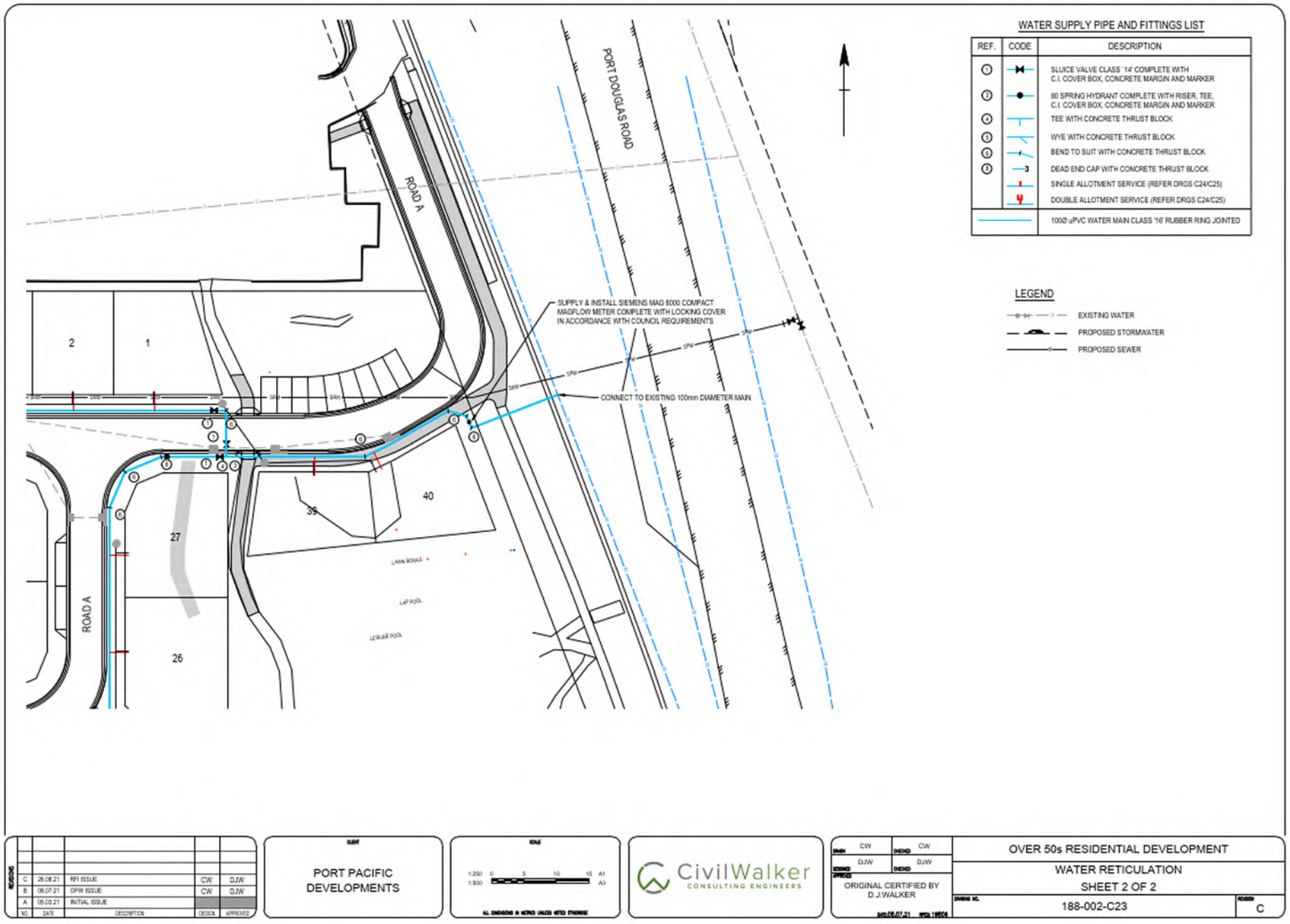
OVER 50s RESIDENTIAL DEVELOPMENT

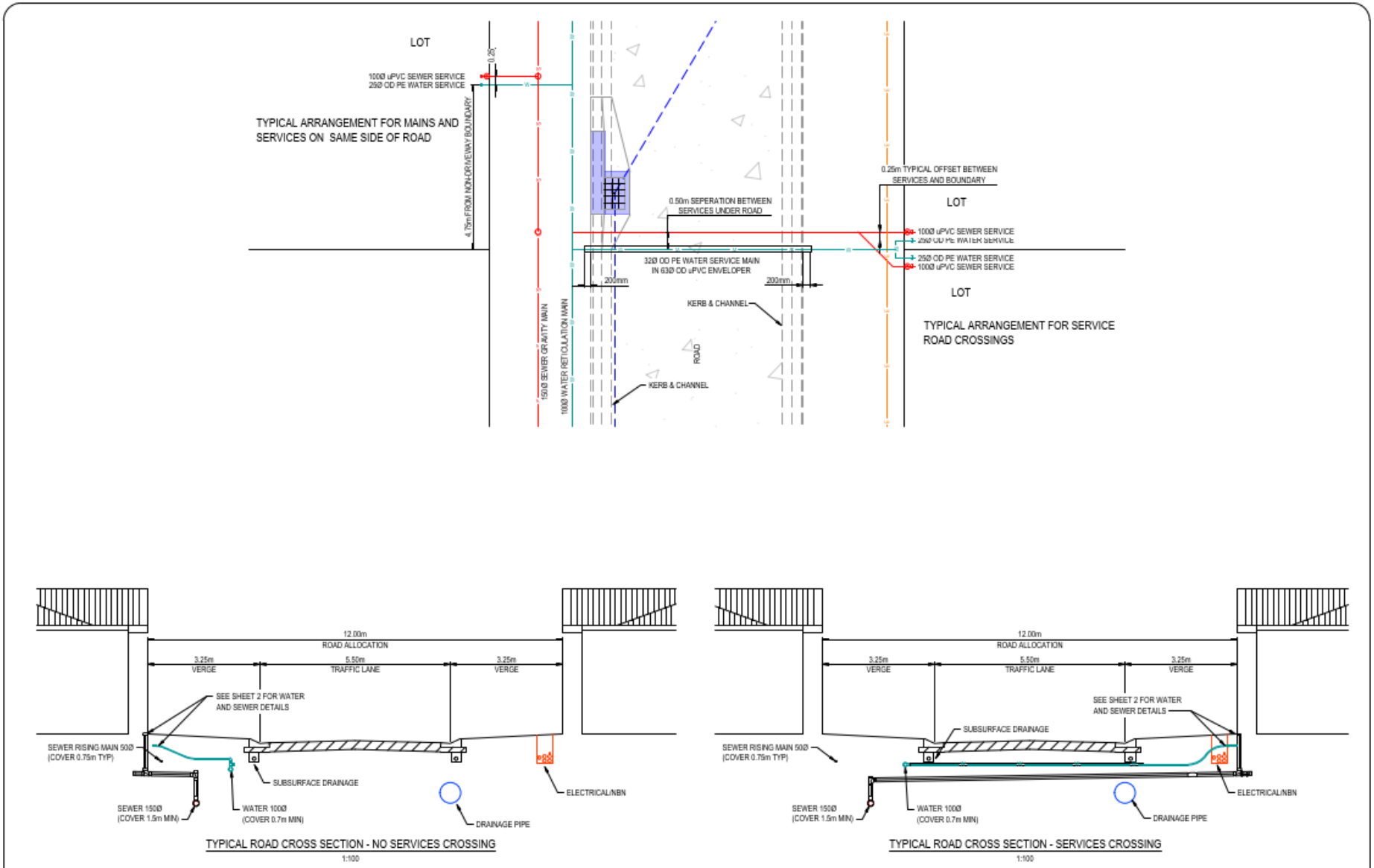
SEWER PUMP STATION DETAILS

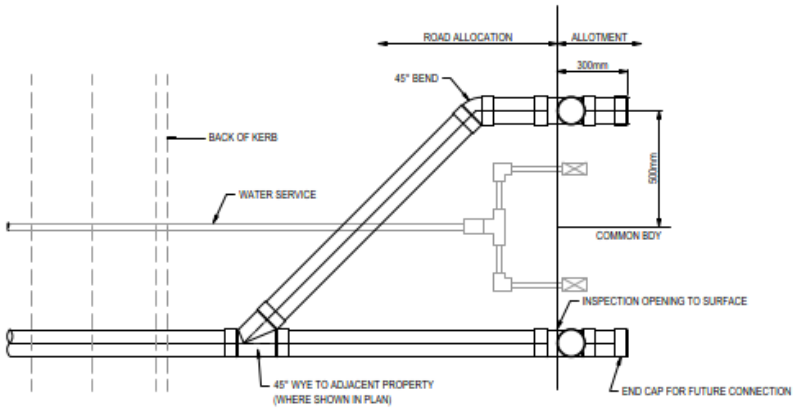
DRAWING NO. 188-002-C21

REVISION C


OAKS RESORT
ROAD A
ROAD A
ROAD A
11
10
9
8
7
6
5
4
3
2
1
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
COVENANT
COVENANT
COVENANT
COVENANT
COVENANT
COVENANT
LEGEND
EXISTING WATER
PROPOSED STORMWATER
PROPOSED SEWER
REFER DRG 188-002-C23 FOR PIPE & FITTINGS LIST
CENTRAL FACILITIES BUILDING
REEF RESORT
REVISIONS
C 26.08.21 RFI ISSUE CW DJW
B 08.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
NO DATE DESCRIPTION DESIGN APPROVED
CLIENT
PORT PACIFIC DEVELOPMENTS
SCALE
1:250 0 5 10 15 A1
1:500 A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE
CivilWalker
CONSULTING ENGINEERS
DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
Date:08.07.21 RPEQ 19606
OVER 50s RESIDENTIAL DEVELOPMENT
WATER RETICULATION
SHEET 1 OF 2
DRAWING NO. 188-002-C22
REVISION C

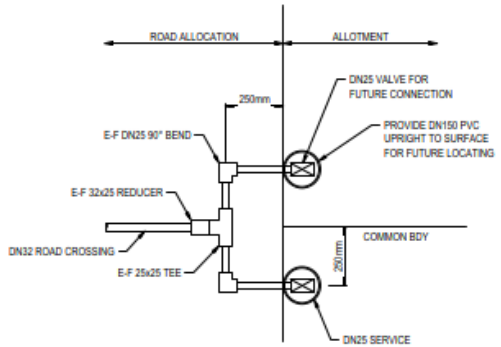

WATER SUPPLY PIPE AND FITTINGS LIST
REF.
CODE
DESCRIPTION
SLUICE VALVE CLASS '14' COMPLETE WITH C.I. COVER BOX, CONCRETE MARGIN AND MARKER
80 SPRING HYDRANT COMPLETE WITH RISER, TEE, C.I. COVER BOX, CONCRETE MARGIN AND MARKER
TEE WITH CONCRETE THRUST BLOCK
WYE WITH CONCRETE THRUST BLOCK
BEND TO SUIT WITH CONCRETE THRUST BLOCK
DEAD END CAP WITH CONCRETE THRUST BLOCK
SINGLE ALLOTMENT SERVICE (REFER DRGS C24/C25)
DOUBLE ALLOTMENT SERVICE (REFER DRGS C24/C25)
100Ø uPVC WATER MAIN CLASS '16' RUBBER RING JOINTED
LEGEND
EXISTING WATER
PROPOSED STORMWATER
PROPOSED SEWER
PORT DOUGLAS ROAD
ROAD A
SUPPLY & INSTALL SIEMENS MAG 8000 COMPACT MAGFLOW METER COMPLETE WITH LOCKING COVER IN ACCORDANCE WITH COUNCIL REQUIREMENTS
CONNECT TO EXISTING 100mm DIAMETER MAIN
1
2
26
27
39
40
LAWN BOWLS
LAP POOL
LEISURE POOL
REVISIONS
C 26.08.21 RFI ISSUE CW DJW
B 08.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
NO. DATE DESCRIPTION DESIGN APPROVED
CLIENT
PORT PACIFIC DEVELOPMENTS
SCALE
1:250 0 5 10 15 A1
1:500 A3
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE
CivilWalker
CONSULTING ENGINEERS
DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19504
OVER 50s RESIDENTIAL DEVELOPMENT
WATER RETICULATION
SHEET 2 OF 2
DRAWING NO. 188-002-C23
REVISION C


LOT
100Ø uPVC SEWER SERVICE
25Ø OD PE WATER SERVICE
TYPICAL ARRANGEMENT FOR MAINS AND SERVICES ON SAME SIDE OF ROAD
4.75m FROM NON-DRIVEWAY BOUNDARY
150Ø SEWER GRAVITY MAIN
100Ø WATER RETICULATION MAIN
ROAD
KERB & CHANNEL
0.50m SEPERATION BETWEEN SERVICES UNDER ROAD
32Ø OD PE WATER SERVICE MAIN IN 63Ø OD uPVC ENVELOPER
200mm
200mm
KERB & CHANNEL
0.25m TYPICAL OFFSET BETWEEN SERVICES AND BOUNDARY
LOT
100Ø uPVC SEWER SERVICE
25Ø OD PE WATER SERVICE
25Ø OD PE WATER SERVICE
100Ø uPVC SEWER SERVICE
LOT
TYPICAL ARRANGEMENT FOR SERVICE ROAD CROSSINGS
12.00m
ROAD ALLOCATION
3.25m
VERGE
5.50m
TRAFFIC LANE
3.25m
VERGE
SEE SHEET 2 FOR WATER AND SEWER DETAILS
SEWER RISING MAIN 50Ø (COVER 0.75m TYP)
SUBSURFACE DRAINAGE
ELECTRICAL/NBN
SEWER 150Ø (COVER 1.5m MIN)
WATER 100Ø (COVER 0.7m MIN)
DRAINAGE PIPE
TYPICAL ROAD CROSS SECTION - NO SERVICES CROSSING
1:100
12.00m
ROAD ALLOCATION
3.25m
VERGE
5.50m
TRAFFIC LANE
3.25m
VERGE
SEE SHEET 2 FOR WATER AND SEWER DETAILS
SUBSURFACE DRAINAGE
SEWER RISING MAIN 50Ø (COVER 0.75m TYP)
ELECTRICAL/NBN
SEWER 150Ø (COVER 1.5m MIN)
WATER 100Ø (COVER 0.7m MIN)
DRAINAGE PIPE
TYPICAL ROAD CROSS SECTION - SERVICES CROSSING
1:100
REVISIONS
C 26.08.21 RFI ISSUE CW DJW
B 08.07.21 DPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE
NO. DATE DESCRIPTION DESIGN APPROVED
CLIENT
PORT PACIFIC DEVELOPMENTS
SCALE
1:250 1:500
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE
CivilWalker
CONSULTING ENGINEERS
DRAWN CW CHECKED CW
DESIGNED DJW CHECKED DJW
APPROVED
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19804
OVER 50s RESIDENTIAL DEVELOPMENT
TYPICAL SEWER & WATER SERVICE CONNECTIONS
SHEET 1 OF 2
DRAWING NO. 188-002-C24
REVISION C



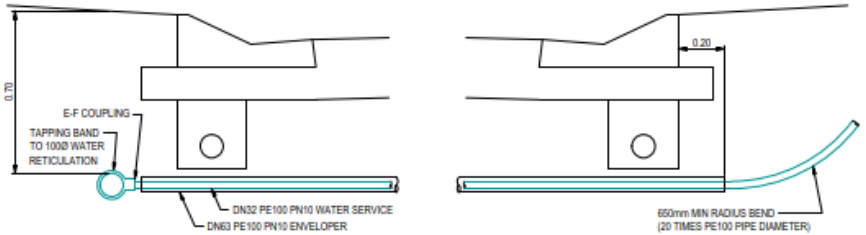

TYPICAL DUAL SEWER PROPERTY CONNECTION (SINGLE CONNECTION SIMILAR)

N.T.S.



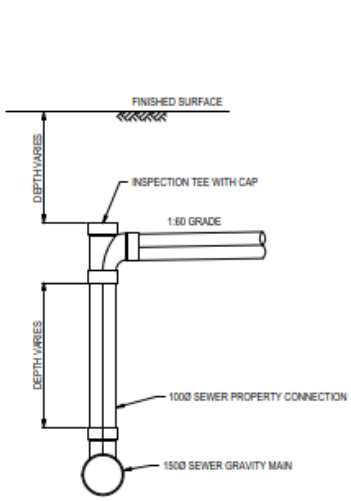

WATER SERVICE - TYPICAL PROPERTY CONNECTION

N.T.S.



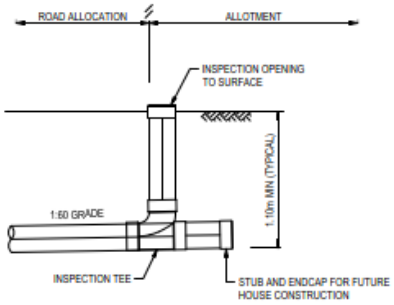

WATER SERVICE - TYPICAL MAIN CONNECTION & ROAD CROSSING

N.T.S.




SEWER HCB - TYPICAL DEEP CONNECTION TO GRAVITY SEWER MAINS

N.T.S.




SEWER HCB - TYPICAL PROPERTY CONNECTION

N.T.S.

NOTE:
REFER TO FNQROC STD DRG S3005 FOR PROPERTY CONNECTION DETAILS INCLUDING DETAILS FOR INSPECTION OPENINGS TO SURFACE

| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

REVISIONS

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | CW |
| DESIGNED | DJW | CHECKED | DJW |
| APPROVED | | | |

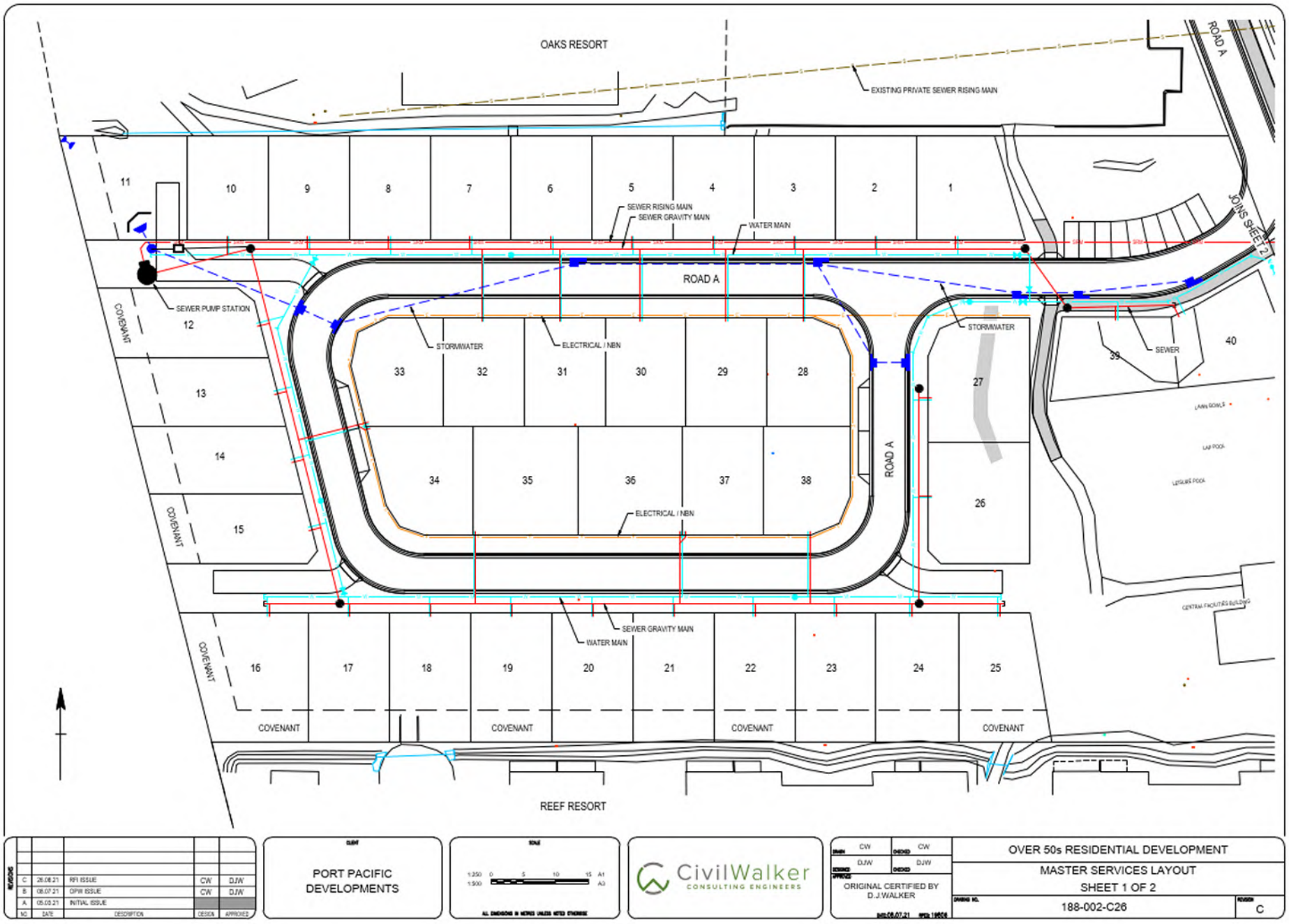
ORIGINAL CERTIFIED BY D.J.WALKER
DATE: 08.07.21 RPEQ: 19604

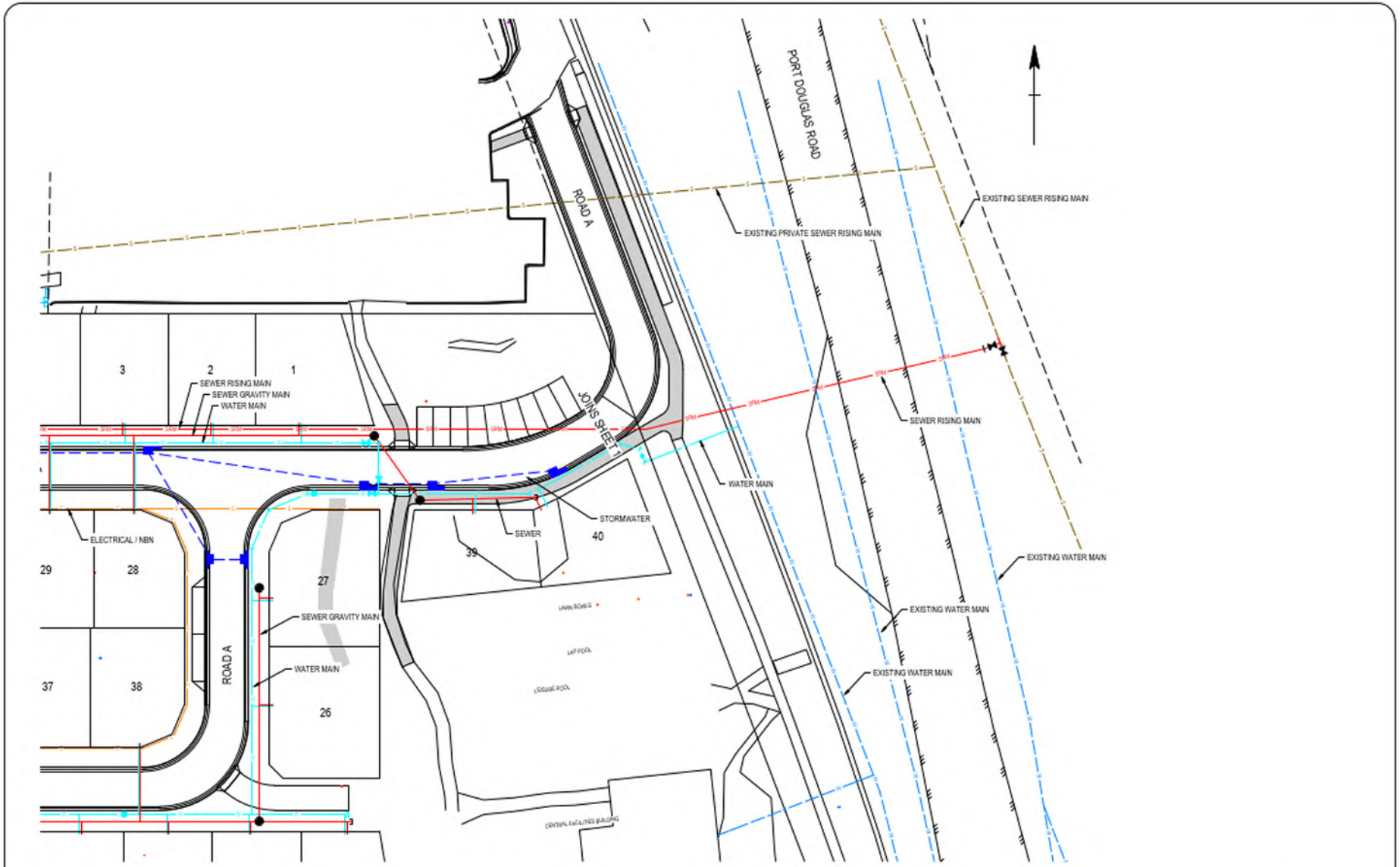
OVER 50s RESIDENTIAL DEVELOPMENT

TYPICAL SEWER & WATER SERVICE CONNECTIONS
SHEET 2 OF 2

DRAWING NO. 188-002-C25

REVISION C


OAKS RESORT
EXISTING PRIVATE SEWER RISING MAIN
ROAD A
JOINS SHEET 2
SEWER RISING MAIN
SEWER GRAVITY MAIN
WATER MAIN
SEWER PUMP STATION
COVENANT
STORMWATER
ELECTRICAL / NBN
SEWER
LAWN BOWLS
LAP POOL
LEISURE POOL
CENTRAL FACILITIES BUILDING
REEF RESORT
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
MASTER SERVICES LAYOUT
SHEET 1 OF 2
188-002-C26
C
26.08.21 RFI ISSUE CW DJW
06.07.21 DPW ISSUE CW DJW
05.03.21 INITIAL ISSUE




| NO | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

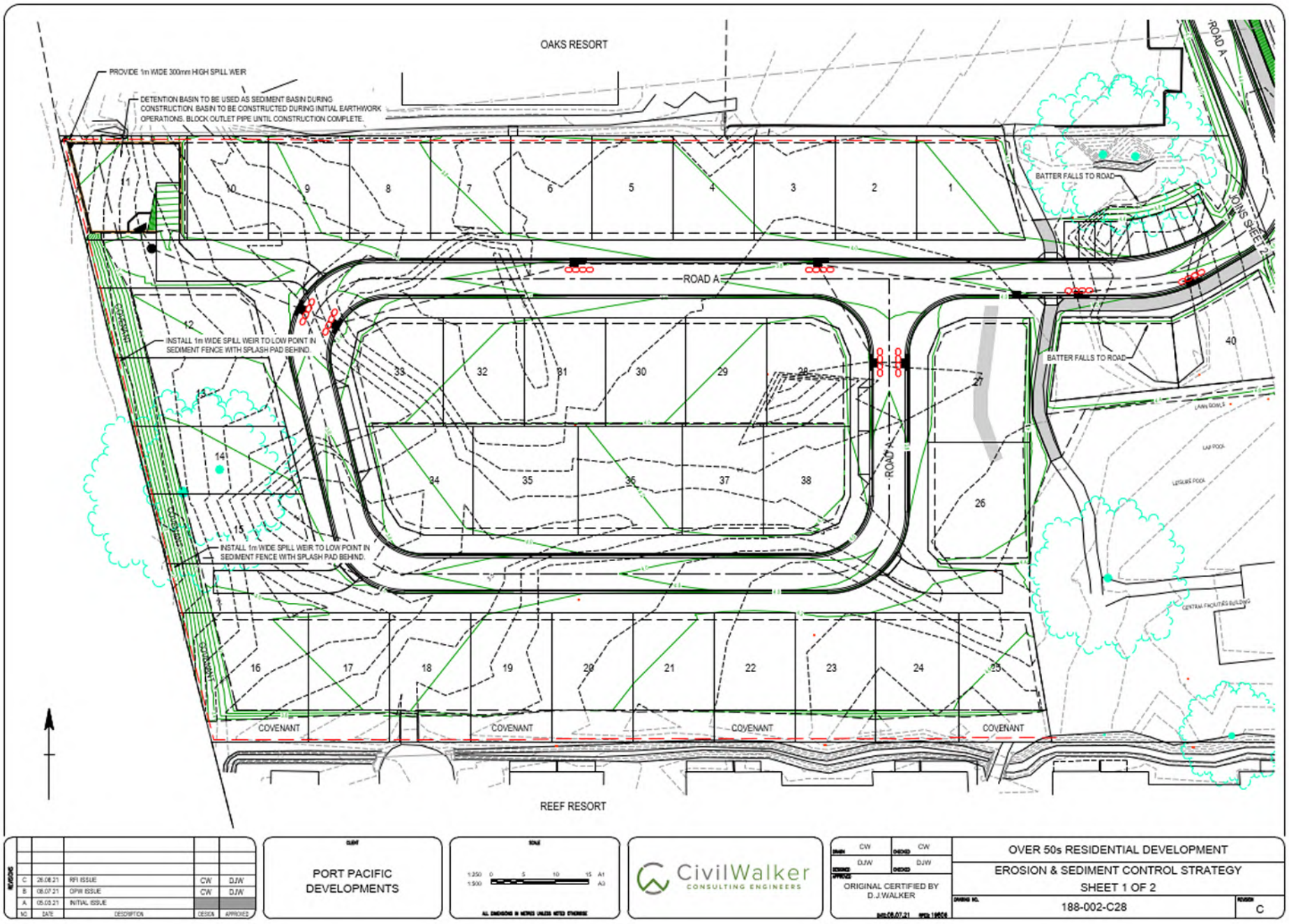
SCALE: 1:250 0 5 10 15 A1 / 1:500 A3

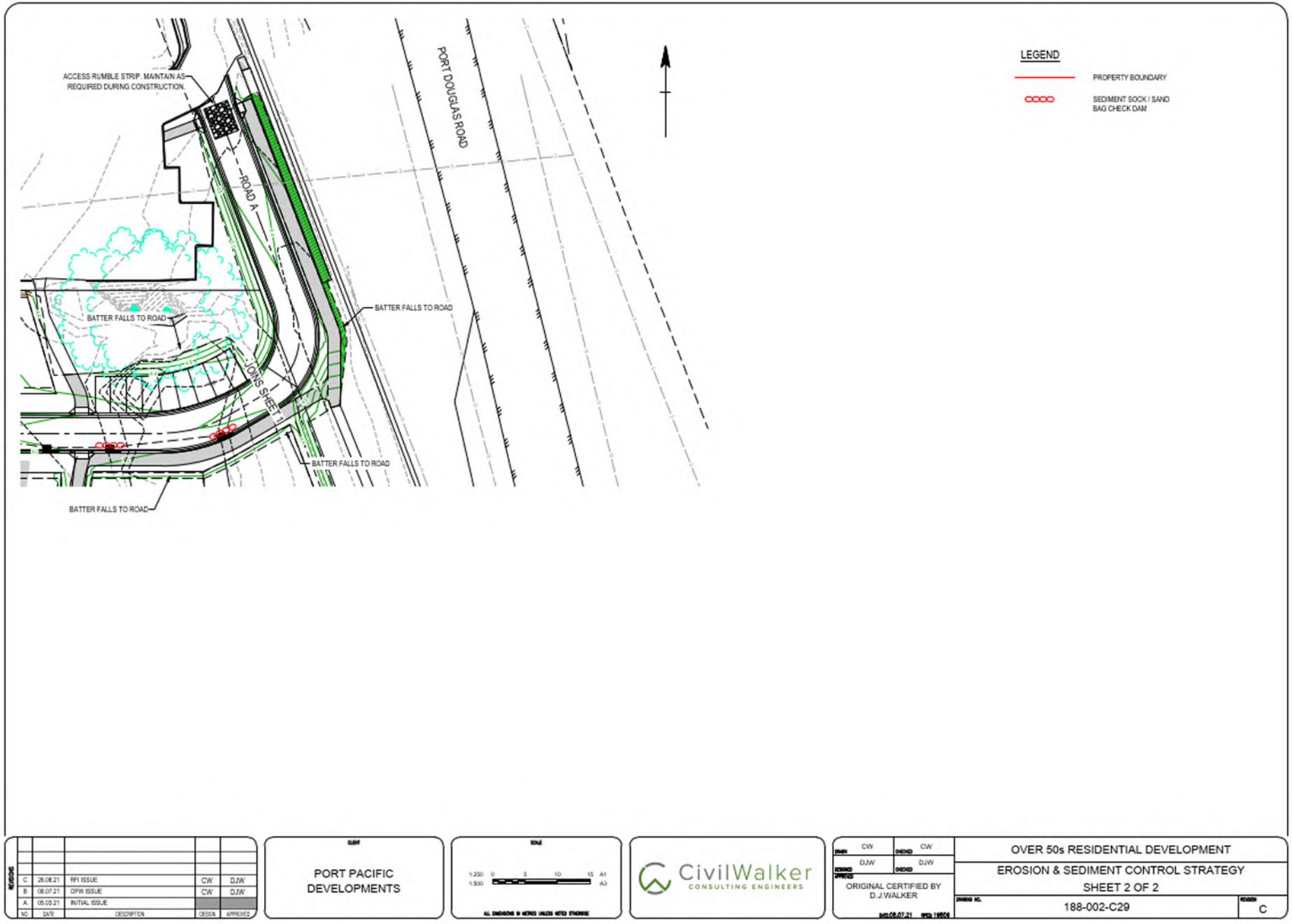
ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

DRAWN: CW CHECKED: CW
DESIGNED: DJW CHECKED: DJW
APPROVED:
ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19606

OVER 50s RESIDENTIAL DEVELOPMENT
MASTER SERVICES LAYOUT
SHEET 2 OF 2
DRAWING NO. 188-002-C27
REVISION C


OAKS RESORT
PROVIDE 1m WIDE 300mm HIGH SPILL WEIR
DETENTION BASIN TO BE USED AS SEDIMENT BASIN DURING CONSTRUCTION. BASIN TO BE CONSTRUCTED DURING INITIAL EARTHWORK OPERATIONS. BLOCK OUTLET PIPE UNTIL CONSTRUCTION COMPLETE.
ROAD A
BATTER FALLS TO ROAD
JOINS SHEET 2
INSTALL 1m WIDE SPILL WEIR TO LOW POINT IN SEDIMENT FENCE WITH SPLASH PAD BEHIND.
COVENANT
REEF RESORT
PORT PACIFIC DEVELOPMENTS
CivilWalker CONSULTING ENGINEERS
ORIGINAL CERTIFIED BY D.J.WALKER
OVER 50s RESIDENTIAL DEVELOPMENT
EROSION & SEDIMENT CONTROL STRATEGY
SHEET 1 OF 2
188-002-C28
C
C 26.08.21 RFI ISSUE CW DJW
B 08.07.21 OPW ISSUE CW DJW
A 05.03.21 INITIAL ISSUE




| NO | DATE | DESCRIPTION | DESIGN | APPROVED |
|---|---|---|---|---|
| C | 26.08.21 | RFI ISSUE | CW | DJW |
| B | 08.07.21 | OPW ISSUE | CW | DJW |
| A | 05.03.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

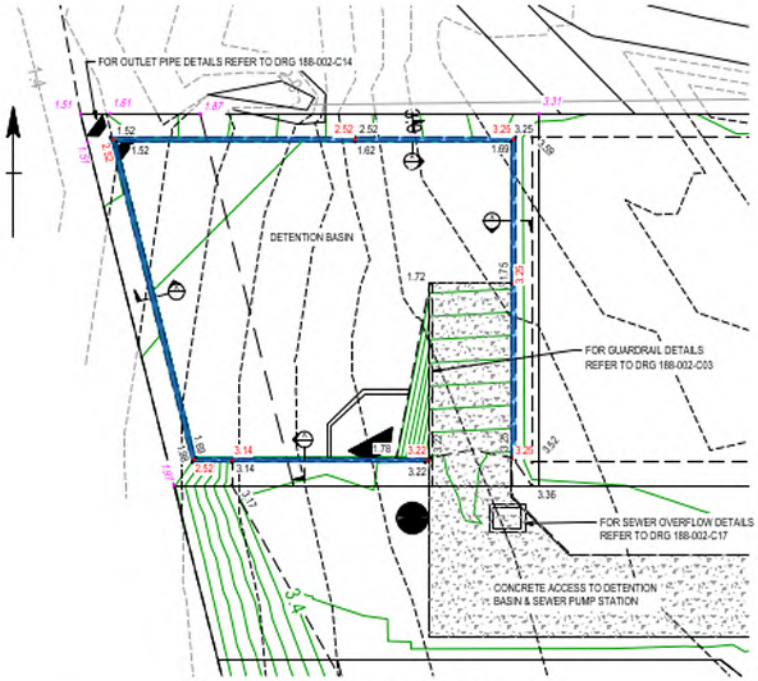
SCALE: 1:250 / 1:500 — 0 5 10 15 — A1 / A3

ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | |
|---|---|---|
| DRAWN CW | CHECKED CW | OVER 50s RESIDENTIAL DEVELOPMENT |
| DESIGNED DJW | CHECKED DJW | EROSION & SEDIMENT CONTROL STRATEGY SHEET 2 OF 2 |
| APPROVED | | DRAWING NO. 188-002-C29 — REVISION C |

ORIGINAL CERTIFIED BY D.J.WALKER
DATE 08.07.21 RPEQ 19604



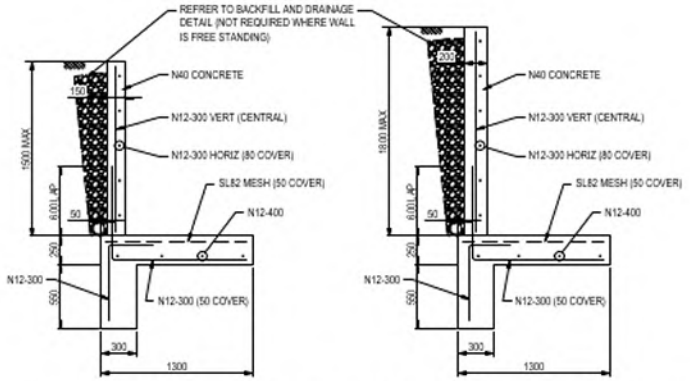

DETENTION BASIN - PLAN
1:100

LEGEND

- 3.32 — TOP OF WALL LEVEL
- 2.22 — FINISHED SURFACE LEVEL
- 1.52 — NATURAL SURFACE LEVEL
- CONCRETE RETAINING WALL
- DESIGN SURFACE CONTOURS (0.2m INTERVAL)
- EXISTING SURFACE CONTOURS (0.2m INTERVAL)

## CONCRETE RETAINING WALL DETAIL & SPECIFICATION

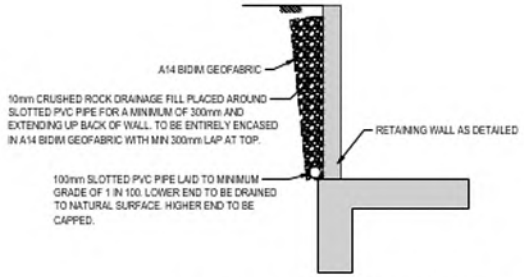
1. CONCRETE f'c = 32MPa WITH 20mm MAX AGGREGATE & 80mm SLUMP IN ACCORDANCE WITH AS 1379 & AS 3600.
2. REINFORCEMENT SHALL BE GRADE N. MINIMUM 55mm COVER.
3. MINIMUM BEARING PRESSURE OF MATERIAL UNDER FOOTING 100kPa. TESTING TO BE UNDERTAKEN & RESULTS PROVIDED PRIOR TO COMMENCEMENT OF WORK.
4. SEAL INSIDE FACES OF WALL WITH APPROPRIATE TANKING.
5. RENDER AND/OR PAINT OUTSIDE FACE AS DIRECTED.




RETAINING WALL DETAIL (UPTO 1500mm HIGH)
N.T.S.

RETAINING WALL DETAIL (OVER 1500mm HIGH)
N.T.S.

SECTION A
N.T.S.




RETAINING WALL BACKFILL AND DRAINAGE DETAIL
N.T.S.

| REVISIONS | | | | |
|---|---|---|---|---|
| NO. | DATE | DESCRIPTION | DESIGN | APPROVED |
| A. | 26.08.21 | INITIAL ISSUE | | |

CLIENT: PORT PACIFIC DEVELOPMENTS

SCALE: 1:100 / 1:200 — ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE

CivilWalker CONSULTING ENGINEERS

| | | | |
|---|---|---|---|
| DRAWN | CW | CHECKED | CW |
| DESIGNED | DJW | CHECKED | DJW |
| APPROVED | ORIGINAL CERTIFIED BY D.J.WALKER | | |

OVER 50s RESIDENTIAL DEVELOPMENT

DETENTION BASIN DETAILS

DRAWING NO. 188-002-C30

REVISION A

**Project: OVER 50s RESIDENTIAL DEVELOPMENT**

**12D MODEL - DESIGN SHEET (QUDM) - Q100 EVENT**

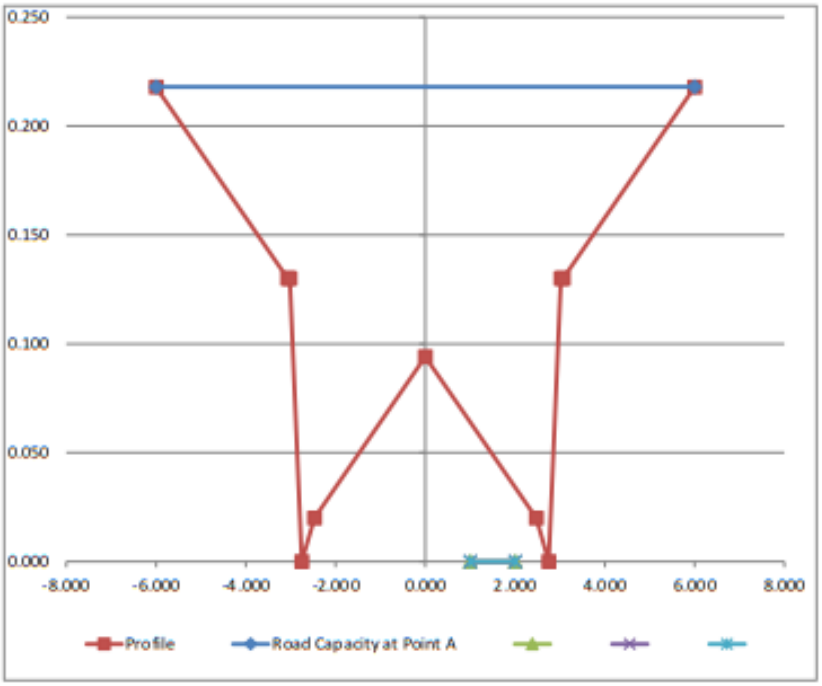
| LOCATION | | SUB-CATCHMENT RUNOFF | | | | | INLET DESIGN | | | | | | | | | | | DRAIN DESIGN | | | | | | | | | | | HEAD LOSSES | | | | | | | PART FULL | | DESIGN LEVELS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tc | I | A | CA | Qc | Qa | | | | | | | | | Qg | Qb | | Tc | I | CA | Qrat | Q | L | S | | | Vf=Q/A | Qcap | Vcap | Vt | | Vf²/2g | Ku | hu | Kw | hw | Sf | hf | dn | Vn | | | | | | | |
| STRUCTURE No. | DRAIN SECTION | SUB-CATCHMENT TIME OF CONC. | RAINFALL INTENSITY | SUB-CATCHMENT AREA | EQUIVALENT AREA | SUB-CATCHMENT DISCHARGE | FLOW IN K&C (INC. BYPASS) | HALF ROAD CAPACITY | FLOW WIDTH | FLOW DEPTH | FLOW DxV | ROAD GRADE AT INLET | ROAD/GFALL AT INLET | INLET TYPE | INLET CURVE | FLOW INTO INLET | BYPASS FLOW | BYPASS STRUCTURE No. | CRITICAL TIME OF CONC. | RAINFALL INTENSITY | TOTAL (C xA) | PEAK FLOW | PIPE FLOW | REACH LENGTH | PIPE GRADE | PIPE SIZE | PIPE CLASS | FULL PIPE VELOCITY | CAPACITY FLOW | CAPACITY VELOCITY | TRAVEL VELOCITY | CHART(S) USED | VELOCITY HEAD | U/S HEAD LOSS COEFFICIENT | U/S HEAD LOSS | W.S.E COEFFICIENT | CHANGE IN W.S.E | PIPE FRICTION SLOPE | PIPE FRICTION HEAD LOSS | NORMAL DEPTH | NORMAL DEPTH VEL. | PIPE U/S I.L. | PIPE D/S I.L. | PIPE U/S H.G.L. | PIPE D/S H.G.L. | W.S.E | GRATE LEVEL | STRUCTURE No. |
| | | min | mm/h | ha | ha | L/s | L/s | L/s | m | m | m^2/s | % | % | | | L/s | L/s | | min | mm/hr | ha | L/s | L/s | m | % | mm | | m/s | L/s | m/s | m/s | | m | | m | | m | % | m | m | m/s | m | m | m | m | m | m | |
| 8/1 | 8/1 to 7/1 | 15.00 | 223 | 0.322 | 0.322 | 200 | 274 | 5 | | 0.070 | | 0.58 | 3.00 | KIP-SAG-S | SAG S | 5 | 269 | 7/1 | 15.00 | 223 | 0.322 | 200 | 5 | 4.435 | 0.20 | 600 | Blac | 0.02 | 357 | 1.26 | 2.00 | G2 | 0.000 | 4.80 | 0.000 | | 0.000 | 0.00 | 0.000 | 0.049 | 0.45 | 2.144 | 2.135 | 3.670 | 3.670 | 3.670 | 3.691 | 8/1 |
| 7/1 | 7/1 to 6/1 | 15.00 | 223 | 0.074 | 0.074 | 46 | 315 | 75 | | 0.070 | | 0.58 | 3.00 | KIP-SAG-S | SAG S | 75 | 240 | 4/1 | 15.04 | 223 | 0.396 | 246 | 80 | 17.589 | 0.20 | 600 | Blac | 0.28 | 357 | 1.26 | 2.00 | G2/T4/T8 | 0.004 | 4.34 | 0.018 | | 0.018 | 0.01 | 0.002 | 0.193 | 1.02 | 2.115 | 2.080 | 3.653 | 3.651 | 3.670 | 3.691 | 7/1 |
| 6/1 | 6/1 to 5/1 | 15.00 | 223 | 0.167 | 0.167 | 104 | 104 | 71 | 2.969 | 0.105 | 0.070 | 0.50 | 3.00 | KIP-OG-S | 1% | 75 | 29 | 5/1 | 15.26 | 222 | 1.076 | 663 | 394 | 37.500 | 0.20 | 600 | Blac | 1.39 | 357 | 1.26 | 2.00 | T1/T2 | 0.099 | 0.87 | 0.086 | | 0.086 | 0.24 | 0.091 | 0.600 | 1.39 | 2.060 | 1.985 | 3.565 | 3.473 | 3.651 | 3.814 | 6/1 |
| 5/1 | 5/1 to 4/1 | 15.00 | 223 | 0.122 | 0.122 | 76 | 104 | 71 | 2.969 | 0.105 | 0.070 | 0.50 | 3.00 | KIP-OG-S | 1% | 75 | 29 | 3/1 | 15.57 | 220 | 1.198 | 732 | 463 | 38.129 | 0.20 | 600 | Blac | 1.64 | 357 | 1.26 | 2.00 | T1/T2 | 0.137 | 0.77 | 0.106 | | 0.106 | 0.34 | 0.128 | 0.600 | 1.64 | 1.965 | 1.889 | 3.368 | 3.240 | 3.473 | 3.626 | 5/1 |
| 4/1 | 4/1 to 3/1 | 15.00 | 223 | 0.315 | 0.315 | 195 | 435 | 96 | | 0.130 | | 2.13 | 2.76 | KIP-SAG-S | SAG S | 96 | 339 | 3/1 | 15.81 | 219 | 1.510 | 917 | 548 | 5.434 | 0.18 | 675 | RCP | 1.53 | 464 | 1.30 | 2.00 | T2/T4 | 0.120 | 0.99 | 0.118 | | 0.118 | 0.25 | 0.014 | 0.675 | 1.53 | 1.869 | 1.859 | 3.121 | 3.108 | 3.240 | 3.248 | 4/1 |
| 3/1 | 3/1 to 2/1 | 15.00 | 223 | 0.357 | 0.357 | 222 | 590 | 276 | | 0.130 | | 0.88 | 3.08 | KIP-SAG-S | SAG S | 276 | 314 | 2/9 | 15.86 | 218 | 1.867 | 1132 | 818 | 25.073 | 0.18 | 675 | RCP | 2.29 | 460 | 1.28 | 2.00 | T1/T2 | 0.267 | 1.39 | 0.369 | | 0.369 | 0.56 | 0.140 | 0.675 | 2.29 | 1.839 | 1.795 | 2.738 | 2.598 | 3.108 | 3.269 | 3/1 |
| 2/1 | 2/1 to 1/1 | | | | | | | | | | | | | MH | | | | | 16.07 | 217 | 1.867 | 1126 | 812 | 3.079 | 0.18 | 675 | RCP | 2.27 | 464 | 1.30 | 2.00 | T2/T4 | 0.262 | 0.52 | 0.136 | | 0.136 | 0.55 | 0.017 | 0.675 | 2.27 | 1.776 | 1.770 | 2.462 | 2.445 | 2.598 | 3.197 | 2/1 |
| 1/1 | | | | | | | | | | | | | | HW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2.445 | 3.200 | 1/1 |
| 3/2 | 3/2 to 2/2 | 15.00 | 223 | 0.217 | 0.217 | 135 | 135 | 73 | 2.983 | 0.113 | 0.084 | 0.64 | 3.03 | KIP-OG-S | 1% | 92 | 43 | 2/2 | 15.00 | 223 | 0.217 | 135 | 92 | 17.298 | 0.60 | 375 | Blac | 0.83 | 177 | 1.60 | 2.00 | G2 | 0.035 | 2.87 | 0.101 | | 0.101 | 0.16 | 0.028 | 0.192 | 1.62 | 2.655 | 2.551 | 4.004 | 3.976 | 4.105 | 4.144 | 3/2 |
| 2/2 | 2/2 to 1/2 | 0.00 | 0 | 0.000 | 0.000 | 0 | 43 | 77 | 2.351 | 0.077 | 0.042 | 0.60 | 3.00 | KIP-OG-S | 1% | 36 | 7 | 1/2 | 15.14 | 223 | 0.217 | 134 | 127 | 9.207 | 0.61 | 450 | Blac | 0.80 | 289 | 1.82 | 2.00 | T1/T2 | 0.033 | 0.57 | 0.019 | | 0.019 | 0.12 | 0.011 | 0.209 | 1.76 | 2.476 | 2.420 | 3.957 | 3.946 | 3.976 | 4.044 | 2/2 |
| 1/2 | 1/2 to 6/1 | 15.00 | 223 | 0.299 | 0.299 | 185 | 192 | 77 | 3.010 | 0.125 | 0.111 | 0.60 | 3.00 | KIP-OG-S | 1% | 118 | 74 | 8/1 | 15.22 | 222 | 0.516 | 318 | 244 | 31.374 | 0.61 | 450 | Blac | 1.53 | 289 | 1.82 | 2.00 | T1/T2 | 0.120 | 1.33 | 0.159 | | 0.159 | 0.43 | 0.136 | 0.318 | 2.03 | 2.400 | 2.210 | 3.787 | 3.651 | 3.946 | 3.989 | 1/2 |

## CALCULATION - IZZARDS EQUATION

PORT PACIFIC

**Section: Point A (Road Width = 5.5m / Road Crossfall = 3% / Verge Crossfall = 3% / Reserve Width = 12m)**

| Irregular Channel Details | | |
|---|---|---|
| Offset (m) | Height (m) | Man (n) |
| -6.000 | 0.218 | 0.040 |
| -3.070 | 0.130 | 0.013 |
| -3.020 | 0.130 | |
| -2.750 | 0.000 | |
| -2.470 | 0.020 | 0.015 |
| 0.000 | 0.094 | |
| 2.470 | 0.020 | 0.013 |
| 2.750 | 0.000 | |
| 3.020 | 0.130 | |
| 3.070 | 0.130 | 0.040 |
| 6.000 | 0.218 | |




| Description | Long Slope (%) | Flow Depth (m) | Flow ($m^3/s$) | Velocity (m/s) | dxV |
|---|---|---|---|---|---|
| Road Capacity at Point A | 0.5 | 0.218 | 1.397 | 1.108 | 0.242 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

| Project Description | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| File name | | Xsectn | Point B - Driveway | Method | Mannings Formula | Solve for | Channel Flow | |

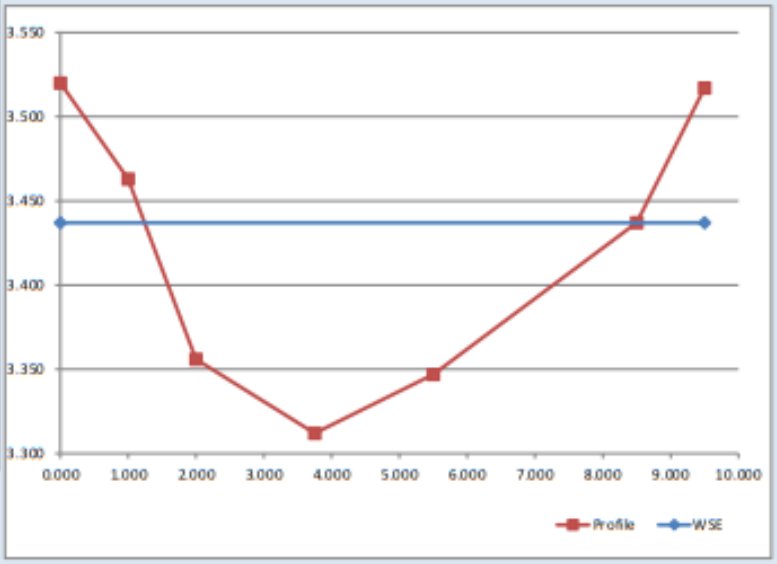
**Irregular Channel Details**

| Xsectn | Offset | Height | Man N |
|---|---|---|---|
| | 0.000 | 3.520 | 0.025 |
| | 1.000 | 3.463 | |
| | 2.000 | 3.356 | 0.013 |
| | 3.750 | 3.312 | |
| | 5.500 | 3.347 | 0.025 |
| | 8.500 | 3.437 | |
| | 9.500 | 3.517 | |

| Input | | |
|---|---|---|
| Depth | 0.125 | m |
| Slope | 1 | % |

| Results | | |
|---|---|---|
| Hydraulic String | NAME=Point | |
| Flowrate | 0.476 | m3/s |
| Normal Depth | 0.125 | m |
| TWL | 3.437 | |
| Flow Area | 0.534 | m2 |
| Wetted Perimeter | 7.264 | m |
| Top Width | 7.257 | m |
| Composite Mannings N | 0.0197 | |
| Critical Depth | 0.128 | m |
| Critical Slope | 0.906 | % |
| Velocity | 0.892 | m/s |
| Velocity Head | 0.041 | m |
| D*V Product | 0.111 | m2/s |
| Froude | 1.049 | |
| Is Sub Critical | FALSE | |

| Water Surface | |
|---|---|
| Chain | TWL |
| 1.243 | 3.437 |
| 8.5 | 3.437 |



**Extracts from the Planning Act 2016 - Making Representations During Applicant's Appeal Period**



# Division 2 Changing development approvals

## Subdivision 1 Changes during appeal period

### 74 What this subdivision is about

(1) This subdivision is about changing a development approval before the applicant's appeal period for the approval ends.

(2) This subdivision also applies to an approval of a change application, other than a change application for a minor change to a development approval.

(3) For subsection (2), sections 75 and 76 apply—

(a) as if a reference in section 75 to a development approval were a reference to an approval of a change application; and

(b) as if a reference in the sections to the assessment manager were a reference to the responsible entity; and

(c) as if a reference in section 76 to a development application were a reference to a change application; and

(d) as if the reference in section 76(3)(b) to section 63(2) and (3) were a reference to section 83(4); and

(e) with any other necessary changes.

### 75 Making change representations

(1) The applicant may make representations (***change representations***) to the assessment manager, during the applicant's appeal period for the development approval, about changing—

(a) a matter in the development approval, other than—

(i) a matter stated because of a referral agency's response; or

(ii) a development condition imposed under a direction made by the Minister under chapter 3, part 6, division 2; or

(b) if the development approval is a deemed approval—the standard conditions taken to be included in the deemed approval under section 64(8)(c).

(2) If the applicant needs more time to make the change representations, the applicant may, during the applicant's appeal period for the approval, suspend the appeal period by a notice given to the assessment manager.

(3) Only 1 notice may be given.

(4) If a notice is given, the appeal period is suspended—

(a) if the change representations are not made within a period of 20 business days after the notice is given to the assessment manager—until the end of that period; or

(b) if the change representations are made within 20 business days after the notice is given to the assessment manager, until—

(i) the applicant withdraws the notice, by giving another notice to the assessment manager; or

(ii) the applicant receives notice that the assessment manager does not agree with the change representations; or

(iii) the end of 20 business days after the change representations are made, or a longer period agreed in writing between the applicant and the assessment manager.

(5) However, if the assessment manager gives the applicant a negotiated decision notice, the appeal period starts again on the day after the negotiated decision notice is given.

## 76 Deciding change representations

(1) The assessment manager must assess the change representations against and having regard to the matters that

must be considered when assessing a development application, to the extent those matters are relevant.

(2) The assessment manager must, within 5 business days after deciding the change representations, give a decision notice to—

(a) the applicant; and

(b) if the assessment manager agrees with any of the change representations—

(i) each principal submitter; and

(ii) each referral agency; and

(iii) if the assessment manager is not a local government and the development is in a local government area—the relevant local government; and

(iv) if the assessment manager is a chosen assessment manager—the prescribed assessment manager; and

(v) another person prescribed by regulation.

(3) A decision notice (a ***negotiated decision notice***) that states the assessment manager agrees with a change representation must—

(a) state the nature of the change agreed to; and

(b) comply with section 63(2) and (3).

(4) A negotiated decision notice replaces the decision notice for the development application.

(5) Only 1 negotiated decision notice may be given.

(6) If a negotiated decision notice is given to an applicant, a local government may give a replacement infrastructure charges notice to the applicant.

**Extracts from the Planning Act 2016 – Appeal Rights**



# Chapter 6 Dispute resolution

## Part 1 Appeal rights

### 229 Appeals to tribunal or P&E Court

(1) Schedule 1 states—

(a) matters that may be appealed to—

(i) either a tribunal or the P&E Court; or

(ii) only a tribunal; or

(iii) only the P&E Court; and

(b) the person—

(i) who may appeal a matter (the ***appellant***); and

(ii) who is a respondent in an appeal of the matter; and

(iii) who is a co-respondent in an appeal of the matter; and

(iv) who may elect to be a co-respondent in an appeal of the matter.

(2) An appellant may start an appeal within the appeal period.

(3) The ***appeal period*** is—

(a) for an appeal by a building advisory agency—10 business days after a decision notice for the decision is given to the agency; or

(b) for an appeal against a deemed refusal—at any time after the deemed refusal happens; or

(c) for an appeal against a decision of the Minister, under chapter 7, part 4, to register premises or to renew the registration of premises—20 business days after a notice is published under section 269(3)(a) or (4); or

(d) for an appeal against an infrastructure charges notice—20 business days after the infrastructure charges notice is given to the person; or

(e) for an appeal about a deemed approval of a development application for which a decision notice has not been given—30 business days after the applicant gives the deemed approval notice to the assessment manager; or

(f) for an appeal relating to the *Plumbing and Drainage Act 2018*—

(i) for an appeal against an enforcement notice given because of a belief mentioned in the *Plumbing and Drainage Act 2018*, section 143(2)(a)(i), (b) or (c)—5 business days after the day the notice is given; or

(ii) for an appeal against a decision of a local government or an inspector to give an action notice under the *Plumbing and Drainage Act 2018*—5 business days after the notice is given; or

(iii) otherwise—20 business days after the day the notice is given; or

(g) for any other appeal—20 business days after a notice of the decision for the matter, including an enforcement notice, is given to the person.

*Note—*

See the P&E Court Act for the court's power to extend the appeal period.

(4) Each respondent and co-respondent for an appeal may be heard in the appeal.

(5) If an appeal is only about a referral agency's response, the assessment manager may apply to the tribunal or P&E Court to withdraw from the appeal.

(6) To remove any doubt, it is declared that an appeal against an infrastructure charges notice must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of trunk infrastructure identified in a LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

### 230 Notice of appeal

(1) An appellant starts an appeal by lodging, with the registrar of the tribunal or P&E Court, a notice of appeal that—

(a) is in the approved form; and

(b) succinctly states the grounds of the appeal.

(2) The notice of appeal must be accompanied by the required fee.

(3) The appellant or, for an appeal to a tribunal, the registrar, must, within the service period, give a copy of the notice of appeal to—

(a) the respondent for the appeal; and

(b) each co-respondent for the appeal; and

(c) for an appeal about a development application under schedule 1, section 1, table 1, item 1—each principal submitter for the application whose submission has not been withdrawn; and

(d) for an appeal about a change application under schedule 1, section 1, table 1, item 2—each principal submitter for the application whose submission has not been withdrawn; and

(e) each person who may elect to be a co-respondent for the appeal other than an eligible submitter for a development application or change application the subject of the appeal; and

(f) for an appeal to the P&E Court—the chief executive; and

(g) for an appeal to a tribunal under another Act—any other person who the registrar considers appropriate.

(4) The ***service period*** is—

(a) if a submitter or advice agency started the appeal in the P&E Court—2 business days after the appeal is started; or

(b) otherwise—10 business days after the appeal is started.

(5) A notice of appeal given to a person who may elect to be a co-respondent must state the effect of subsection (6).

(6) A person elects to be a co-respondent to an appeal by filing a notice of election in the approved form—

(a) if a copy of the notice of appeal is given to the person—within 10 business days after the copy is given to the person; or

(b) otherwise—within 15 business days after the notice of appeal is lodged with the registrar of the tribunal or the P&E Court.

(7) Despite any other Act or rules of court to the contrary, a copy of a notice of appeal may be given to the chief executive by emailing the copy to the chief executive at the email address stated on the department's website for this purpose.

## 231 Non-appealable decisions and matters

(1) Subject to this chapter, section 316(2), schedule 1 and the P&E Court Act, unless the Supreme Court decides a decision or other matter under this Act is affected by jurisdictional error, the decision or matter is non-appealable.

(2) The *Judicial Review Act 1991*, part 5 applies to the decision or matter to the extent it is affected by jurisdictional error.

(3) A person who, but for subsection (1) could have made an application under the *Judicial Review Act 1991* in relation to the decision or matter, may apply under part 4 of that Act for a statement of reasons in relation to the decision or matter.

(4) In this section—

***decision*** includes—

(a) conduct engaged in for the purpose of making a decision; and

(b) other conduct that relates to the making of a decision; and

(c) the making of a decision or the failure to make a decision; and

(d) a purported decision; and

(e) a deemed refusal.

***non-appealable***, for a decision or matter, means the decision or matter—

(a) is final and conclusive; and

(b) may not be challenged, appealed against, reviewed, quashed, set aside or called into question in any other way under the *Judicial Review Act 1991* or otherwise, whether by the Supreme Court, another court, any tribunal or another entity; and

(c) is not subject to any declaratory, injunctive or other order of the Supreme Court, another court, any tribunal or another entity on any ground.

## 232 Rules of the P&E Court

(1) A person who is appealing to the P&E Court must comply with the rules of the court that apply to the appeal.

(2) However, the P&E Court may hear and decide an appeal even if the person has not complied with rules of the P&E Court.

# Appendix C. Engineering Concept Plans

LEGEND

PROPOSED LOTS

PROPOSED ROAD

PROPOSED PATHWAY

OAKS RESORT

NEW ROAD

PORT DOUGLAS ROAD

5.5m WIDE PAVEMENT

2

3

4

R11.2m TURNING CIRCLE

6.5m WIDE PAVEMENT, 4.5m VERGE
(TO ALLOTMENT FRONTAGES)

PROPOSED PATHWAY

EXISTING PATHWAY

MIRAGE COUNTRY CLUB

1

5

6

7

REEF RESORT

1:750 0 7.5 15 22.5 30

| Rev | Date | Revision Notes |
|---|---|---|
| A | 28.11.24 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANS
ROADWORKS

| Drawn | Design | Check'd | Apprv'd |
|---|---|---|---|
| PAM | PAM | CJC | CJC |

A3 Full Size (Scale as shown)

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LEGEND

- PROPOSED LOTS
- PROPOSED DRAINAGE PIPE
- FALL ON LOTS
- ROAD FLOW


1:750 0 7.5 15 22.5 30

| Rev | Date | Revision Notes |
|---|---|---|
| A | 28.11.24 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANS
STORMWATER

| Drawn | Design | Check'd | Apprv'd | A3 Full Size (Scale as shown) | |
|---|---|---|---|---|---|
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LEGEND

PROPOSED LOTS

PROPOSED WATER MAIN

EXISTING WATER MAIN


1:750 0 7.5 15 22.5 30

| Rev | Date | Revision Notes |
|---|---|---|
| A | 28.11.24 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANS
WATER

| Drawn | Design | Check'd | Apprv'd |
|---|---|---|---|
| PAM | PAM | CJC | CJC |

A3 Full Size (Scale as shown)

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28/11/2024 3:37:16 PMFile: I:\999\999-2210\01 Drawings\00 Masterplanning\999-2210-00-SK-2001_Masterplans.dwg

LEGEND

- PROPOSED LOTS
- PROPOSED SEWER GRAVITY MAIN
- PROPOSED SEWER RISING MAIN
- EXISTING SEWER RISING MAIN


1:750 0 7.5 15 22.5 30

| Rev | Date | Revision Notes |
|---|---|---|
| A | 28.11.24 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANS
SEWER

| Drawn | Design | Check'd | Appv'd |
|---|---|---|---|
| PAM | PAM | CJC | CJC |

A3 Full Size (Scale as shown)

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28/11/2024 3:37:18 PMFile: I:\999\999-2210\01 Drawings\00 Masterplanning\999-2210-00-SK-2001_Masterplans.dwg

LOT 1

LOT 2

LOT 3

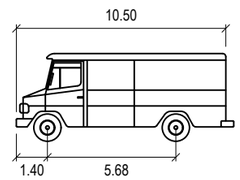
LOT 4

LOT 5

DSC SERVICE RECYCLE
Custom

DSC SERVICE RECY
Custom

4.25m




DSC SERVICE RECYCLE

| | | meters |
|---|---|---|
| Width | : | 2.50 |
| Track | : | 2.50 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 38.7 |

1:200 0 2 4 6 8

| Rev | Date | Revision Notes |
|---|---|---|
| A | 28.11.24 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANS
COUNCIL SERVICE VEHICLE SWEPT PATH

| Drawn | Design | Check'd | Apprv'd |
|---|---|---|---|
| PAM | PAM | CJC | CJC |

A3 Full Size (Scale as shown)

999-2210-00-SK-2011 A

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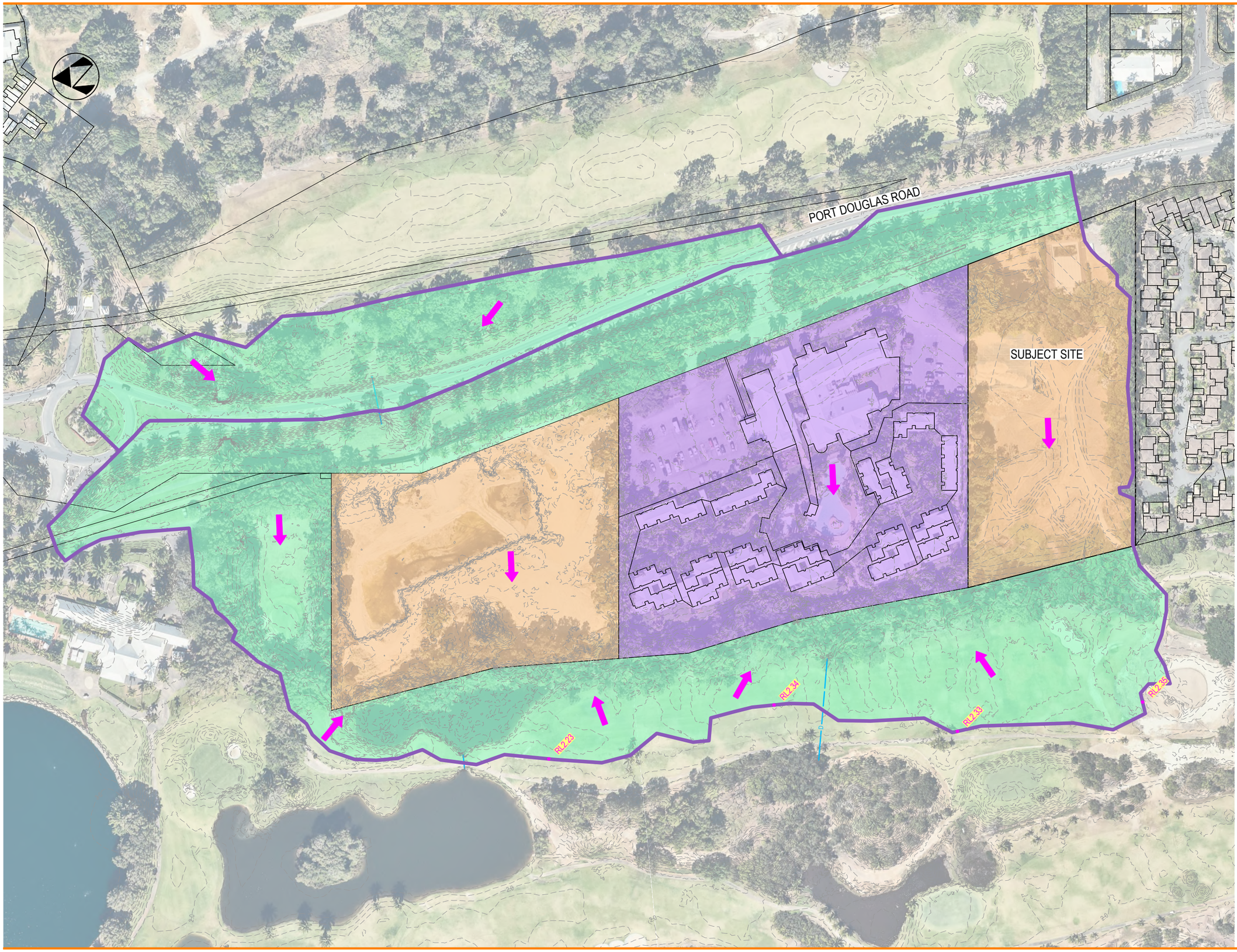
# Appendix D. Stormwater Catchments and Calculations




LEGEND

| Fi | C10 | A (Ha) |
|---|---|---|
| 0.00 | 0.70 | 7.60 |
| 0.20 | 0.74 | 3.67 |
| 0.80 | 0.86 | 3.19 |

Total 14.46

1:2000 0 20 40 60 80

| Rev | Date | Revision Notes |
|---|---|---|
| A | 19.12.22 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANNING - OVERALL CATCHMENT CHECK
PRE DEVELOPMENT CATCHMENTS

| Drawn | Design | Check'd | Appov'd | RPEQ 25102 | A3 Full Size (Scale as shown) | | |
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PORT DOUGLAS ROAD

SUBJECT SITE

RL2.23

RL2.34

RL2.33

RL2.35

LEGEND

| Fi | C10 | A (Ha) |
|---|---|---|
| 0.00 | 0.70 | 7.60 |
| 0.20 | 0.74 | 2.07 |
| 0.80 | 0.86 | 4.79 |

Total 14.46

1:2000 0 20 40 60 80

| Rev | Date | Revision Notes |
|---|---|---|
| A | 19.12.22 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANNING - OVERALL CATCHMENT CHECK
POST DEVELOPMENT CATCHMENTS

| Drawn | Design | Check'd | Apprv'd | RPEQ: 25102 | A3 Full Size (Scale as shown) | |
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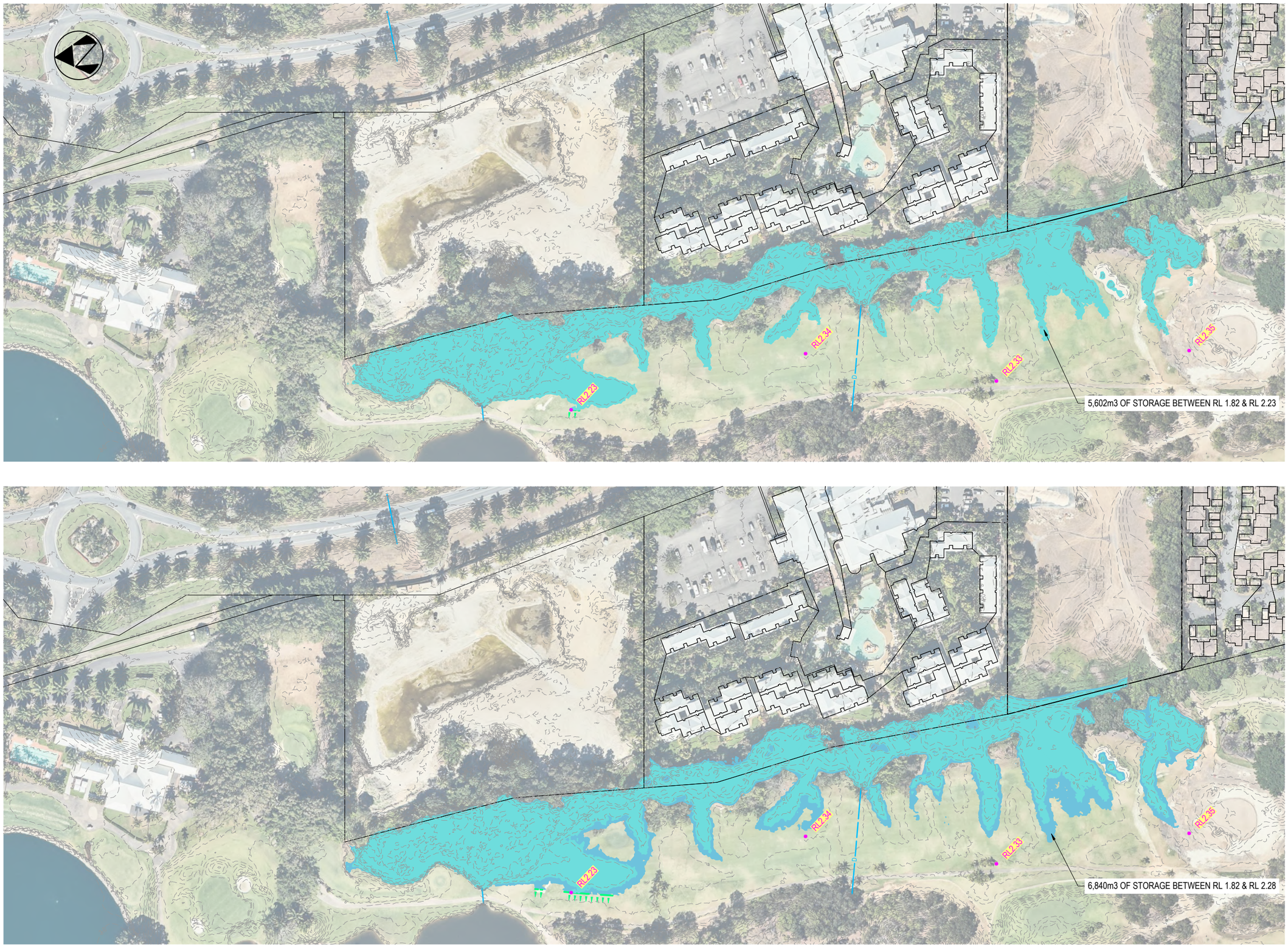


LEGEND

- RL 2.43 FLOOD EXTENT
- RL 2.38 FLOOD EXTENT
- RL 2.28 FLOOD EXTENT
- RL 2.23 FLOOD EXTENT
- FLOW WIDTH OF WATER LEAVING CATCHMENT (SECTION IGNORED IN CALCS)
- FLOW WIDTH OF WATER LEAVING CATCHMENT (SECTION INCLUDING IN CALCS)

1:2000 0 20 40 60 80

| Rev | Date | Revision Notes |
|---|---|---|
| A | 19.12.22 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANNING - OVERALL CATCHMENT CHECK
POST DEVELOPMENT FLOOD EXTENT, SHEET 1

| Drawn | Design | Check'd | Appv'd | RPEQ: 25102 | A3 Full Size (Scale as shown) | | |
|---|---|---|---|---|---|---|---|
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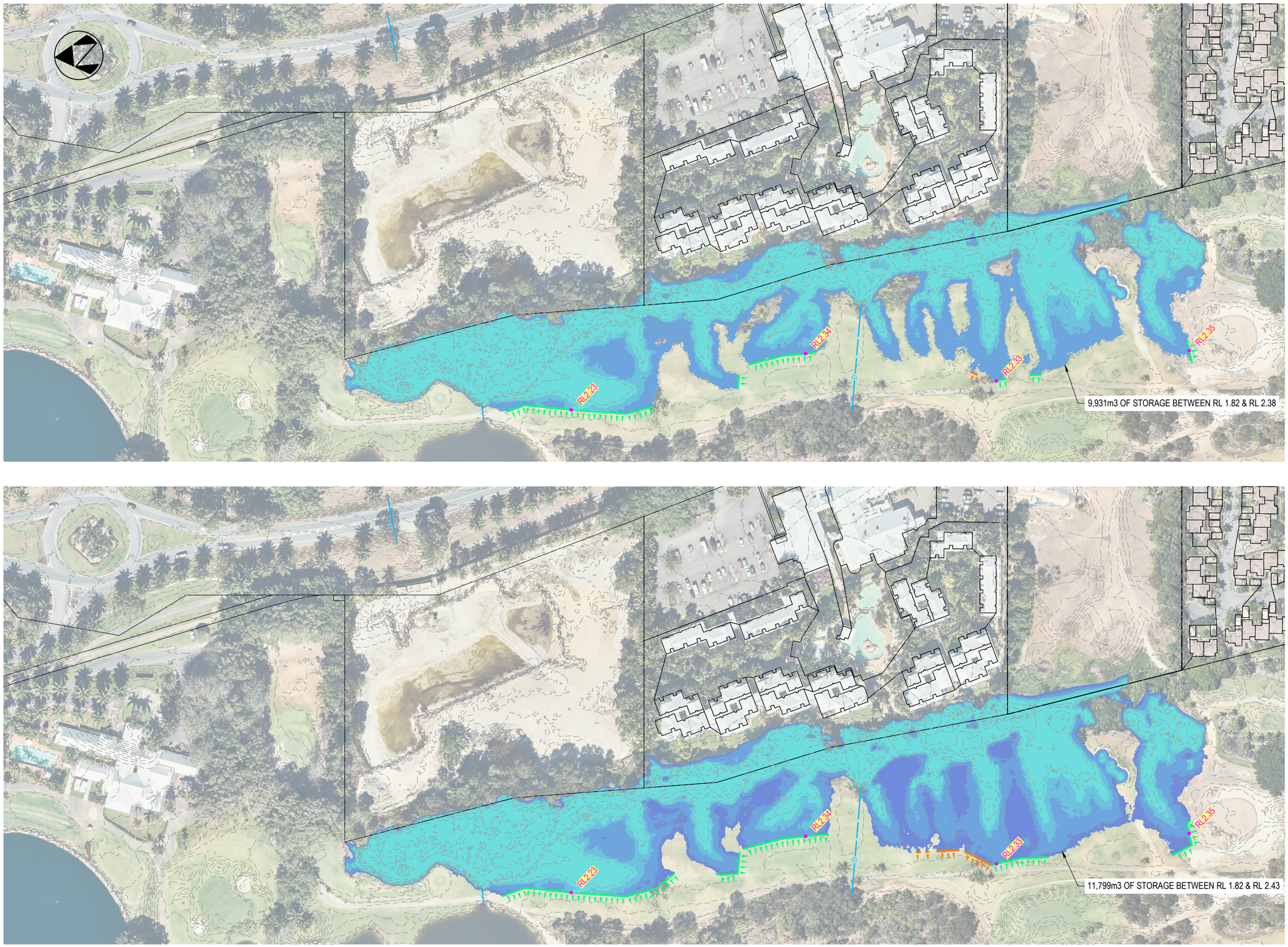


LEGEND

- RL 2.43 FLOOD EXTENT
- RL 2.38 FLOOD EXTENT
- RL 2.28 FLOOD EXTENT
- RL 2.23 FLOOD EXTENT
- FLOW WIDTH OF WATER LEAVING CATCHMENT (SECTION IGNORED IN CALCS)
- FLOW WIDTH OF WATER LEAVING CATCHMENT (SECTION INCLUDING IN CALCS)

1:2000 0 20 40 60 80

| Rev | Date | Revision Notes |
|---|---|---|
| A | 19.12.22 | INITIAL ISSUE |

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PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANNING - OVERALL CATCHMENT CHECK
POST DEVELOPMENT FLOOD EXTENT, SHEET 2

| Drawn | Design | Check'd | Appv'd | RPEQ: 25102 | A3 Full Size (Scale as shown) | | |
|---|---|---|---|---|---|---|---|
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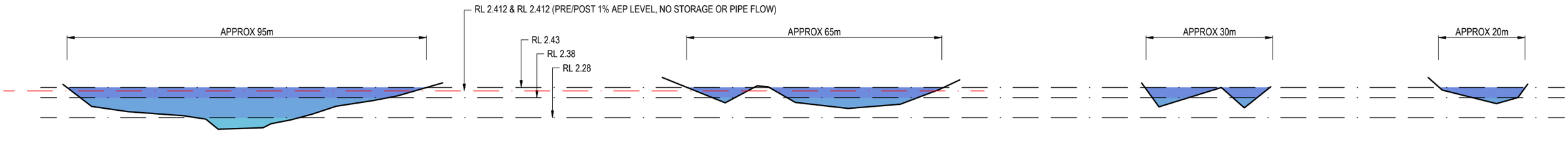


NOTE THAT THE SCALE IS DISTORTED AS FOLLOWS: 1:20 (VERTICAL) 1:1000 (HORIZONTAL)

1:20 0 0.2 0.4 0.6 0.8

1:1000 0 10 20 30 40

| Rev | Date | Revision Notes |
|---|---|---|
| A | 19.12.22 | INITIAL ISSUE |

NEON CONSULTING

DANNY GRAY & PAUL O'BRIEN

PORT PACIFIC DEVELOPMENT
111-119 PORT DOUGLAS ROAD, LOT 3 ON RP729991
MASTERPLANNING - OVERALL CATCHMENT CHECK
GOLF COURSE WEIR SCHEMATICS

| Drawn | Design | Check'd | Appv'd | RPEQ: 25102 | A3 Full Size (Scale as shown) | | |
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# Storm Tide Inundation Property Report

The following report has been automatically generated to provide a general indication of development related information applying to the nominated land parcel.

For more information refer to the JB Pacific Storm Tide Inundation Methodology Study This report is not intended to replace the need for carrying out a detailed assessment of Council and State controls or the need to seek your own professional advice on any town planning instrument, local law or other controls that may impact on the existing or intended use of the premise mentioned in this report. For further information please contact Council by phone: 07 4099 9444 or 1800 026 318 or email enquiries@douglas.qld.gov.au.

A separate Council Planning Scheme Property Report tool is available for information relating to Council's 2018 Planning Scheme.

Visit Council's website to apply for an official property search or certificate, or contact the Department of Natural Resources, Mines and Energy to undertake a title search to ascertain how easements may affect land.

## JB Pacific Storm Tide Inundation Methodology Study

The purpose of the Douglas Shire Storm Tide Inundation Methodologies Study was to review and analyse different methodologies, identify a best practise model for the Shire's coastal urban areas, run this preferred best practise model and calculate the minimum heights for the 1% AEP (Annual Exceedance Probability) storm tide inundation for the year 2100 having regard to a 0.8m sea level rise for urban coastal properties.

Excerpt from the JB Pacific Storm Tide Inundation Methodology Report -

### Storm Tide Inundation

*The Douglas Shire coastline experiences a range of hydrodynamic, waves, and morphologic processes that are linked through dependant and independent variables. This includes the underlying astronomical tide, the passage of local storms and cyclones, the interaction of storm surges along the open coastline, the local wave climate, any sheltering provided by nearshore reefs, and the role of nearshore and dune vegetation. A range of these coastal processes are shown in Figure 2-1.*

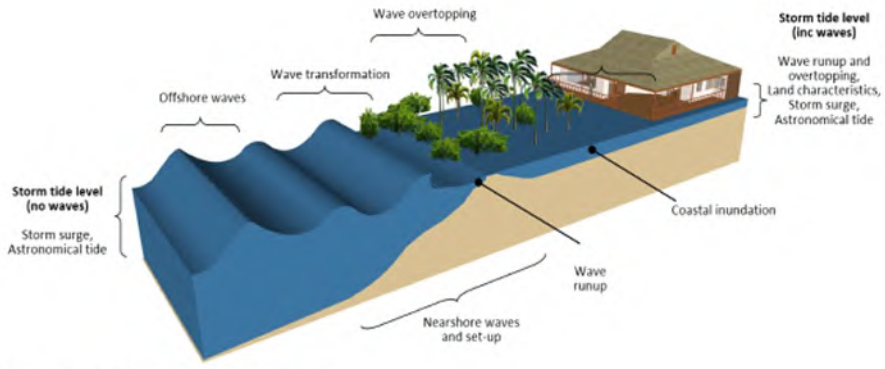



Figure 2-1: Drivers of coastal risk

Importantly storm tide inundation can be from the overtopping at the foreshore as well as wave runup through estuaries and inundate from "behind" a locality. Check out the animation of this activity through the local estuaries in the animation on Council's website.

### Future Year 2100 Projected Levels

On 2 July 2017 the Planning Act 2016 came into effect as part of the Queensland Government's commitment to delivering planning reform across the State and the State Planning Policies reinstating the need to consider the 1% AEP (Average Exceedance Probability) Storm Tide Inundation level for the year 2100 with a 0.8m sea level rise. The 1% AEP is referred to as the one in one hundred year event. The 1%AEP is the minimum we need to consider and plan for.

### Freeboard

There are numerous variants that can affect the modelled levels. To account for the differences in these variants a "freeboard" is applied. For the JB Pacific Storm Tide Inundation Methodology Study these differences have been considered within a nominal 0.5m freeboard level. Minimum levels for habitable rooms need to consider the Finished Floor Level (FFL) being the 1%AEP level plus the 0.5m freeboard. This value is a measurement at AHD (Australian Height Datum).

### AHD Levels

A Licensed Surveyor should be engaged to determine the accurate AHD for a property. Contours and levels identified through Queensland Globe are estimated from LIDAR calculations and may not be 100% accurate.

# Storm Tide Inundation Property Report

3RP729991

Produced: 28/11/2024, 11:13

## Property Information

| | |
|---|---|
| Property Address | Gym<br>111-119 Port Douglas Road PORT DOUGLAS |
| Lot Plan | ( - $m^2$) |

Selected Property | Easements | Property

# Storm Tide Inundation Property Report

3RP729991

Produced: 28/11/2024, 11:13

## Storm Tide Inundation Property Information

The information below provides details of the projected Future Year 2100 Storm Tide Inundation Level that considers a Sea Level Rise of 0.8m AHD

Selected Property

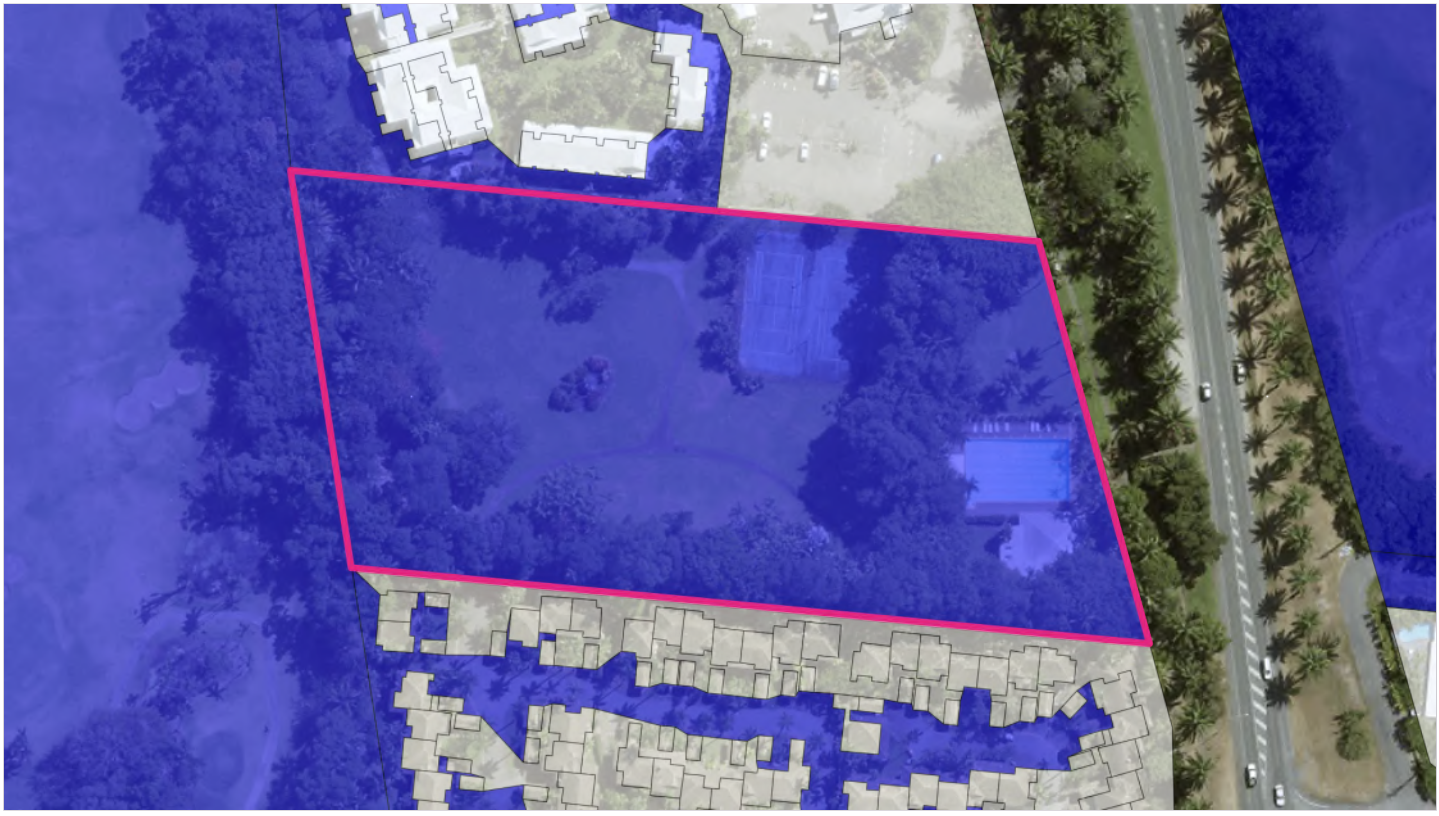
Affected by the 1 % AEP Event for the year 2100

# Storm Tide Inundation Property Report

3RP729991

Produced: 28/11/2024, 11:13

## JBPacific summary Information



Selected Property

**StormTide Levels Overview**

3 to 4 | 2 to 3 | 1 to 2 | 0.1 to 1 | 0 to 0

# Storm Tide Inundation Property Report

3RP729991

Produced: 28/11/2024, 11:13

## Storm Tide Range Detailed

Selected Property

**StormTide Levels Detailed**

Below 0.33000 | 2.16968 | 2.32640 | 2.47331 | 2.76642 | 2.91969 | 3.18777 and above

## The Level for Construction – for Storm Tide Inundation Considerations

The lot is affected by storm tide inundation for the Year 2100, 1 in 100 (1% AEP) event. The 1% AEP for the year 2100 (including a Sea Level Rise of 0.8m) is at **2.807** (without freeboard).The Freeboard for the Study is 0.5m and is applied to determine Finished Floor Level for habitable rooms.

### Finished Floor Level

**The total required Finished Floor Level for habitable rooms is 3.307 m AHD**

Note - Finished floor level is usually 225mm above the pad level.

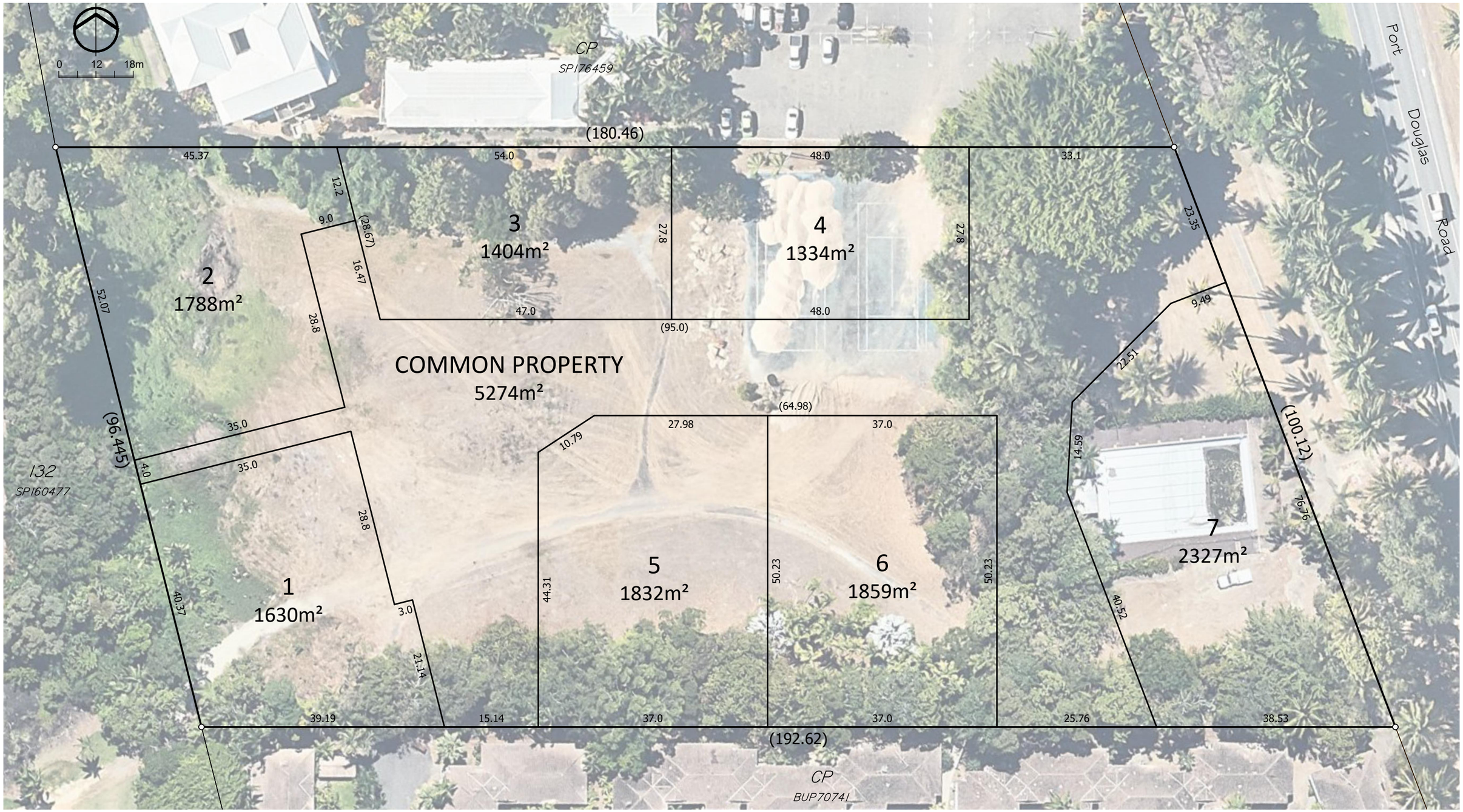
## Disclaimer

The maps show the estimated areas of inundation for the 1% AEP projected for the year 2100 having regard to a sea level rise of 0.8m. The report nominates required minimum habitable room minimum finished floor level. This minimum level is determined from the best data to date held by Council. This storm tide inundation flood level, for a particular property, may change if more detailed information becomes available or changes are made in the method of calculating flood levels. Storm tide Inundation analysis is based on comprehensive computer modelling calibrated against actual storm tides. The website provides locations, street names, aerial photography and available storm tide inundation data for the Shire areas that were included in the JB Pacific Storm Tide Inundation Methodologies Study. This property reporting tool is not a substitute for a detailed Coastal Engineering analysis of a property and should not be relied upon where the reliance may result in loss, damage or injury. While every effort is taken to ensure the information in this report is accurate and up to date, Douglas Shire Council makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs that may occur as a result of the report being inaccurate or incomplete in any way or for any reason.


NEON
CONSULTING

# APPENDIX F

brazier motti




# PROPOSED RECONFIGURATION

Lots 1-7 & Common Property
Cancelling Lot 3 on RP729991

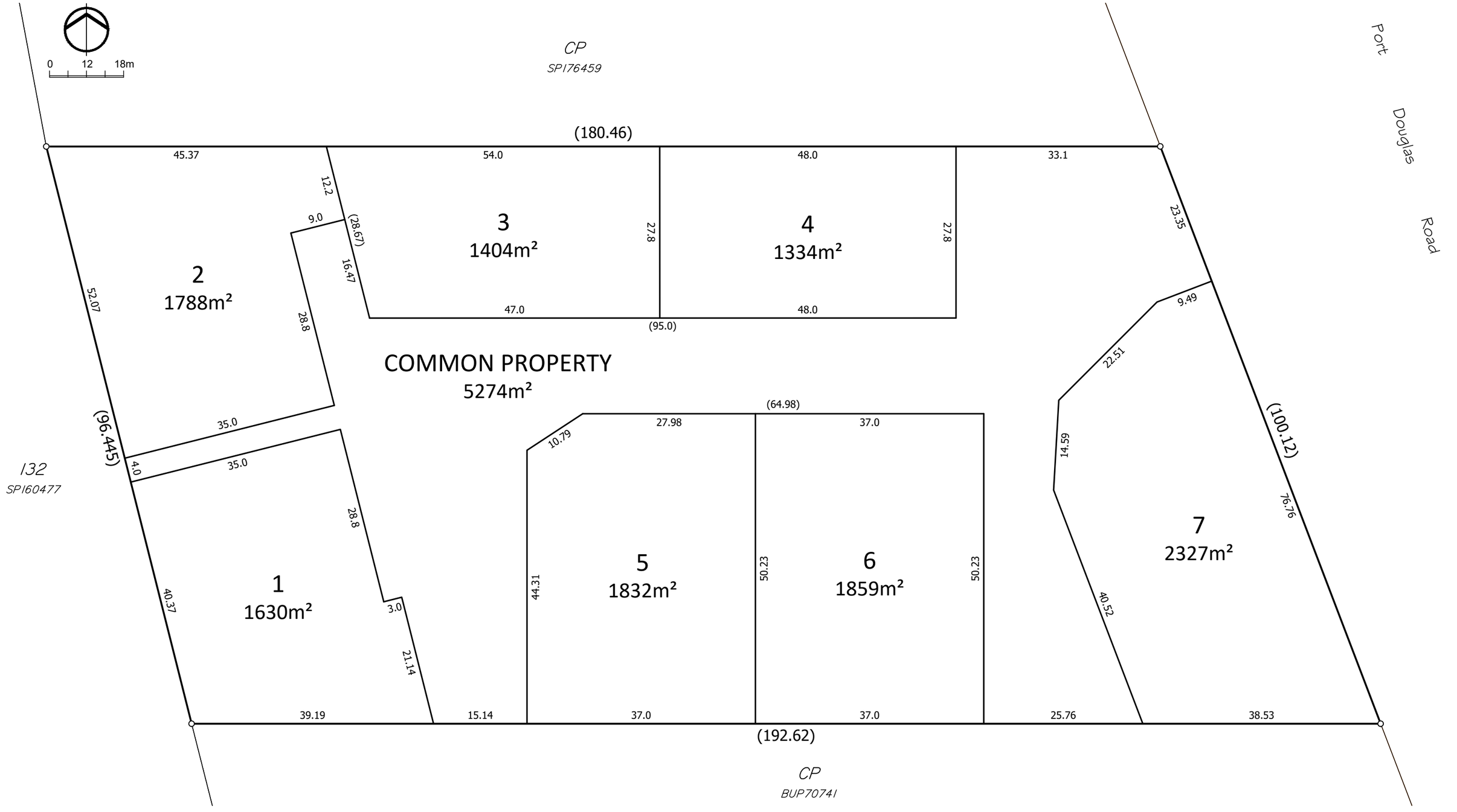
Locality of Port Douglas
Douglas Shire Council

| | |
|---|---|
| Date: 6/12/2024 | |
| Scale: 1:600 | A3 |
| Drawn: WCHO | |
| Job No: 34807/004-01 | |
| Plan No: 34807/006 A | |

braziermotti.com.au

SURVEYING
TOWNPLANNING
PROJECTMANAGEMENT
MAPPING&GIS

This plan is conceptual and for discussion purposes only. All areas, dimensions and land uses are preliminary, subject to investigation, survey, engineering, and Local Authority and Agency approvals.




# PROPOSED RECONFIGURATION

Lots 1-7 & Common Property
Cancelling Lot 3 on RP729991

Locality of Port Douglas
Douglas Shire Council

This plan is conceptual and for discussion purposes only. All areas, dimensions and land uses are preliminary, subject to investigation, survey, engineering, and Local Authority and Agency approvals.

| | |
|---|---|
| Date: 6/12/2024 | |
| Scale: 1:600 | A3 |
| Drawn: WCHO | |
| Job No: 34807/004-01 | |
| Plan No: 34807/006 A | |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SURVEYING
TOWNPLANNING
PROJECTMANAGEMENT
MAPPING&GIS