

DA Form 1 – Development application details

Approved form (version 1.1 effective 22 JUNE 2018) 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 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) <i>(individual or company full name)</i>	Austart Homes Pty Ltd
Contact name <i>(only applicable for companies)</i>	Patrick Clifton, GMA Certification
Postal address <i>(P.O. Box or street address)</i>	PO Box 831
Suburb	Port Douglas
State	QLD
Postcode	4877
Country	Australia
Contact number	07 4098 5150
Email address <i>(non-mandatory)</i>	Patrick.C@gmacert.com.au
Mobile number <i>(non-mandatory)</i>	0438 755 374
Fax number <i>(non-mandatory)</i>	
Applicant's reference number(s) <i>(if applicable)</i>	20190541

2) Owner's consent
2.1) Is written consent of the owner required for this development application?
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application
<input type="checkbox"/> 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
		11-15	Dickson Street	Craigie
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4873	404	C2251	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. Only one set of coordinates is required for this part.

Coordinates of premises by longitude and latitude

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

Coordinates of premises by easting and northing

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

3.3) Additional premises

Additional premises are relevant to this development application and their details have been attached in a schedule to this 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:

<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
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? <i>(tick only one box)</i>	
<input checked="" type="checkbox"/> Material change of use	<input type="checkbox"/> Reconfiguring a lot
<input type="checkbox"/> Operational work	<input type="checkbox"/> Building work
b) What is the approval type? <i>(tick only one box)</i>	
<input checked="" type="checkbox"/> Development permit	<input type="checkbox"/> Preliminary approval
	<input type="checkbox"/> Preliminary approval that includes a variation approval
c) What is the level of assessment?	
<input checked="" type="checkbox"/> Code assessment	<input type="checkbox"/> Impact assessment <i>(requires public notification)</i>
d) Provide a brief description of the proposal <i>(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):</i>	
Multiple Dwelling	
e) Relevant plans	
Note: <i>Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms guide: Relevant plans.</i>	
<input checked="" type="checkbox"/> 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? <i>(tick only one box)</i>	
<input type="checkbox"/> Material change of use	<input checked="" type="checkbox"/> Reconfiguring a lot
<input type="checkbox"/> Operational work	<input type="checkbox"/> Building work
b) What is the approval type? <i>(tick only one box)</i>	
<input checked="" type="checkbox"/> Development permit	<input type="checkbox"/> Preliminary approval
	<input type="checkbox"/> Preliminary approval that includes a variation approval
c) What is the level of assessment?	
<input checked="" type="checkbox"/> Code assessment	<input type="checkbox"/> Impact assessment <i>(requires public notification)</i>
d) Provide a brief description of the proposal <i>(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):</i>	
Reconfiguring a Lot (1 Lot into 5)	
e) Relevant plans	
Note: <i>Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>	
<input checked="" type="checkbox"/> 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

Section 2 – Further development details**7) Does the proposed development application involve any of the following?**

- | | |
|------------------------|---|
| Material change of use | <input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument |
| Reconfiguring a lot | <input checked="" type="checkbox"/> Yes – complete division 2 |
| Operational work | <input type="checkbox"/> Yes – complete division 3 |
| Building work | <input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i> |

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)
Multiple Dwellings	Multiple Dwellings	5	N/A

8.2) Does the proposed use involve the use of existing buildings on the premises?

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Yes | | |
| <input type="checkbox"/> No | | |

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?

1

9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Subdivision (complete 10)) | <input type="checkbox"/> Dividing land into parts by agreement (complete 11)) |
| <input type="checkbox"/> Boundary realignment (complete 12)) | <input type="checkbox"/> Creating or changing an easement giving access to a lot from a construction 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	5			

10.2) Will the subdivision be staged?

- Yes – provide additional details below
- 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?

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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?

- | | | |
|--|-------------------------------------|--|
| <input type="checkbox"/> Road work | <input type="checkbox"/> Stormwater | <input type="checkbox"/> Water infrastructure |
| <input type="checkbox"/> Drainage work | <input type="checkbox"/> Earthworks | <input type="checkbox"/> Sewage infrastructure |
| <input type="checkbox"/> Landscaping | <input type="checkbox"/> Signage | <input type="checkbox"/> Clearing vegetation |
| <input type="checkbox"/> Other – please specify: <table border="1" style="display: inline-table; width: 300px; height: 20px;"></table> | | |

14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)

<input type="checkbox"/> Yes – specify number of new lots:	
<input type="checkbox"/> No	

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

\$	
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PART 4 – ASSESSMENT MANAGER DETAILS

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

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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
- Local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- No

PART 5 – REFERRAL DETAILS

17) Do any aspects of the proposed development require referral for 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 Regulation 2017:**

- Clearing native vegetation
- Contaminated land (*unexploded ordnance*)
- Environmentally relevant activities (ERA) (*only if the ERA have not been devolved to a local government*)
- Fisheries – aquaculture
- Fisheries – declared fish habitat area
- Fisheries – marine plants
- Fisheries – waterway barrier works
- Hazardous chemical facilities
- Queensland heritage place (*on or near a Queensland heritage place*)
- Infrastructure – designated premises
- Infrastructure – state transport infrastructure
- Infrastructure – state transport corridors and future state transport corridors
- Infrastructure – state-controlled transport tunnels and future state-controlled transport tunnels
- Infrastructure – near a state-controlled road intersection
- On Brisbane core port land near a State transport corridor or future State transport corridor
- On Brisbane core port land – ERA
- On Brisbane core port land – tidal works or work in a coastal management district
- On Brisbane core port land – hazardous chemical facility
- On Brisbane core port land – taking or interfering with water
- On Brisbane core port land – referable dams
- On Brisbane core port land - fisheries
- Land within Port of Brisbane's port limits
- 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
- 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 – construction of new levees or modification of existing 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 have been devolved to local government*)
- Local heritage places

Matters requiring referral to the chief executive of the distribution entity or transmission entity: <input type="checkbox"/> Electricity infrastructure
Matters requiring referral to: <ul style="list-style-type: none"> • 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 <input type="checkbox"/> Oil and gas infrastructure
Matters requiring referral to the Brisbane City Council: <input type="checkbox"/> Brisbane core port land
Matters requiring referral to the Minister under the <i>Transport Infrastructure Act 1994</i>: <input type="checkbox"/> Brisbane core port land (inconsistent with Brisbane port LUP for transport reasons) <input type="checkbox"/> Strategic port land
Matters requiring referral to the relevant port operator: <input type="checkbox"/> Land within Port of Brisbane's port limits (below high-water mark)
Matters requiring referral to the Chief Executive of the relevant port authority: <input type="checkbox"/> Land within limits of another port (below high-water mark)
Matters requiring referral to the Gold Coast Waterways Authority: <input type="checkbox"/> Tidal works, or work in a coastal management district in Gold Coast waters
Matters requiring referral to the Queensland Fire and Emergency Service: <input type="checkbox"/> Tidal works marina (<i>more than six vessel berths</i>)

18) Has any referral agency provided a referral response for this development application?		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application <input checked="" type="checkbox"/> 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 the development application the subject of this form, or include details in a schedule to this development application (<i>if applicable</i>).		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application <input type="checkbox"/> I do not agree to accept an information request for this development application
<p>Note: <i>By not agreeing to accept an information request I, the applicant, acknowledge:</i></p> <ul style="list-style-type: none"> • <i>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</i> • <i>Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</i> <p><i>Further advice about information requests is contained in the DA Forms Guide.</i></p>

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)			
<input type="checkbox"/> Yes – provide details below or include details in a schedule to this development application <input checked="" type="checkbox"/> No			
List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)		
<input type="checkbox"/> Yes – a copy of the receipted QLeave form is attached to this development application <input type="checkbox"/> 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 <input checked="" type="checkbox"/> 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
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?
<input type="checkbox"/> Yes – show cause or enforcement notice is attached <input checked="" type="checkbox"/> No

23) Further legislative requirements			
<u>Environmentally relevant activities</u>			
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 <i>Environmental Protection Act 1994</i> ?			
<input type="checkbox"/> 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 <input checked="" type="checkbox"/> No <i>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.</i>			
Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			
<input type="checkbox"/> Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.			
<u>Hazardous chemical facilities</u>			
23.2) Is this development application for a hazardous chemical facility ?			
<input type="checkbox"/> Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application <input checked="" type="checkbox"/> No <i>Note: See www.business.qld.gov.au for further information about hazardous chemical notifications.</i>			
<u>Clearing native vegetation</u>			

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 conservation

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

Yes

No

Note: See guidance materials at www.des.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 Natural Resources, Mines and Energy at www.dnrme.qld.gov.au for further information.

DA templates are available from <https://planning.dsdmip.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 Form 1 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 <https://planning.dsdmip.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 Natural Resources, Mines and Energy at www.dnrme.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 and Science at www.des.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.dnrme.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.des.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.des.qld.gov.au for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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Brothels

23.14) Does this development application involve a **material change of use for a brothel**?

- Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*
 No

Decision under section 62 of the Transport Infrastructure Act 1994

23.15) 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

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 <i>Note: See the Planning Regulation 2017 for referral requirements</i>	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of <i>DA Form 2 – Building work details</i> have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with development application <i>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.</i>	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (<i>see 21</i>)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration	
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct <input checked="" type="checkbox"/> 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 <i>Electronic Transactions Act 2001</i> <i>Note: It is unlawful to intentionally provide false or misleading information.</i>	
<p>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. Personal information will not be disclosed for a purpose unrelated to the <i>Planning Act 2016</i>, <i>Planning Regulation 2017</i> and the <i>DA Rules</i> except where:</p> <ul style="list-style-type: none"> such disclosure is in accordance with the provisions about public access to documents contained in the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i>, and the access rules made under the <i>Planning Act 2016</i> and <i>Planning Regulation 2017</i>; or required by other legislation (including the <i>Right to Information Act 2009</i>); or otherwise required by law. <p>This information may be stored in relevant databases. The information collected will be retained as required by the <i>Public Records Act 2002</i>.</p>	

PART 9 – 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	

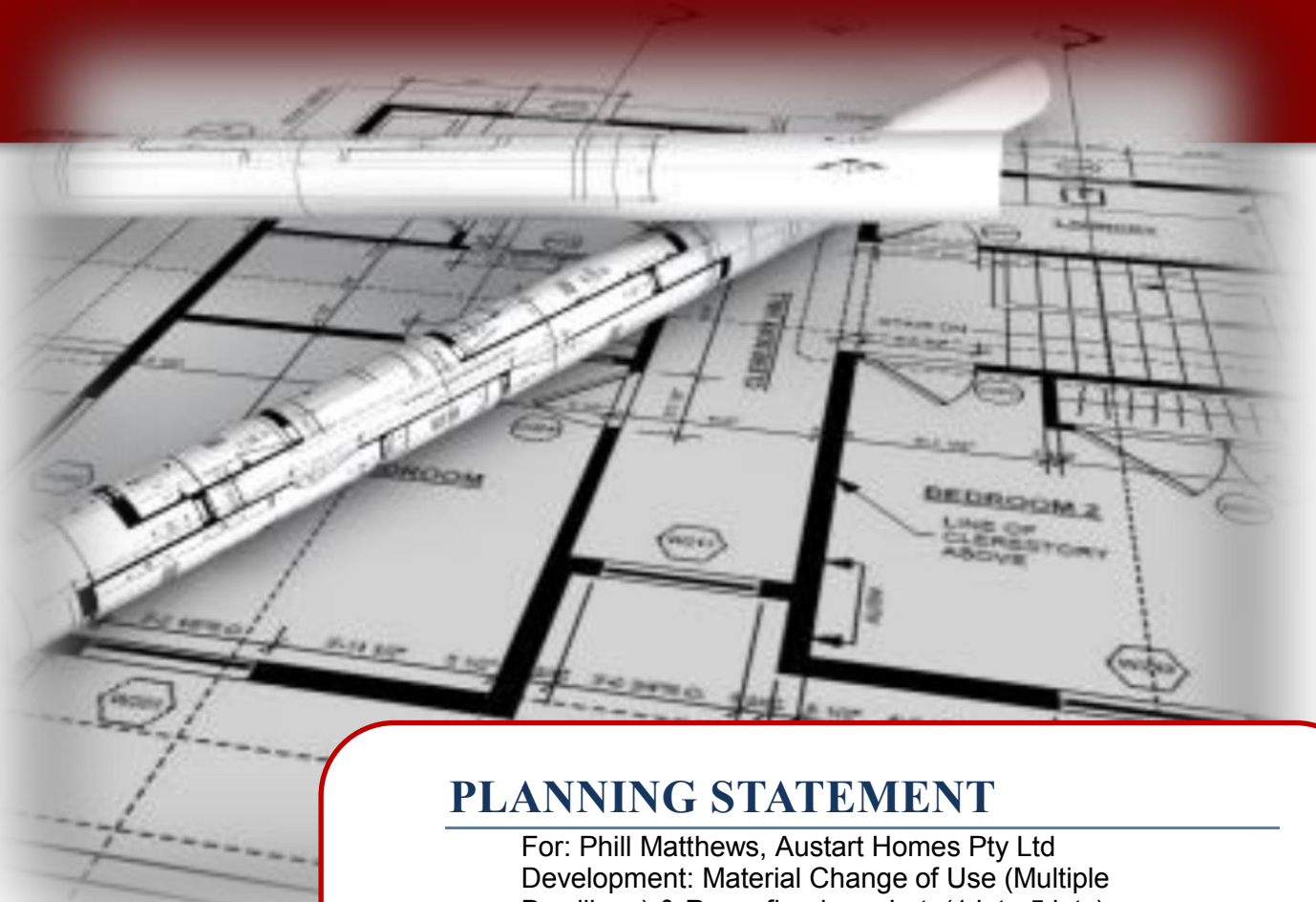
Relevant licence number(s) of chosen assessment manager	
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QLeave notification and payment	
<i>Note: For completion by assessment manager if applicable</i>	
Description of the work	
QLeave project number	
Amount paid (\$)	
Date paid	
Date received form sighted by assessment manager	
Name of officer who sighted the form	



GMA Certification
Group

*Leader's in
Building Certification Services*



PLANNING STATEMENT

For: Phill Matthews, Austart Homes Pty Ltd
Development: Material Change of Use (Multiple
Dwellings) & Reconfiguring a Lot (1 into 5 lots)
At: 11-15 Dickson Street, Craiglie (Lot 404 C2251)
Prepared by: GMA Certification Group
File Ref: 20190541
Revision: B

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1.0 Introduction

This report has been prepared in behalf of Austart Homes Pty Ltd in support of a Development Application to Douglas Shire Council for a Development Permit for Material Change of Use (Multiple Dwellings) and Reconfiguring a Lot (1 lot into 5 lots) for the purpose of single detached dwellings on individual lots on land located at 11-15 Dickson Street, Craiglie and described as Lot 404 on C2251.

The application site is a single allotment located on the corner of Dickson and Davidson Streets, Craiglie. The site contains an area of 3,738m² and has frontage to both Davidson Street and Dickson Street, which are formed roads at the site frontage. However, Dickson Street does not extend for the full length of the site frontage. The site is currently improved by a single detached dwelling that is used for the purpose of an Austart display home. Access to the dwelling is provided from Davidson Street via a concrete driveway.

It is proposed to develop the site for the purpose of a total of 5 separate dwelling on individual freehold title, including the retention of the existing dwelling. Three of the dwellings would have frontage to Dickson Street with the existing dwelling and a new dwelling having frontage to Davidsdon Street. All of the dwellings would be single storey in height and would have individual accessess from their respective reoad frontages.

The application is identified as being Code Assessable and consideration is required to be given to the assessment benchmarks contained in the Douglas Shire Planning Scheme and relevant state codes only.

The proposed development is considered to be consistent with the Assessment Benchmarks and is considered to be a suitable use of the site. The development is considered to be consistent in terms of scale and intensity to other forms of development in the locality and the site can contain the use without adverse impact on the amenity of the area.

The application is submitted for approval, subject to reasonable and relevant conditions.

2.0 Development Summary

Address:	11-15 Dickson Street, Craiglie
Real Property Description:	Lot 404 on C2251
Easements & Encumbrances:	Nil
Site Area/Frontage:	Area: 3,738m ² Frontage: <ul style="list-style-type: none"> • Davidson Street – Approx. 82 metres. • Dickson Street – Approx. 54 metres.
Registered Owner:	Peace World Pty Ltd
Proposal:	Multiple Dwellings (5 Dwelling houses) & Reconfiguring a Lot (1 Lot into 5 Lots)
Approval Sought:	Development Permit
Level of Assessment:	Code Assessment
State Interests – State Planning Policy	<ul style="list-style-type: none"> • Economic Growth – Agricultural land classification – class A and B • Safety and Resilience to Hazards – Flood Area – level 1 – Queensland Floodplain. • Infrastructure - Davidson Street – Active Transport corridor.
State Interests – SARA Mapping:	<ul style="list-style-type: none"> • Native Vegetation Clearing – Category X on the regulated vegetation management map. • State Transport : <ul style="list-style-type: none"> ○ Within 25m of a state controlled road; ○ Within 100m of a state controlled intersection;
Referral Agencies:	SARA – for consideration of state-controlled road matters
State Development Assessment Provisions:	SDAP Code 1 – Development in a State Controlled Road environment.
Regional Plan Designation:	Urban Footprint
Zone:	Medium Density Residential Zone

Local Plan Designation:

Port Douglas Craiglie Local Plan

Overlays:

- Acid Sulfate Soils Overlay - <5m AHD;
 - Transport Network (Road Hierarchy) Overlay – Major Transport Noise Corridor
-

3.0 Site and Locality

The application site is a single allotment located on the corner of Dickson and Davidson Streets, Craiglie. The site contains an area of 3,738m² and has frontage to both Davidson Street and Dickson Street, which are formed roads at the site frontage. However, Dickson Street does not extend for the full length of the site frontage. The site is currently improved by a single detached dwelling that is used for the purpose of an Austart display home. The site is generally clear of all vegetation with the exception of a single tree located centrally within the site and trees along the common boundary with the site to the east. Access to the dwelling is provided from Davidson Street via a concrete driveway.

The locality containing the site is generally characterised by a mix of development. On the opposite side of Davidson Street to the west is a child care centre and to the north east are established dwelling houses on larger allotments. Further to the north east is a conventional residential subdivision. Immediately to the north the site adjoins large vacant allotments and further to the north are dwellinghouses on venventional sized allotments. To the north east and east is the Sea Temple Golf Course and Coutry Club with a limited number of residential allotments located within the golf course. To the south is the craiglie trades and services area which contains a mix of older residences, and trade and services uses.



Photo 1 – Site Location (Source Queensland Globe)

4.0 Proposal

It is proposed to develop the site for the purpose of 5 dwelling houses, including the existing dwelling house and to reconfigure the site such that each dwelling house is located on a single freehold title. The proposed development is identified in the Planning Scheme as being a combined Multiple Dwelling and Reconfiguring a Lot development. It is anticipated that the lots would not be created until there has been substantial commencement of the construction of a dwelling on the lot to be created. Each component of the proposed development is discussed separately below.

Reconfiguring a Lot

The application site would be reconfigured to create five separate allotments. Three of which would have frontage to Dickson Street and two of the proposed allotments would front Davidson Street.

Lot 11 would be located in the south eastern corner of the site and would front Dickson Street. It would contain an area of 549.97m² and have frontage to Dickson Street of 21.028 metres. Lot 12 would be located centrally on the Dickson Street frontage and would have an area of 540.26m² and a frontage of 16.774 metres. Lot 13 would be located in the south western corner of the site with frontage to Dickson Street and Davidson Street. It would have an area of 620.02m² with frontage of 16.445 metres and 42.723 metres to Dickson Street and Davidson Street, respectively. Lot 14 would be located centrally on the site and would contain the existing dwelling house. The lot would be irregular in shape and would have an area of 1,440.86m² and frontage to Davidson Street of 20.670 metres. Lot 15 would be located in the north western corner of the site and would have an area of 630.39m² and frontage to Davidson Street of 19.8metres.

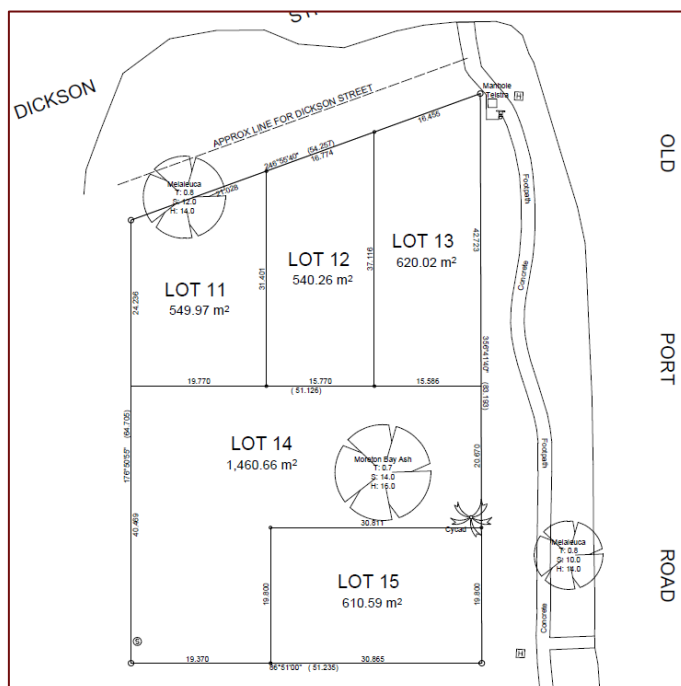


Image 1 – Plan of reconfiguration

Material Change of Use (Multiple Dwellings)

Prior to the sealing of a plan of survey and the creation of the separate allotments, the proposed development represents the construction of 5 dwellings on a single allotment, or a multiple dwelling development.

Lot 11 would contain a single dwelling comprising three bedrooms, living/kitchen/lounge area, utility rooms, alfresco patio area and incorporated double garage. The dwelling house would be single storey with a height of 5.416 metres and containing a floor area of 217m². It would be setback a minimum of 4.5 metres from the frontage to Dickson Street with the majority of the dwelling being setback greater than 6 metres.

Lot 12 would contain a single dwelling comprising three bedrooms, living/kitchen/lounge area, utility rooms, media room, alfresco patio area and incorporated double garage. The dwelling house would be single storey with a height of 5.596 metres and containing a floor area of 264.5m². It would be setback a minimum of 4.5 metres from the frontage to Dickson Street with the majority of the dwelling being setback greater than 6 metres.

Lot 13 would contain a single dwelling comprising four bedrooms, living/kitchen/lounge area, utility rooms, study, alfresco patio area and incorporated double garage. The dwelling house would be single storey with a height of 4.896 metres and containing a floor area of 228.84m². It would be setback a minimum of 4.5 metres from the frontage to Dickson Street with the majority of the dwelling being setback greater than 6 metres. The dwelling would also be setback 4.116 metres from the frontage to Davidson Street.

Lot 14 would contain the existing dwelling house, which is a 4 bedroom dwelling with study/media room, living/kitchen and dining room, utility rooms, two patio areas and incorporated double garage. The dwelling has a height of 5.626 metres and a floor area of 336.98m². the dwelling is setback a significant distance from Davidson Street and would be accessed by the existing driveway access to the site.

Lot 15 would contain a single dwelling comprising four bedrooms, living/kitchen/lounge area, utility rooms, alfresco patio area and incorporated double garage. The dwelling house would be single storey with a height of 5.416 metres and containing a floor area of 217m². It would be setback a minimum of 12.957 metres from the frontage to Davidson Street.

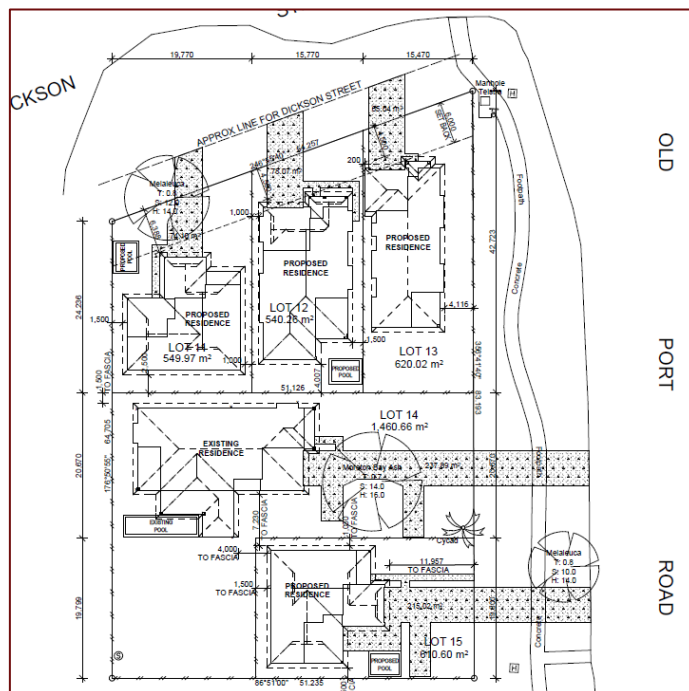


Image 2 – Proposed Site Plan

Proposal Plans are attached at **Appendix 2**.

The key development features of the proposed development are summarised in the table below:

Development Feature	Proposal
Site Area:	3,738m ²
Frontage:	Dickson Street – 54 metres Davidson Street – 83.193 metres
Height:	Max. 5.62 metres
Gross Floor Area:	1,007.37m ²
Site Cover:	1,264.32m ² (33%)
Setbacks:	<ul style="list-style-type: none"> • Dickson Street – min 4.5 m • Davidson Street – min 4.116m • Rear – min 1.5m • Side – 1.5m.
Access:	Separate driveway to each dwelling form Dickson Street or Davidson Street.
Car Parking Spaces:	10 Garages spaces.

5.0 Statutory Planning Considerations

This section provides a summary of the legislative framework affecting the application pursuant to the Planning Act 2016.

5.1 Planning Act 2016

5.1.1 Categorisation of Development

The proposed development is not identified as prohibited development having regard to the relevant instruments that can prohibit development under the *Planning Act 2016*, including

- Schedule 10 of the Planning Regulations 2017
- Relevant Categorising Instruments.

The development is made assessable under the Douglas Shire Council Planning Scheme, which is a categorising instrument for the purpose of s43 of the *Planning Act 2016*.

5.1.2 Assessment Manager

Pursuant to Schedule 8 of the *Planning Regulations 2017*, the Assessment Manager for the application is the Douglas Shire Council.

5.1.3 Level of Assessment

The application involves the development of Multiple Dwellings and reconfiguring a lot to create 5 allotments. The table below identifies the level of assessment and the categorising section of the Cairns Regional Council Planning Scheme.

Development	Categorising Section	Level of Assessment
Material Change of Use (Multiple Dwellings)	Table 5.6.h – Medium density residential zone	Code Assessable
Reconfiguring a Lot	Table 5.6.h – Medium density residential zone	Code Assessable

5.1.4 Statutory Considerations for Assessable Development

As the application is subject to Code Assessment, in deciding the application, pursuant to s60 of the *Planning Act 2016*, the Council, as Assessment Manager, can only have regard to the matters established in the relevant planning benchmarks.

This assessment is further discussed in Section 6.0 of this report and a detailed assessment of the proposed development against the assessment benchmarks is provided at **Appendix 3**.

5.1.5 State Planning Policy

The application site has the following State Planning Policy designations/classifications:

- Economic Growth – Agricultural land classification – class A and B
- Safety and Resilience to Hazards – Flood Area – level 1 – Queensland Floodplain.
- Infrastructure - Davidson Street – Active Transport corridor.

It is understood that the Minister has identified that the State Planning Policy has been appropriately integrated into in the Douglas Shire Council Planning Scheme and consequently no further assessment is required in this instance.

5.1.6 Regional Plan

The application site is identified in the Urban Footprint designation of the Far North Queensland Regional Plan. Consistent with the State Planning Policies, it is understood that the Planning Scheme has been determined to appropriately advance the Regional Plan and, on that basis, no further assessment is required in this instance.

5.1.7 Referral Agencies

The application is required to be referred to the State Assessment and Referral Agency, pursuant to the *Planning Regulation 2017* Schedule 10, Subdivision 2, Table 1 as the application involves the reconfiguration of land located within 25 metres of a state transport corridor and Table 3, as the site is within 100 metres of a state controlled intersection.

5.1.8 State Development Assessment Provisions

The application is required to be considered against State Code 1 – Development in a State Controlled Road Environment. An assessment against the relevant benchmarks contained within this code indicate that the proposed development would satisfy the relevant Acceptable Outcomes.

A detailed assessment against this state code is contained in [Appendix 3](#).

6.0 Local Planning Considerations

6.1 Douglas Shire Council Planning Scheme

Within the Douglas Shire Council Planning Scheme (version 1.0), the site is identified within the Medium Density Residential Zone and is affected by the Acid Sulfate Soils and Transport Network (Road hierarchy) Overlay.

The Table below identifies the applicable Assessment Benchmarks contained within the Planning Scheme. A detailed assessment of the proposed development against the Planning Scheme codes is attached at [Appendix 3](#).

Assessment Benchmark	Applicability	Compliance
Medium Density Residential Zone Code	Applies	Complies with the purpose of the zone. Consideration is required to be given to proposed setbacks and lot size and dimensions. (refer below)
Port Douglas Craiglie Local Plan Code	Applies	Complies with all Acceptable Outcomes
Acid Sulfate Soils Overlay Code	Applies	Complies with all relevant Acceptable Outcomes.
Transport Network Overlay Code	Applies	Complies with all relevant Acceptable Outcomes.
Multiple Dwelling, Short Term Accommodation and Retirement Facility Code	Applies	Consideration is required to be given to building setbacks. (refer below)
Access, Parking and Servicing Code	Applies	Complies with all relevant Acceptable Outcomes
Environmental Performance Code	Applies	Complies with all relevant Acceptable Outcomes.
Filling and Excavation Code	Not Applicable	No relevant Acceptable Outcomes.
Infrastructure Works Code	Applies	Complies or able to comply with relevant Acceptable Outcomes. Council are requested to attach a condition to secure compliance where

		it is considered necessary.
Landscaping Code	Applies	Complies or able to comply with relevant Acceptable Outcomes. Council are requested to attach a condition to secure compliance where it is considered necessary.
Reconfiguring a Lot Code	Applies	Consideration is required to be given to proposed setbacks and lot size and dimensions. (refer below)
Vegetation Management Code	Applies	Complies with relevant Acceptable Outcomes.

6.1.2 Statement of Compliance – Benchmark Assessment

6.1.2.1 Setbacks

It is proposed to reconfigure the land into 5 lots following the substantial commencement of the development of the site for the purpose of multiple dwellings. The proposed setbacks would be as follows for the Multiple Dwelling:

- Min. Dickson street frontage – 4.5m to OMP 5.1m to wall
- Min. secondary (Davidson) street frontage – 4.116m to wall
- Min. side and rear 1.5m to OMP 2.1 metres to wall.

The encroachment to the frontage to Dickson Street occurs, in part, as a result of the alignment of Dickson Street and the desire to create regular allotments. The encroachment is only minor in nature with the setback predominantly being greater than 6 metres. The minor encroachment to Dickson Street would not adversely affect the character of the area or the appearance of a cohesive streetscape.

The proposed development would represent a medium density housing development and would result in a form of development consistent with the character of a medium density housing development. It would achieve a suitable level of separation from adjoining allotments and from allotments within the development, it would also provide a suitable separation of the development from the trafficable roadway within the adjoining roads.

6.1.2.2 Lot Size and Dimensions

The purpose of the zone is to, inter alia, 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. The purpose of the zone is to be

achieved by establishing 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).

The proposed ultimate development would provide dwelling houses on allotments consistent with the purpose of the zone and the lay out of the proposed development demonstrates that the proposed development meets the purpose of the zone, notwithstanding that the allotment frontage of three if the proposed allotments would be less than 20 metres and the dimensions would be less than that identified as acceptable outcomes.

On the basis that the proposed development would satisfy the purpose of the Medium Density Residential Zone, it is considered that the development satisfies this assessment benchmark.

6.2 Adopted Infrastructure Charges Resolution

The proposed development is likely to attract an Infrastructure Charge in accordance with the Councils Adopted Infrastructure Charges Resolution. In accordance with the current infrastructure charges the rate would be \$19,491 per new Dwelling House or allotment or in the order of \$77,964.00.

7.0 Summary and Conclusion

This report has been prepared in behalf of Austart Homes Pty Ltd in support of a Development Application to Douglas Shire Council for a Development Permit for Material Change of Use (Multiple Dwellings) and Reconfiguring a Lot (1 lot into 5 lots) for the purpose of single detached dwellings on individual lots on land located at 11-15 Dickson Street, Craiglie and described as Lot 404 on C2251.

The application site is a single allotment located on the corner of Dickson and Davidson Streets, Craiglie. The site contains an area of 3,738m² and has frontage to both Davidson Street and Dickson Street, which are formed roads at the site frontage. However, Dickson Street does not extend for the full length of the site frontage. The site is currently improved by a single detached dwelling that is used for the purpose of an Austart display home. Access to the dwelling is provided from Davidson Street via a concrete driveway.

It is proposed to develop the site for the purpose of a total of 5 separate dwelling on individual freehold title, including the retention of the existing dwelling. Three of the dwellings would have frontage to Dickson Street with the existing dwelling and a new dwelling having frontage to Davidsdon Street. All of the dwellings would be single storey in height and would have individual access from their respective reoad frontages.

The application is identified as being Code Assessable and consideration is required to be given to the assessment benchmarks contained in the Douglas Shire Planning Scheme and relevant state codes only.

The proposed development is considered to be consistent with the Assessment Benchmarks and the intent of the Planning Scheme and is considered to be a suitable use of the site. The development is considered to be consistent in terms of scale and intensity to other forms of development in the locality and the site can contain the use without adverse impact on the amenity of the area.

The application is submitted for approval, subject to reasonable and relevant conditions.

Appendix 1.

CERTIFICATE OF TITLE

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 30573497

Search Date: 12/02/2019 12:50

Title Reference: 20342142

Date Created: 08/09/1939

Previous Title: 20022249

REGISTERED OWNER

Dealing No: 717778433 16/01/2017

PEACE WORLD PTY LTD A.C.N. 064 606 346

ESTATE AND LAND

Estate in Fee Simple

LOT 404 CROWN PLAN C2251
Local Government: DOUGLAS

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10410231 (ALLOT 4 SEC 4)
2. MORTGAGE No 717778434 16/01/2017 at 11:15
BENDIGO AND ADELAIDE BANK LIMITED A.B.N. 11 068 049 178

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

COPYRIGHT THE STATE OF QUEENSLAND (NATURAL RESOURCES, MINES AND ENERGY) [2019]
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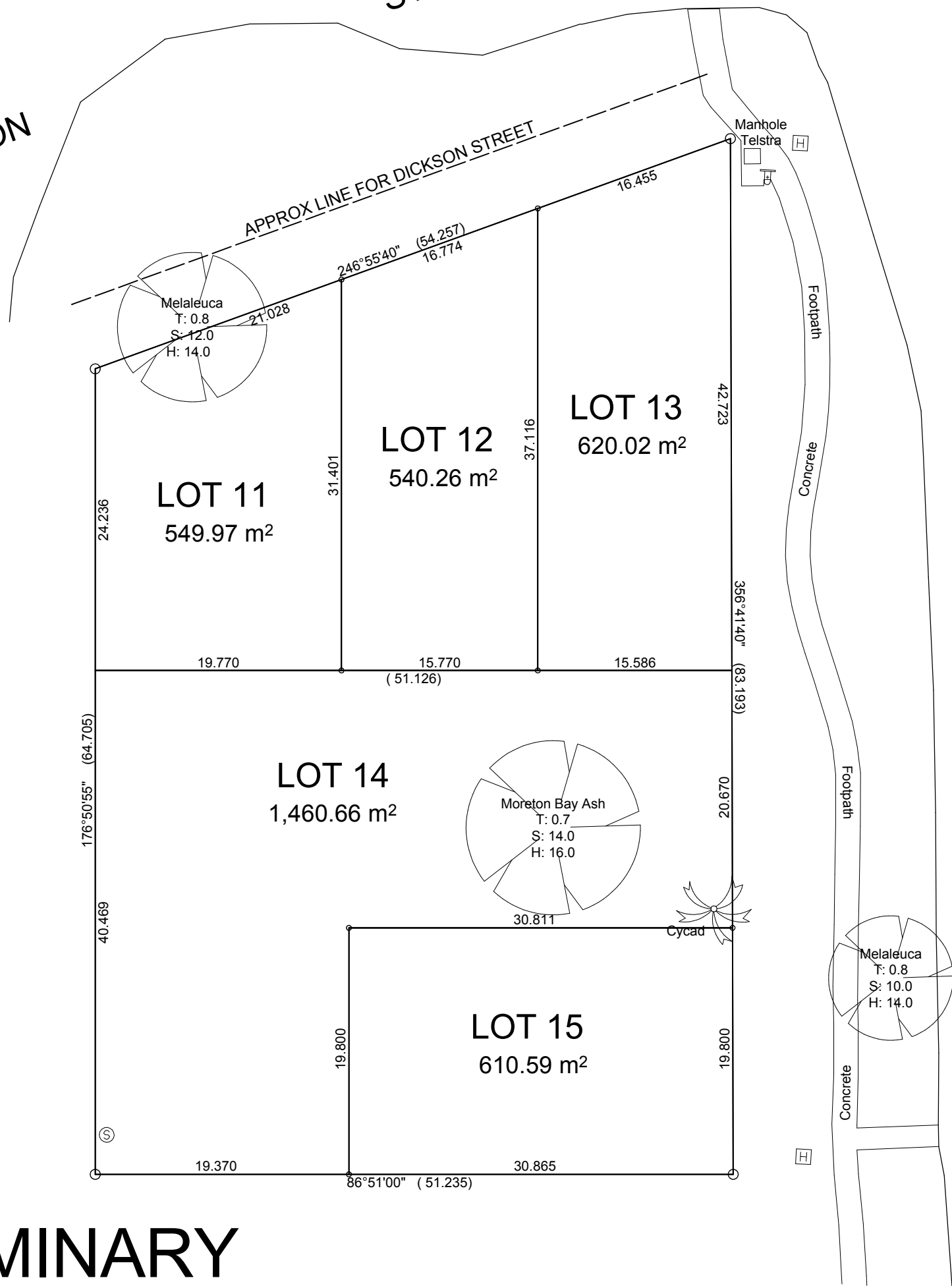
Appendix 2.

PROPOSAL PLANS

DICKSON

STREET

LOT 404 ON C2251
OLD PORT ROAD
CRAIGLIE



OLD

PORT

ROAD



PRELIMINARY

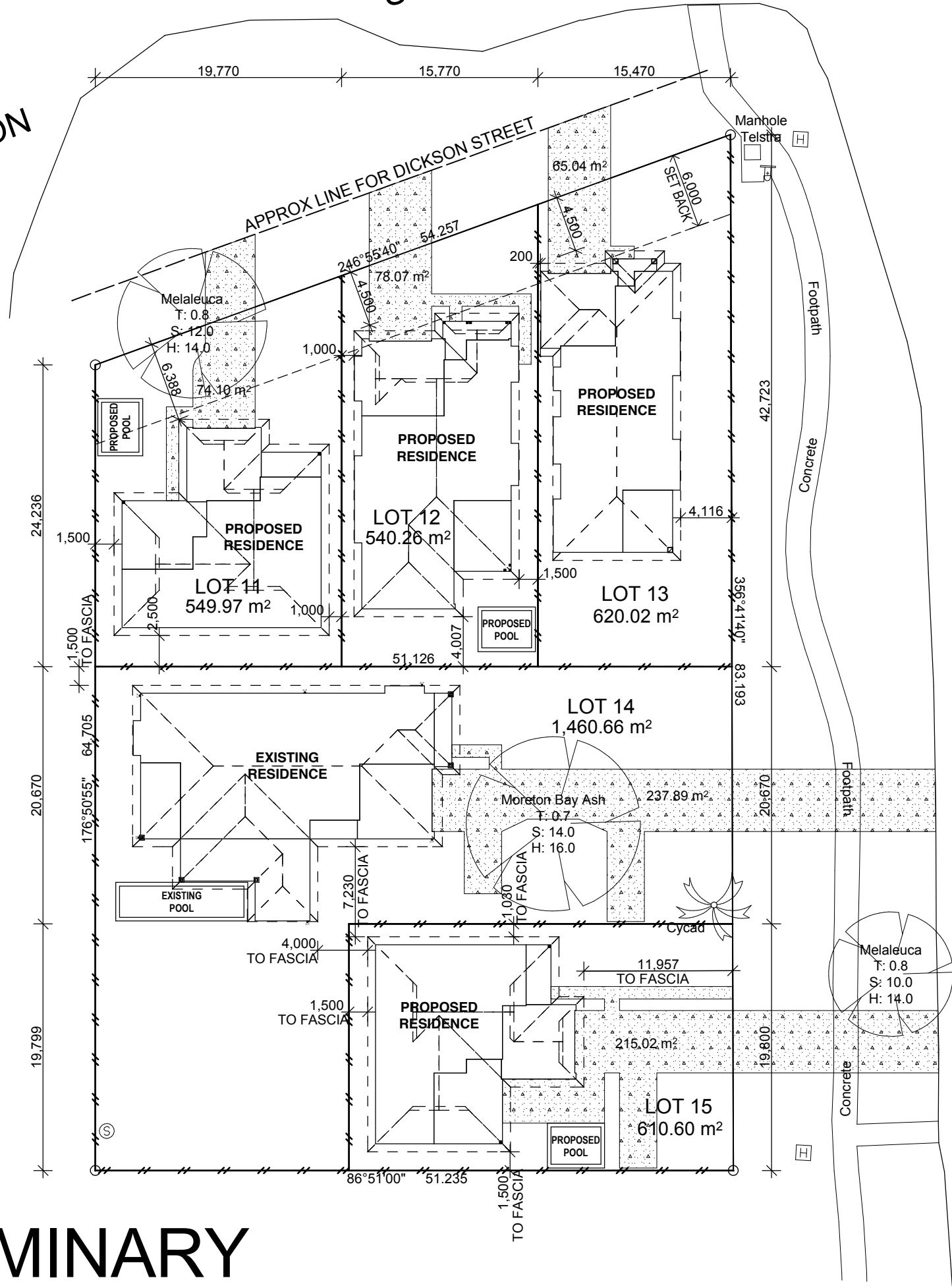
LOT PLAN

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Date:	24/04/2019
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N.B. ALL WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED SIZES - THIS DESIGN IS THE EXCLUSIVE PROPERTY OF AUSTART HOMES AUSTRALIA Pty. Ltd.	
 AUSTART HOMES Austart Homes Pty. Ltd. QBSA Act Licence No. 1200115 Address : P.O. Box 1077, SMITHFIELD, 4878 Phone: 0740383855 Fax: 0740383899	

STREET

LOT 404 ON C2251
OLD PORT ROAD
CRAIGLIE

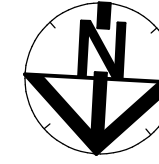
DICKSON



OLD

PORT

ROAD



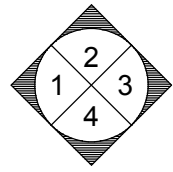
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PRELIMINARY

SITE PLANS

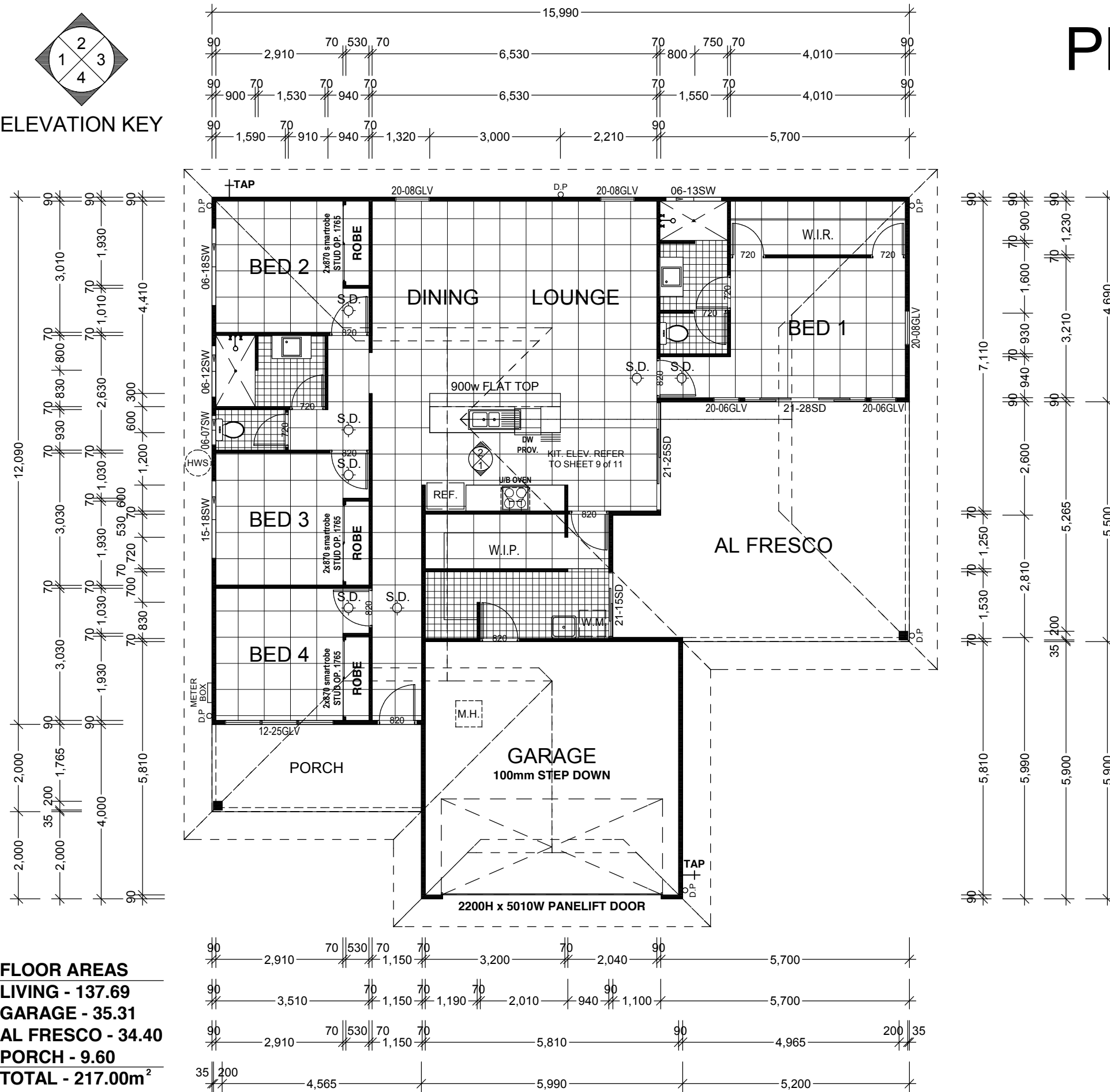
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Drawn By:	
Date:	24/04/2019
Scale:	1:400
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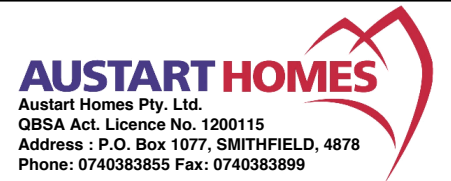
ELEVATION KEY

PRELIMINARY



FLOOR AREAS
 LIVING - 137.69
 GARAGE - 35.31
 AL FRESCO - 34.40
 PORCH - 9.60
 TOTAL - 217.00m²
 23.35 SQUARES

WIND-'C2' CONTOUR PLAN

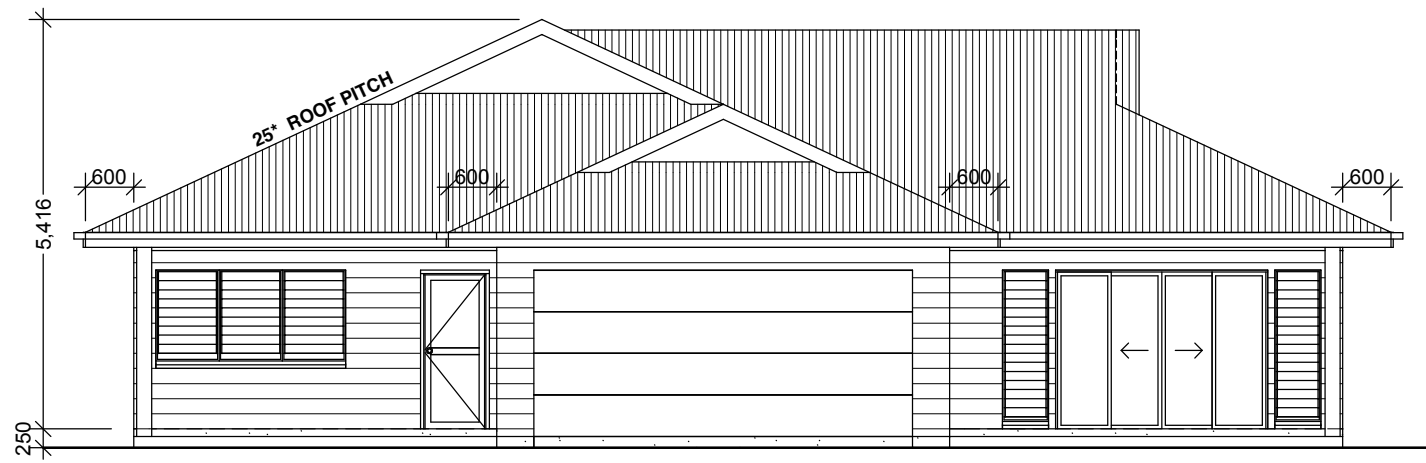


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 OLD PORT ROAD (PROPOSED LOT 11),
 CRAIGLIE

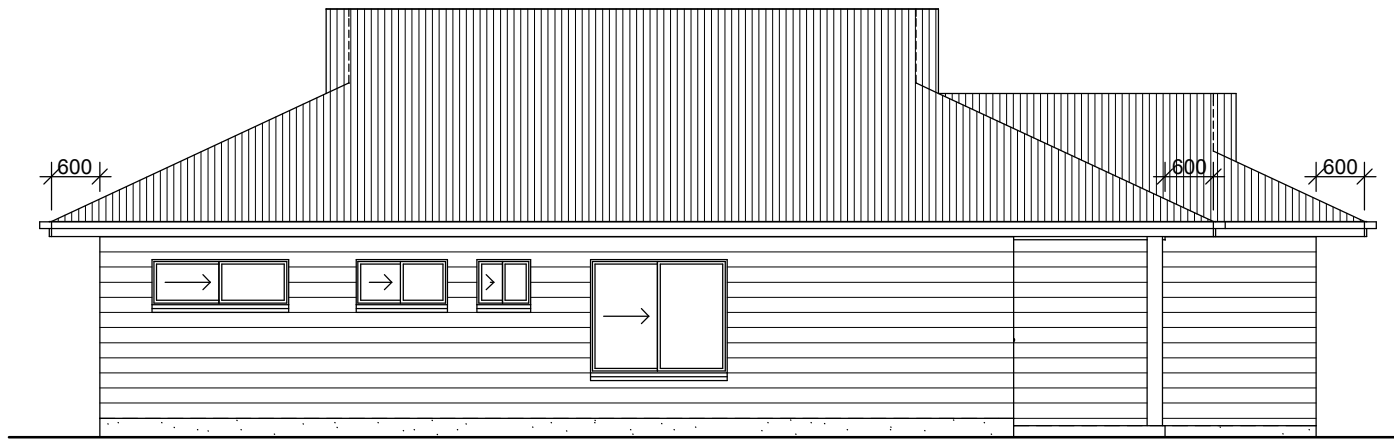
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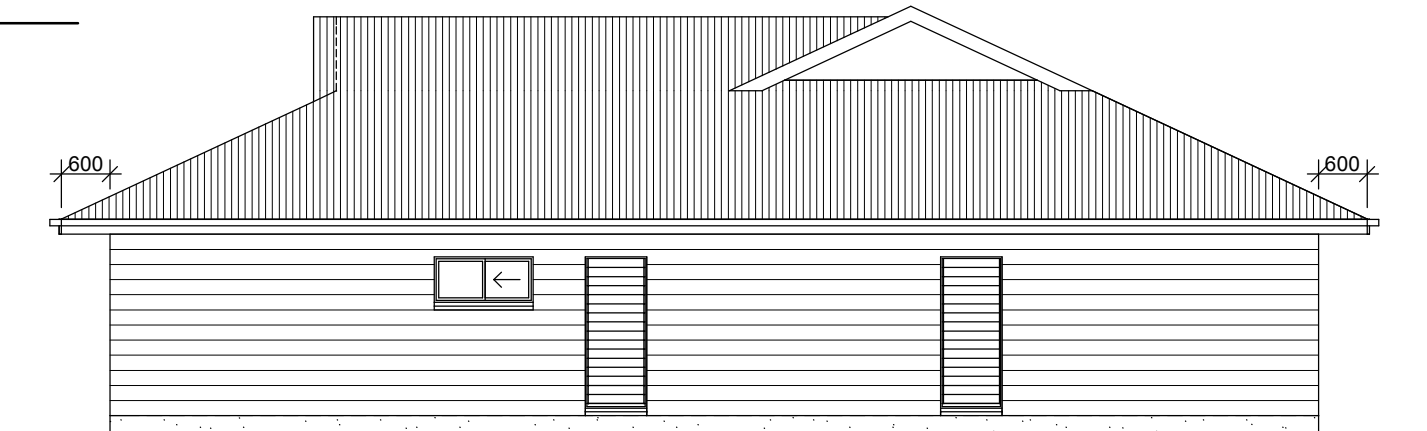
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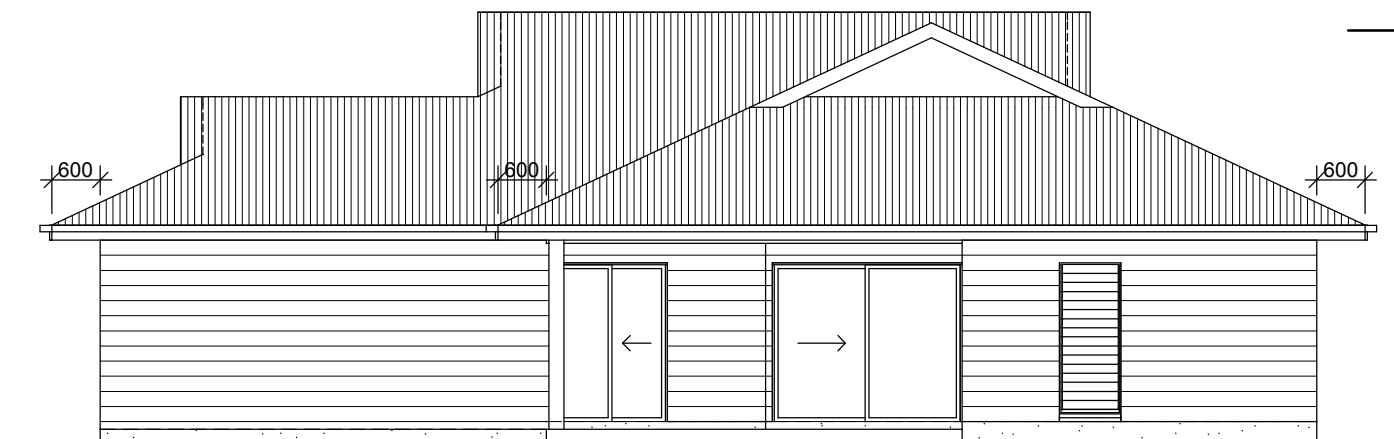
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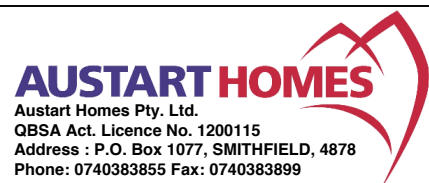
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Elevation 3



Elevation 4



ELEVATIONS

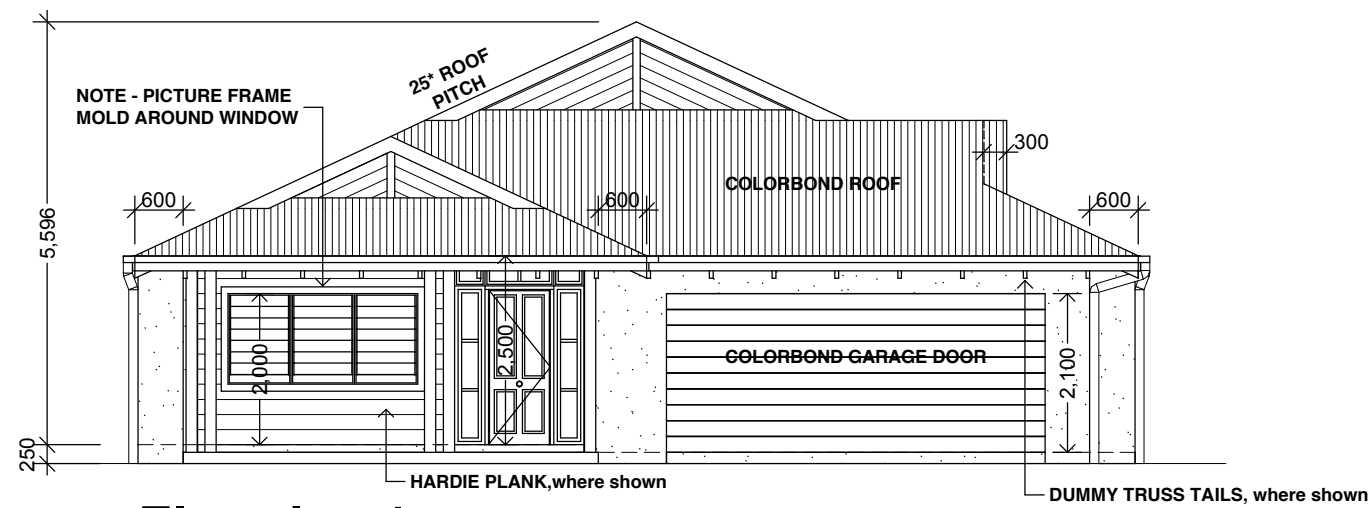
PEACEWORLD Pty. Ltd. LOT 404 -
 OLD PORT ROAD (PROPOSED LOT 11),
 CRAIGLIE

WIND-'C2'

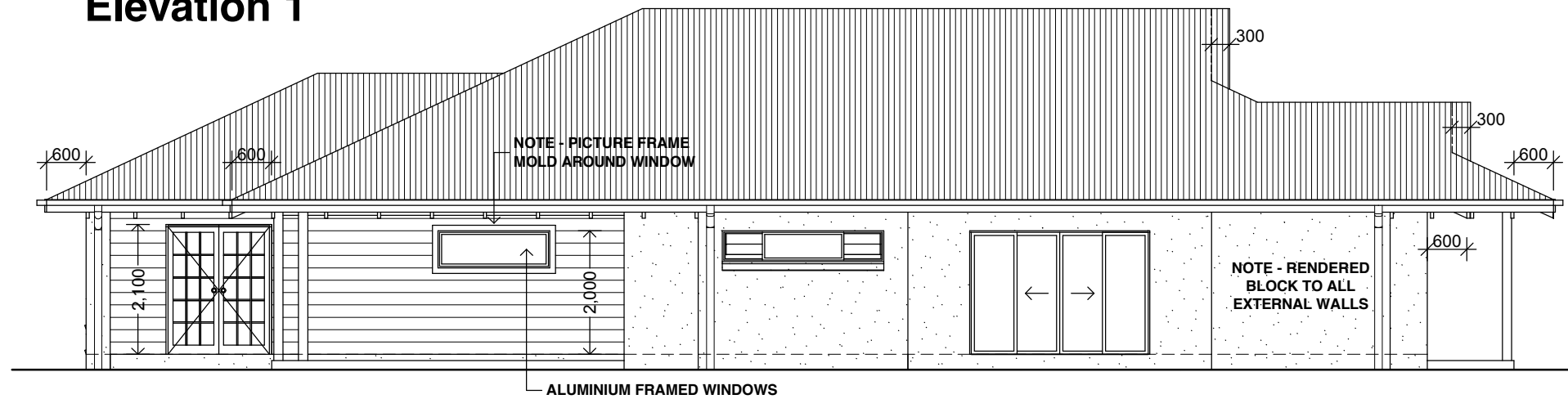
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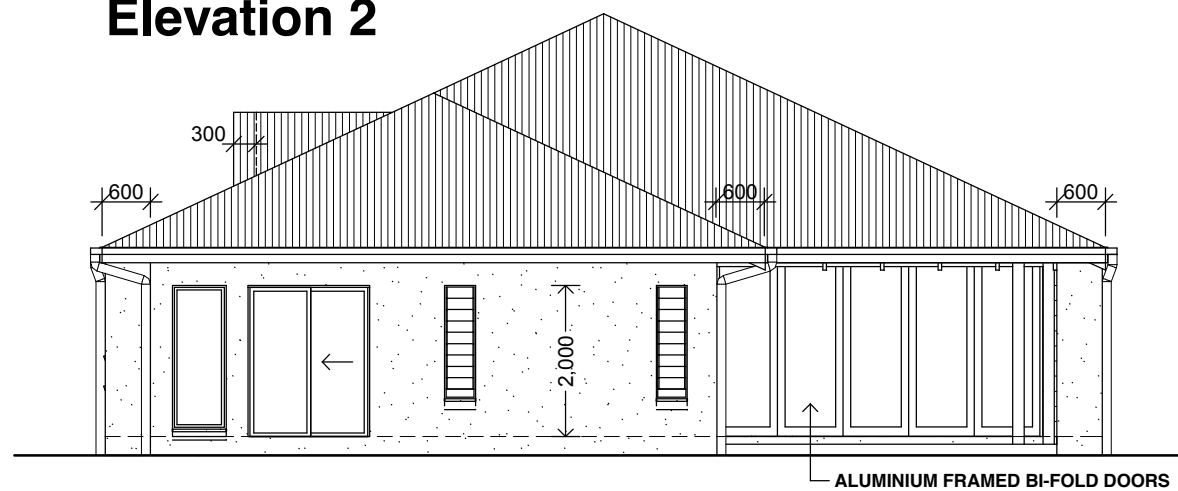
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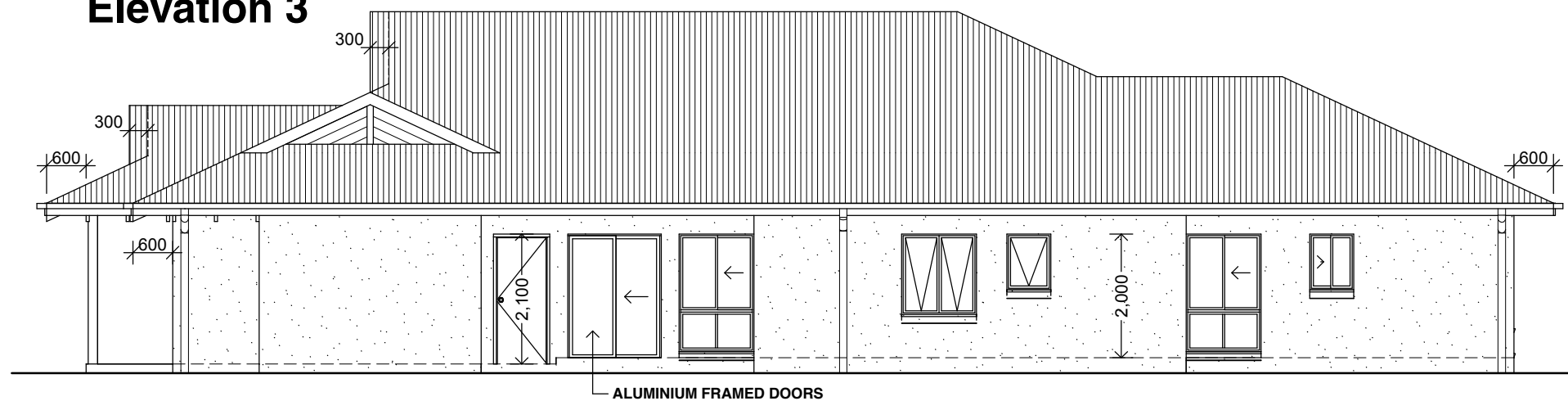
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Elevation 2

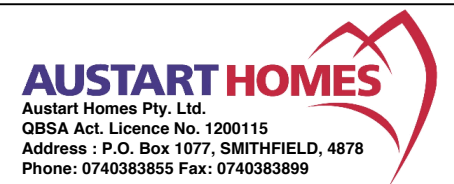


Elevation 3



Elevation 4

WIND-'C2' ELEVATIONS



PEACEWORLD Pty. Ltd. LOT 404 -
OLD PORT ROAD (PROPOSED LOT 12),
CRAIGLIE

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Facade: TRADITIONAL	Date: 24/04/2019
Inclusions: PREMIER PLUS	Scale: 1:100
Amendments:	
Job Number: 000	Sheet Number: 2 of 2

BLOCK REINFORCEMENT and ROOF LAYOUT PLAN

INTERNAL WALLS: NON-LOAD BEARING
 * 70x35 MGP10 STUDS @ 600crs.
 * 70x35 MGP10 BOTTOM AND TOP PLATE
 * FIX BOTTOM PLATE WITH RAMSET @ 900crs.
 * 1 ROW OF NOGGING 1350mm FROM FLOOR.

NOTE: ALL LINTELS 'L3B' UNLESS NOTED OTHERWISE

EXTERNAL WALL

- 90 x 35 MGP10 STUDS AT 450crs.
 NOT NOTCHED.
 - 2/90 x 35 MGP10 TOP PLATE.
 - 90 x 35 MGP10 BOTTOM PLATE.
 - 1 ROW OF NOGGING AT MID HT.

OPENING	HYNE LGL LINTEL	STUDS BESIDE OPENING	HOLD DOWN RODS AT LINTEL SUPPORT
1600	2/170 x 44	2	M12
1800	2/170 x 44	2	M12
2500	2/240 x 44	3	M12

L1 - 170 x 44 HYNE LGL or 8/70 x 35 MGP10.
 - 2 STUDS AT SUPPORT.
 - M12 HOLD DOWN RODS AT LINTEL SUPPORTS, CHEMSET 150mm INTO SLAB.

WIND-'C1' BLOCK PLAN

AUSTART HOMES
 Austart Homes Pty. Ltd.
 QBSA Act. Licence No. 1200115
 Address : P.O. Box 1077, SMITHFIELD, 4878
 Phone: 0740383855 Fax: 0740383899

PEACEWORLD Pty. Ltd.
 LOT 1311, CHARRINGA LINK
 SMITHFIELD VILLAGE ESTATE

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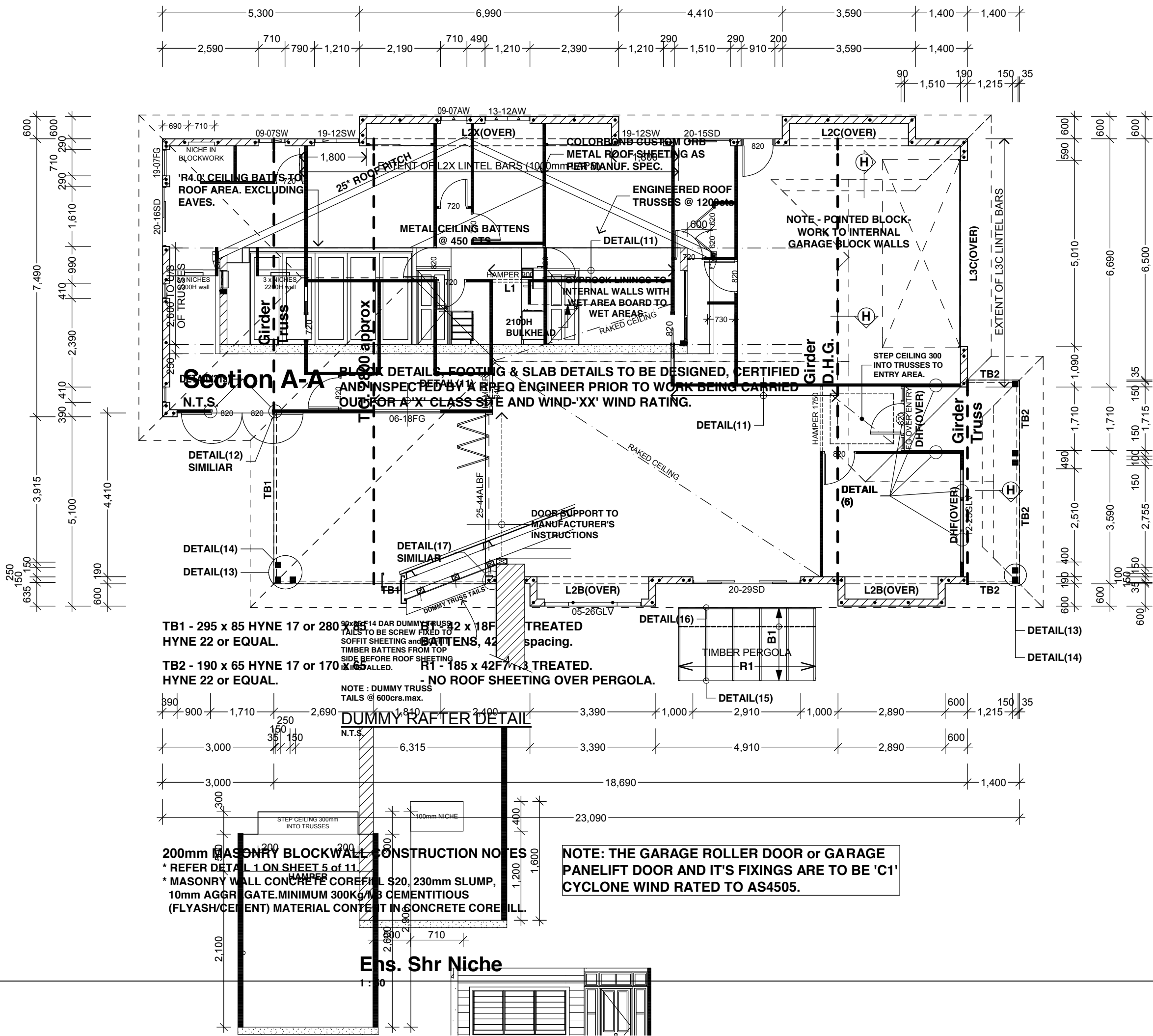
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 Date: 01/03/2018

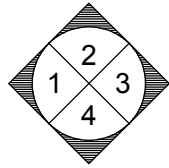
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Amendments: 18/03/18, 22/03/18, 09/04/18, 23/05/18

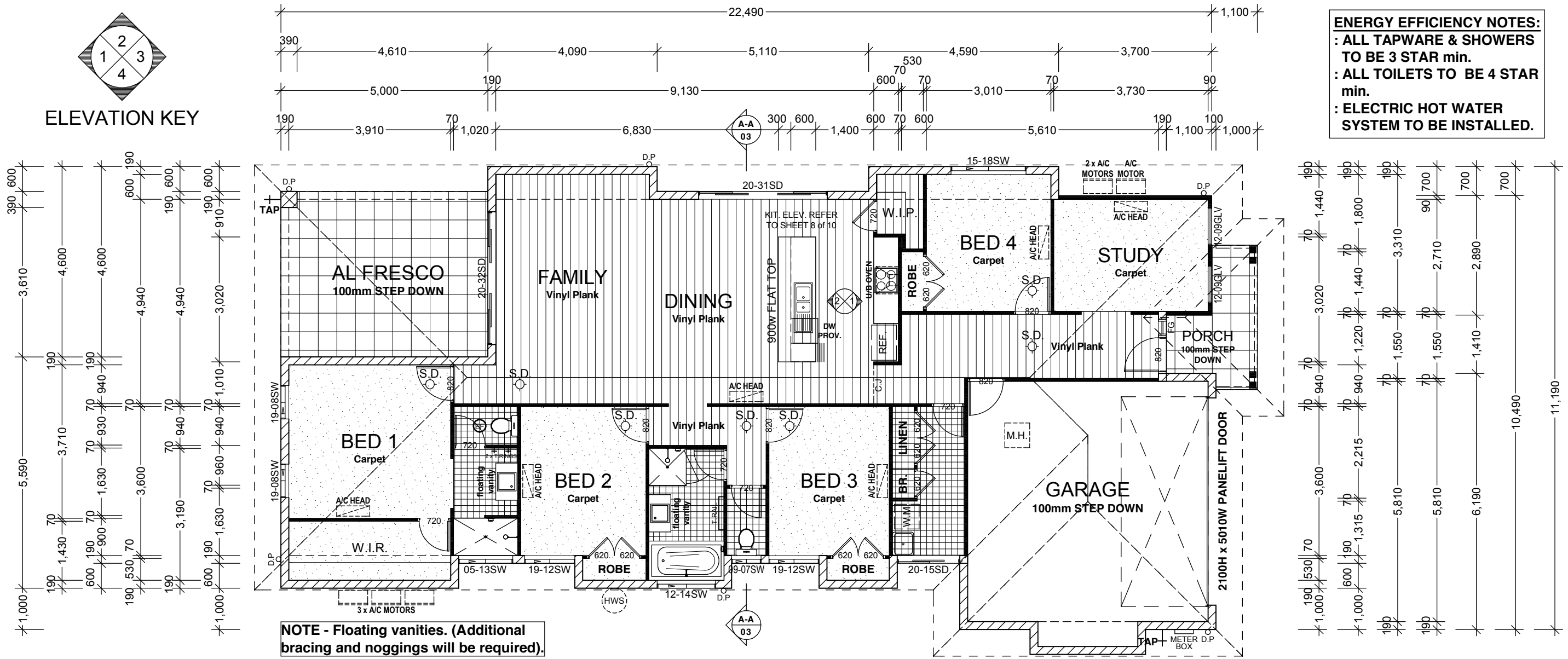
Job Number: 366CHA
 Sheet Number: 4 of 11



PRELIMINARY



ELEVATION KEY



ENERGY EFFICIENCY NOTES:
 : ALL TAPWARE & SHOWERS TO BE 3 STAR min.
 : ALL TOILETS TO BE 4 STAR min.
 : ELECTRIC HOT WATER SYSTEM TO BE INSTALLED.

NOTE - Floating vanities. (Additional bracing and noggings will be required).

FLOOR AREAS
 LIVING - 165.29
 GARAGE - 38.21
 AL FRESCO - 20.00
 PORCH - 5.35
 TOTAL - 228.84m²
 24.62 SQUARES

NOTE - ALL HOT and COLD WATER PIPING TO GO THROUGH CEILING DOWN TO STUD WALLS, OTHER THAN PIPING FOR ISLAND BENCH. ALSO GAS PIPING (IF APPLICABLE) TO RUN THROUGH CEILING and STUD WALLS.

ALL DIMENSIONS SHOWN ARE TO FRAME AND BLOCKWORK, EXCLUDES GYPROCK

GENERAL NOTES :
 : Tinted glass to all alum. framed glass windows and doors.
 : Dishwasher prov. with SPP and cold water plumb.
 : Lift off hinges to wc.
 : Mechanical exhaust to wc with no external opening.
 : Niches - 900H base with a 2100H head U.N.O.
 : Hampers and Openings - 2100H head U.N.O.
 : Bulkheads - 2100H U.N.O.



FLOOR PLAN

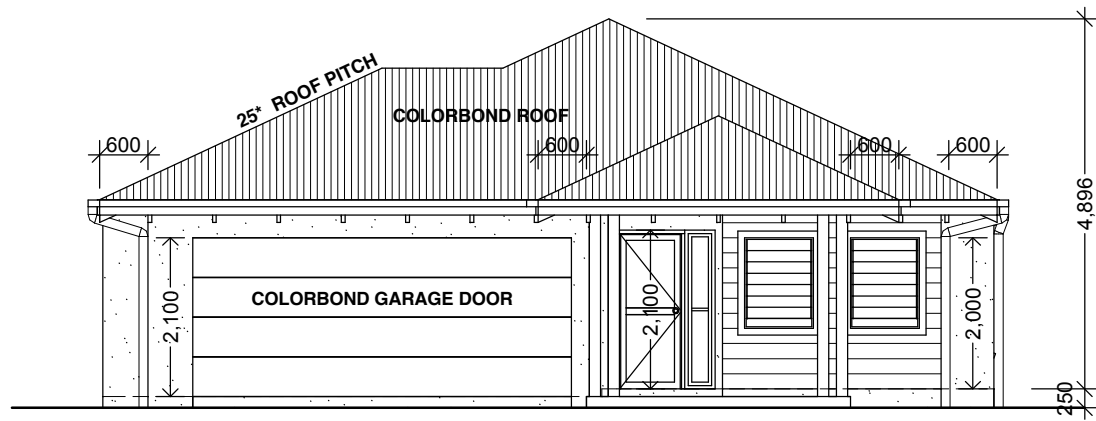
PEACEWORLD Pty. Ltd. LOT 404 -
 OLD PORT ROAD (PROPOSED LOT 13),
 CRAIGLIE

WIND-'C2'

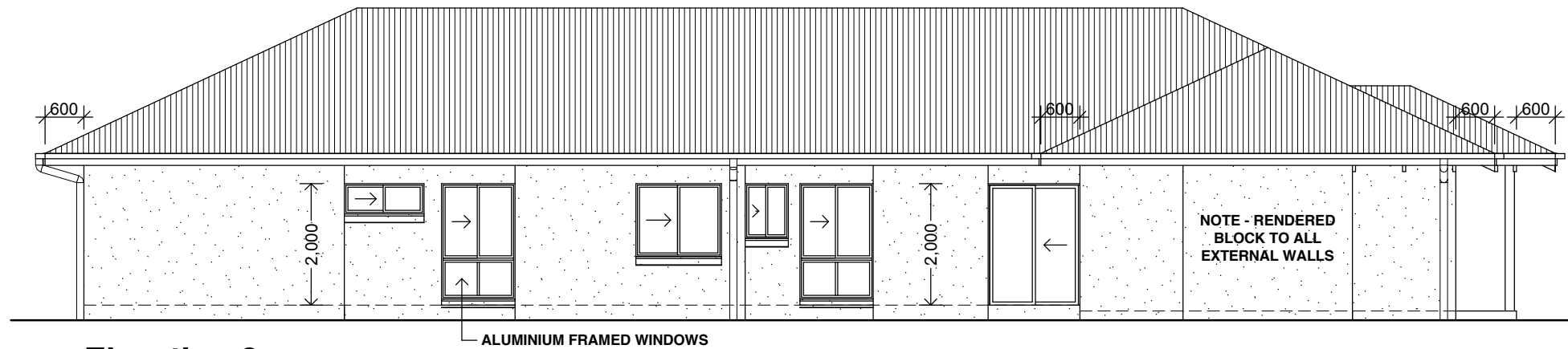
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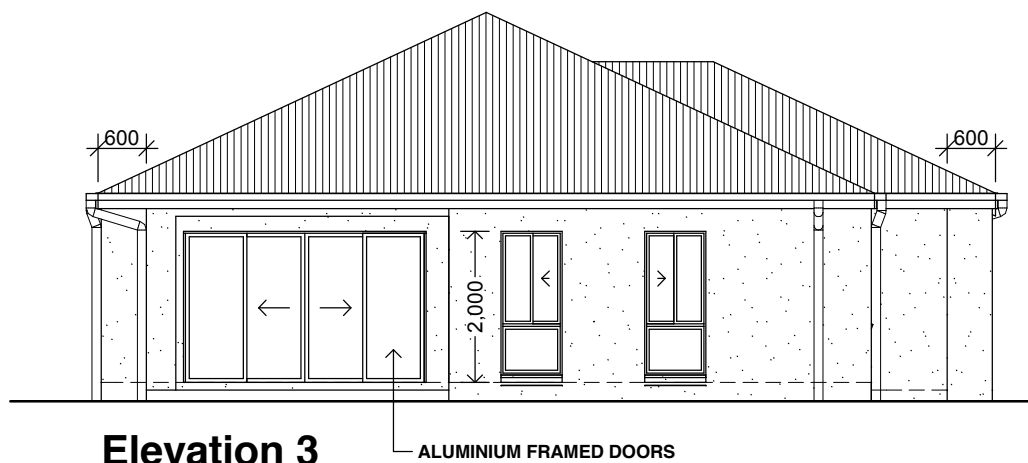
PRELIMINARY



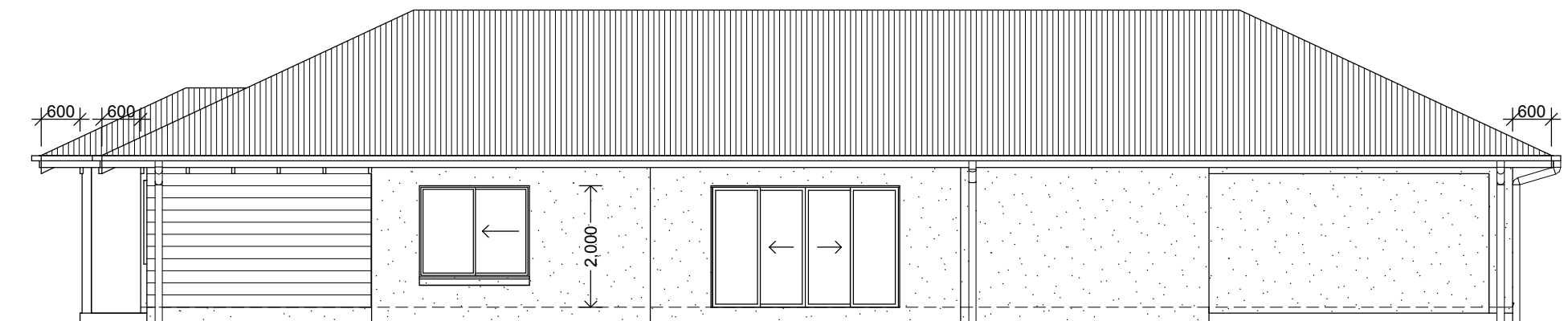
Elevation 1



Elevation 2

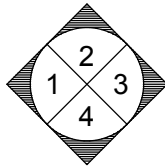


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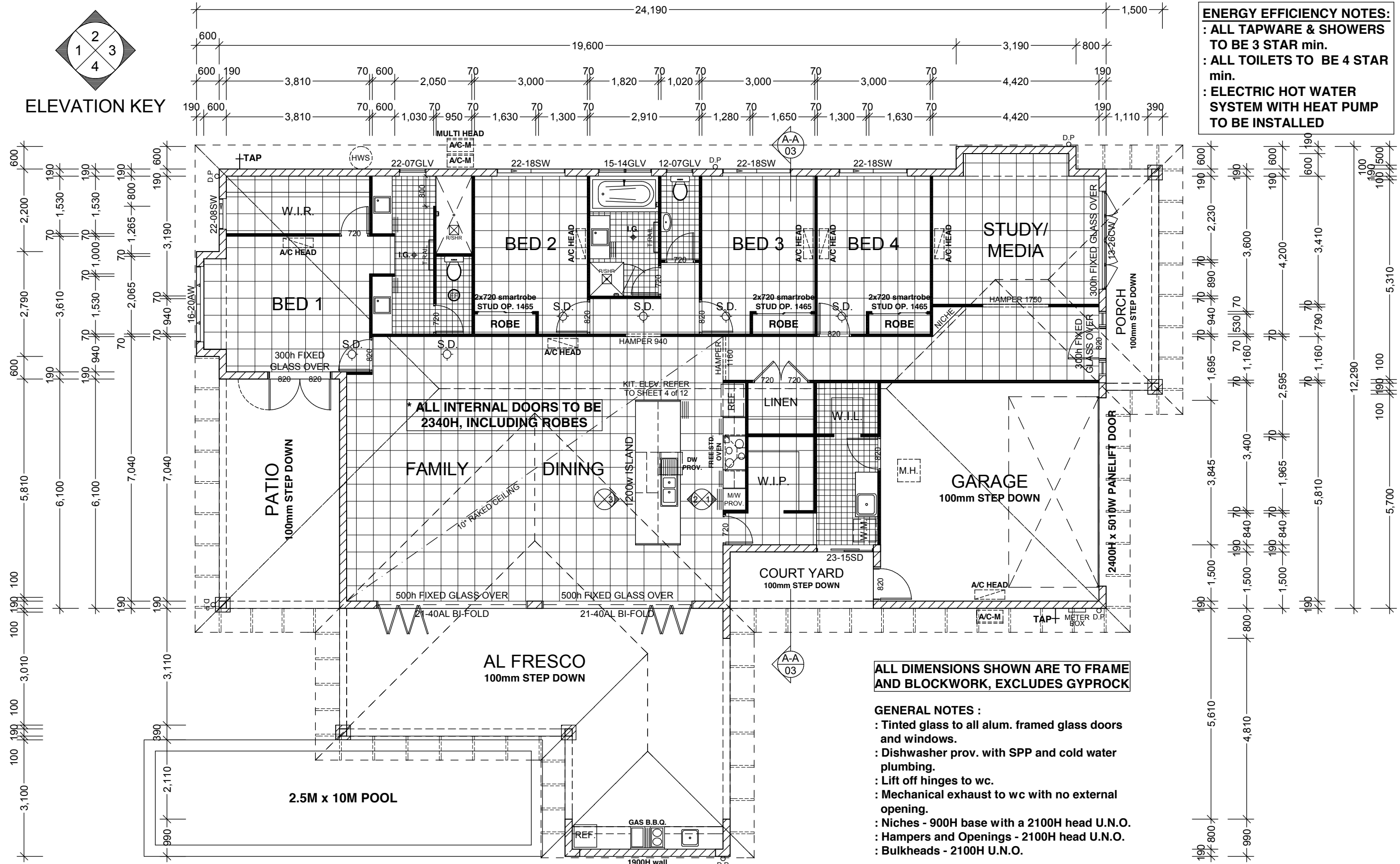
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Facade: TRADITIONAL	Date: 24/04/2019	Job Number: 000
Inclusions: TURN KEY RANGE	Scale: 1 : 100	Sheet Number: 2 of 2



ELEVATION KEY

ENERGY EFFICIENCY NOTES:
 : ALL TAPWARE & SHOWERS TO BE 3 STAR min.
 : ALL TOILETS TO BE 4 STAR min.
 : ELECTRIC HOT WATER SYSTEM WITH HEAT PUMP TO BE INSTALLED



ALL DIMENSIONS SHOWN ARE TO FRAME AND BLOCKWORK, EXCLUDES GYPROCK

- GENERAL NOTES :**
- : Tinted glass to all alum. framed glass doors and windows.
 - : Dishwasher prov. with SPP and cold water plumbing.
 - : Lift off hinges to wc.
 - : Mechanical exhaust to wc with no external opening.
 - : Niches - 900H base with a 2100H head U.N.O.
 - : Hampers and Openings - 2100H head U.N.O.
 - : Bulkheads - 2100H U.N.O.

NOTE - ALL HOT and COLD WATER PIPING TO GO THROUGH CEILING DOWN TO STUD WALLS. OTHER THAN PIPING FOR ISLAND BENCH. ALSO GAS PIPING (IF APPLICABLE) TO RUN THROUGH CEILING & STUD WALLS.

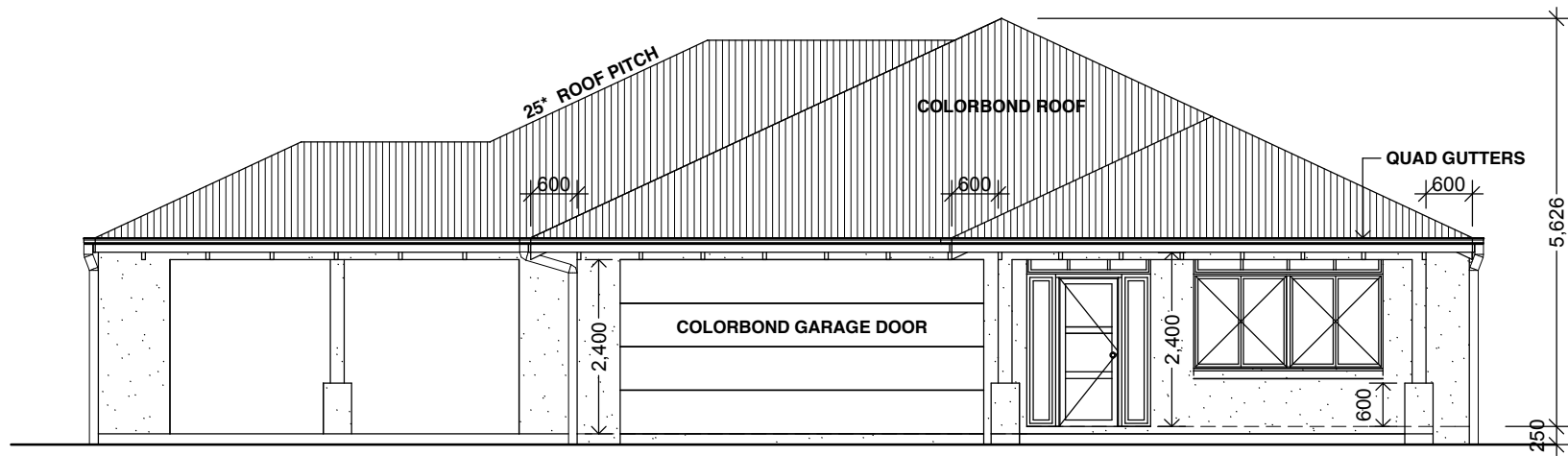
FLOOR AREAS

LIVING	- 217.84
GARAGE	- 36.28
AL FRESCO	- 49.37
PATIO	- 19.52
COURT YARD	- 5.72
PORCH	- 8.25
TOTAL	- 336.98m²
	36.26 SQUARES

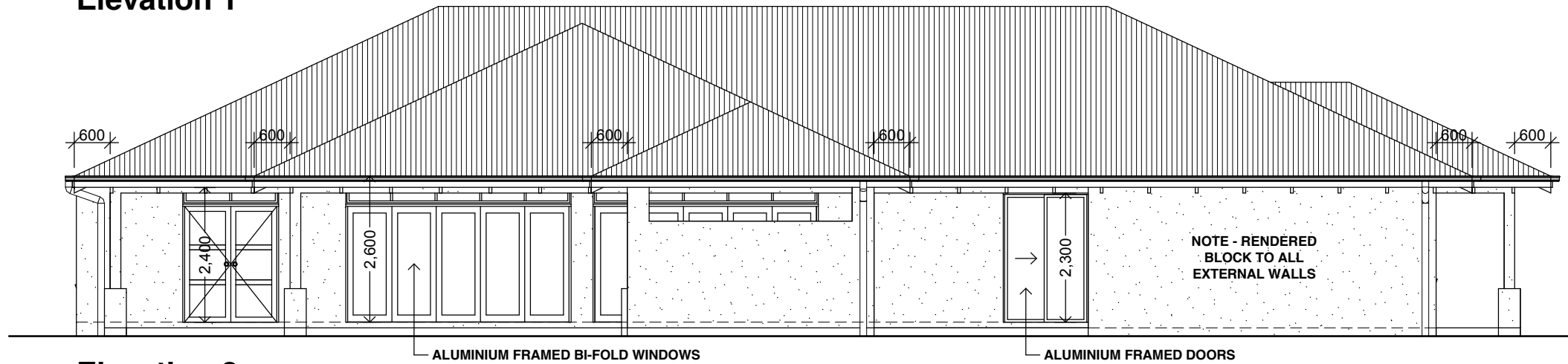
WIND-'C2'
FLOOR PLAN

Amendments:	Job Number:	000
Drawn By:	Date:	24/04/2019
Design:	Facade:	TRADITIONAL
HAMILTON 336 BLC2600	Inclusions:	HAMPTON RANGE
PEACEWORLD Pty. Ltd. LOT 404 - OLD PORT ROAD (PROPOSED LOT 14), CRAIGLIE		Scale:
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		1 of 2

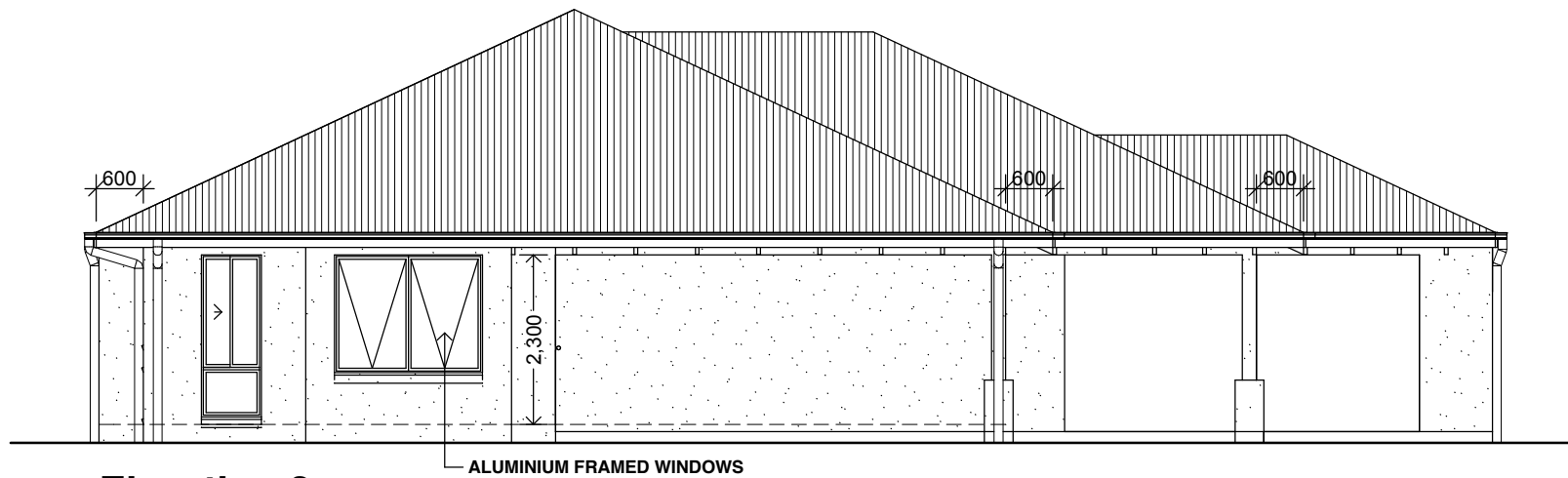




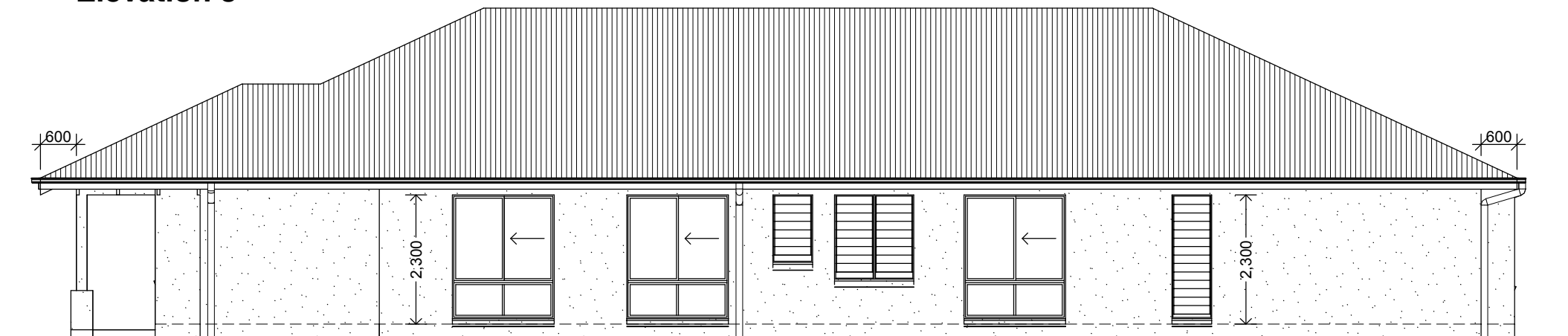
Elevation 1



Elevation 2



Elevation 3

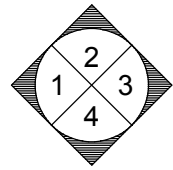


Elevation 4

ELEVATIONS WIND-'C2'

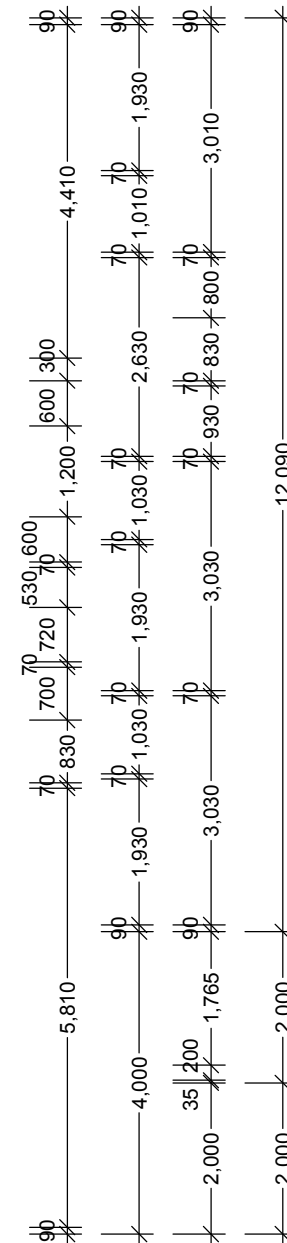
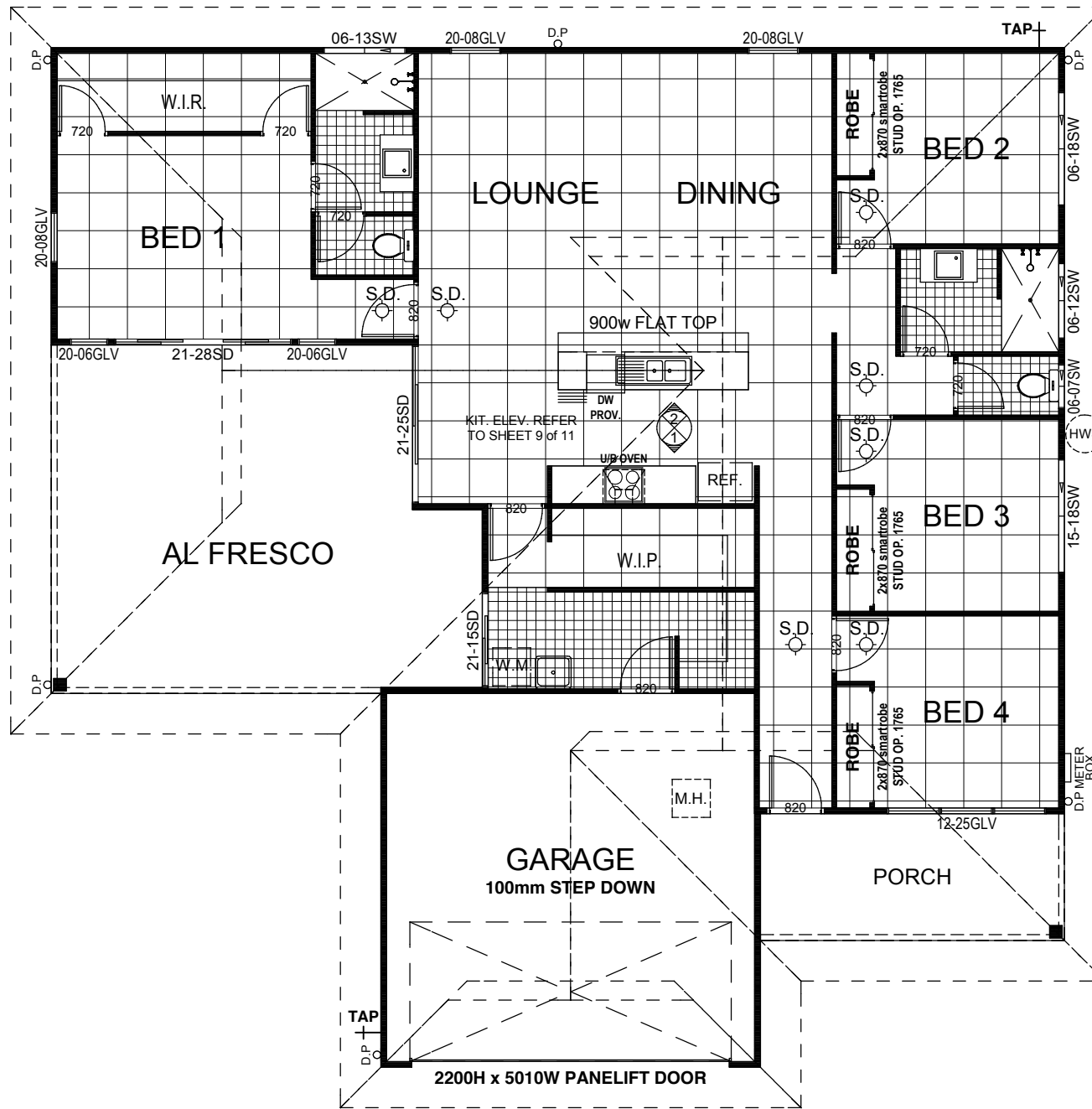
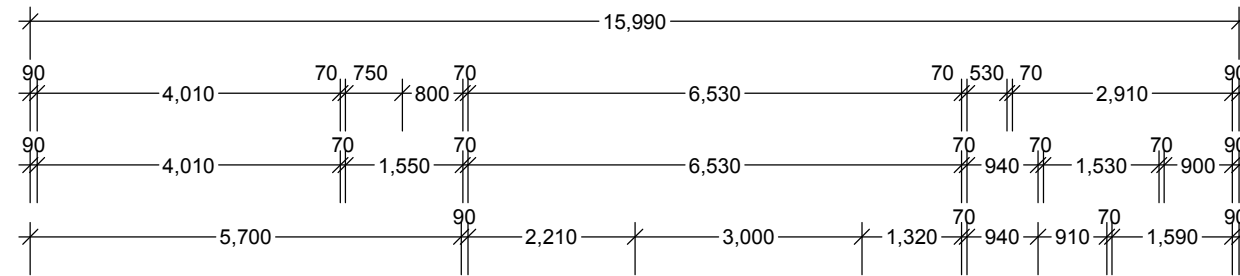
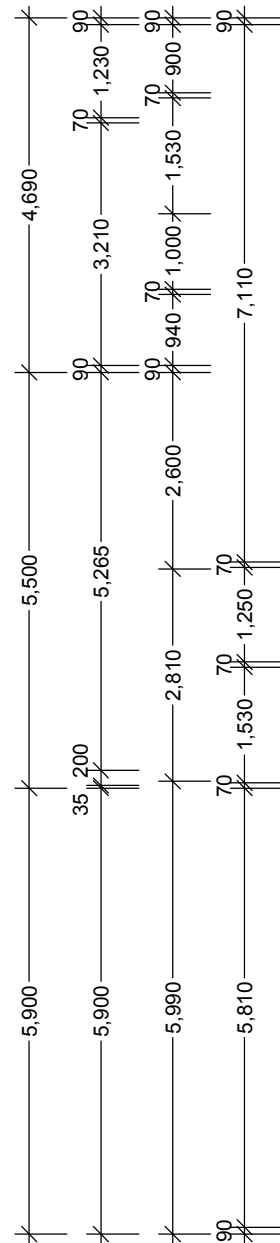
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Facade:	TRADITIONAL
Inclusions:	HAMPTON RANGE
PEACEWORLD Pty. Ltd. LOT 404 - OLD PORT ROAD (PROPOSED LOT 14), CRAIGLIE	
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 Phone: 0740383855 Fax: 0740383899

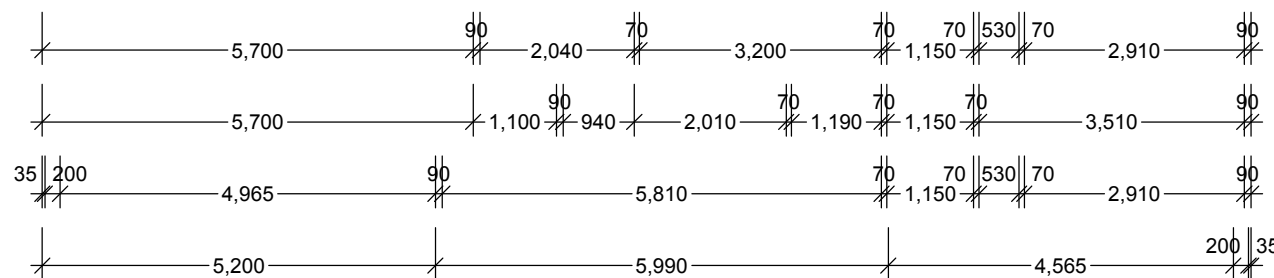


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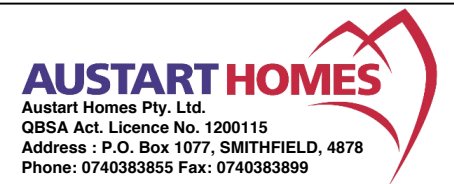
PRELIMINARY



FLOOR AREAS
 LIVING - 137.69
 GARAGE - 35.31
 AL FRESCO - 34.40
 PORCH - 9.60
 TOTAL - 217.00m²
 23.35 SQUARES



WIND-'C2'
CONTOUR PLAN

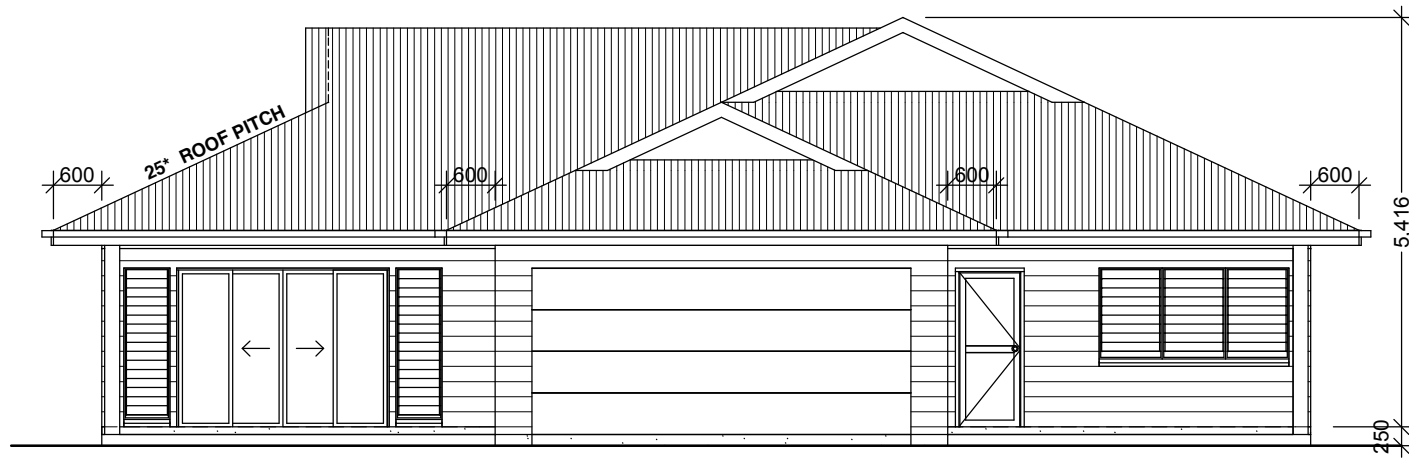


PEACEWORLD Pty. Ltd. LOT 404 -
 OLD PORT ROAD (PROPOSED LOT 15),
 CRAIGLIE

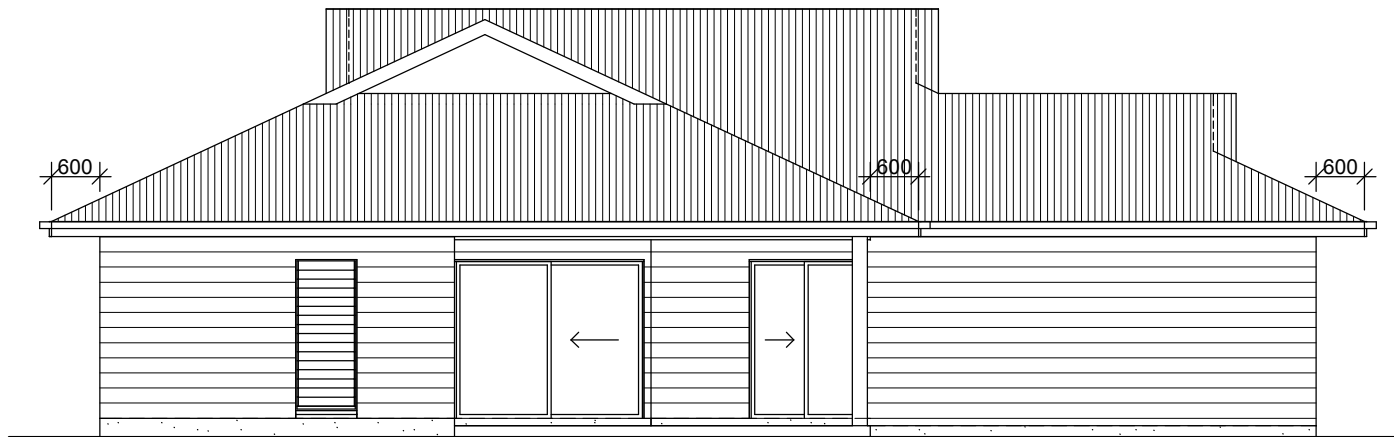
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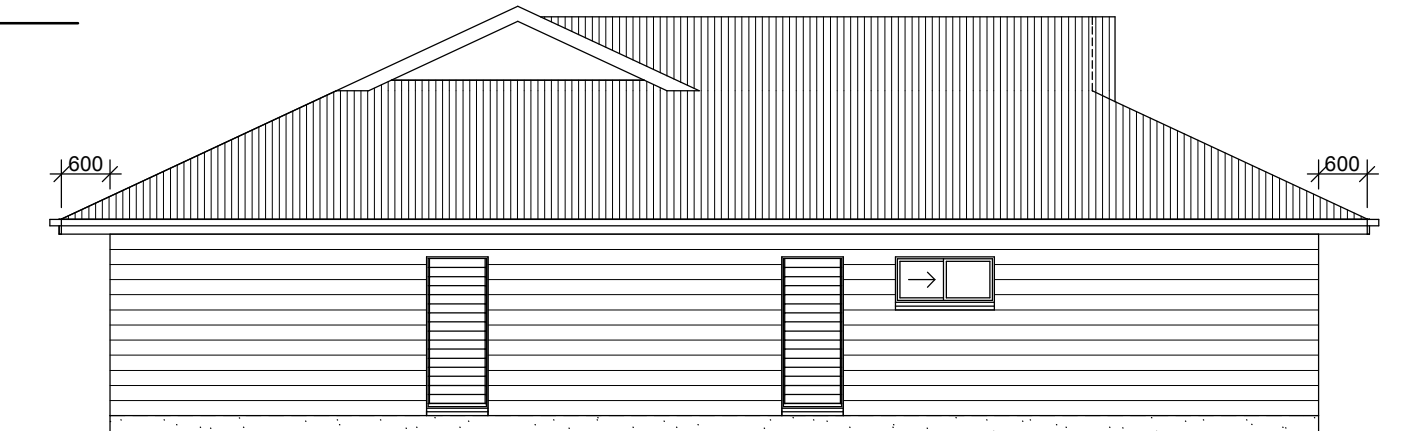
PRELIMINARY



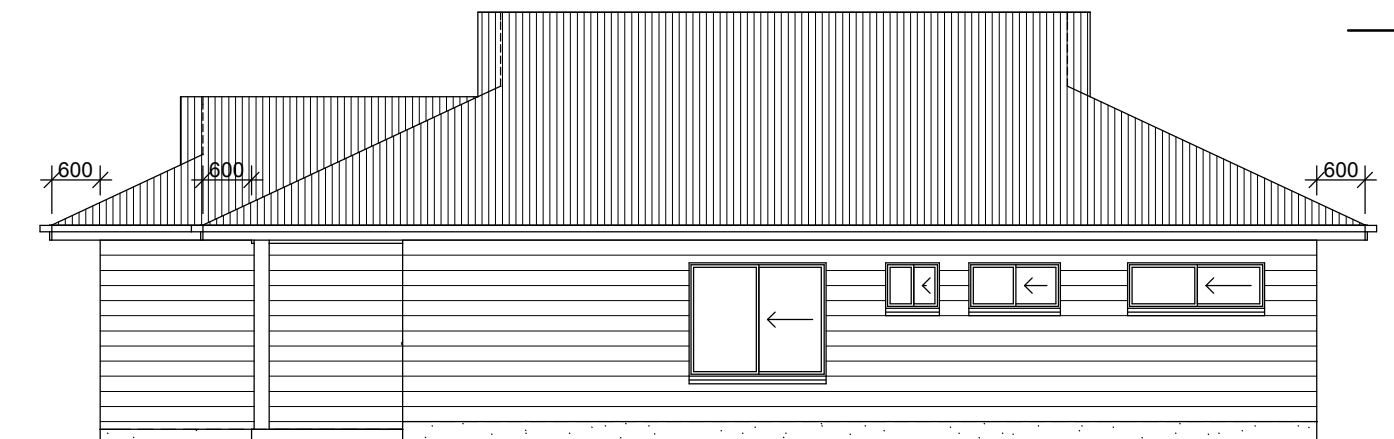
Elevation 1



Elevation 2



Elevation 3



Elevation 4

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Inclusions:	TURN KEY RANGE	Scale:	1 : 100	Sheet Number:
				000
				2 of 2

Appendix 3.

PLANNING BENCHMARK ASSESSMENT



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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Complies with AO1.1 No buildings or structures would be located in the state controlled road reserve.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Complies with AO1.1 No buildings or structures would be located in the state controlled road reserve.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Not Applicable No buildings would face a state controlled road reserve.



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Performance outcomes	Acceptable outcomes	Response
	<p>AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road.</p> <p>AND</p>	<p>Not Applicable</p> <p>No buildings would face a state controlled road reserve.</p>
	<p>AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights.</p> <p>AND</p>	<p>Not Applicable</p> <p>No external lights would be installed as part of this development.</p>
	<p>AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.</p>	<p>Not Applicable</p> <p>No advertising devices would be installed as part of this development.</p>
<p>PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.</p>	<p>AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.</p>	<p>Not Applicable</p> <p>No bridges would be constructed as part of this development.</p>



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Performance outcomes	Acceptable outcomes	Response
Filling, excavation and retaining structures		
<p>PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not Applicable</p> <p>No filling or excavation would occur as part of this development.</p>
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO5</p> <p>Any excavation would be significantly removed from the State controlled road reserve.</p>



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Performance outcomes	Acceptable outcomes	Response
<p>Volume 3 of the Road Planning and Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>		
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO6</p> <p>Any excavation would be significantly removed from the State controlled road reserve.</p>
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning and Design Manual 2nd</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO7</p> <p>Any excavation would be significantly removed from the State controlled road reserve.</p>



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Performance outcomes	Acceptable outcomes	Response
<p>edition, Department of Transport and Main Roads, 2016, is provided.</p>		
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>Complies with AO8.1</p> <p>It is not proposed to remove any spoil for the application site.</p>
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO9</p> <p>Any excavation would be significantly removed from the State controlled road reserve.</p>
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering</p>	<p>Complies with P10.1</p> <p>It is not proposed to import any fill to the application site.</p>



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Performance outcomes	Acceptable outcomes	Response
	<p>purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	
	<p>AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p>	<p>Not Applicable</p> <p>It is not proposed to import any fill to the application site.</p>
<p>PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p>	<p>AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>AND</p>	<p>Able to comply with AO11.1</p> <p>Any compaction or excavation associated with the building works would satisfy Australian standards.</p>
	<p>AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.</p>	<p>Able to comply with AO11.2</p> <p>Where required dust suppression is able to be undertaken during construction.</p>
<p>Stormwater and drainage</p>		
<p>PO12 Development does not result in an actionable nuisance, or worsening of,</p>	<p>No acceptable outcome is prescribed.</p>	<p>Able to Comply with PO12</p>



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Performance outcomes	Acceptable outcomes	Response
stormwater, flooding or drainage impacts in a state-controlled road.		Stormwater from the proposed development is able to be directed to a lawful point of discharge, being the local drainage network.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	Complies with AO13.1 No stormwater would be discharged to a state controlled road reserve.
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	Complies with AO13.2 Stormwater would be discharged to a lawful point of discharge.
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Not Applicable Stormwater would not be discharged to a state controlled road reserve.
PO14 Run-off from the development site during construction does not cause siltation of	AO14.1 Run-off from the development site during construction is not discharged to	Complies with AO14.1



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Performance outcomes	Acceptable outcomes	Response
stormwater infrastructure affecting a state-controlled road.	stormwater infrastructure for a state-controlled road.	Stormwater would not be discharged to a state controlled road reserve.
Vehicular access to a state-controlled road		
<p>PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.</p>	<p>AO15.1 Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p>	<p>Complies with AO15.1</p> <p>No new access would be from a limited access road.</p>
	<p>AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p>Not Applicable</p> <p>No new access would be from a limited access road</p>



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Performance outcomes	Acceptable outcomes	Response
	<p>AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	<p>Not Applicable</p> <p>No new access would be from a limited access road</p>
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	<p>Complies with AO16.1</p> <p>Access would be from a local road.</p>
	<p>OR all of the following acceptable outcomes apply:</p>	<p>Not Applicable</p>



20190541 – 11-15 Dickson Street, Craiglie

Performance outcomes	Acceptable outcomes	Response
<p>road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p>Complies with AO16.3</p> <p>Access would be from a local road.</p>
	<p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p>	<p>Not Applicable</p> <p>Access would be from a local road.</p>



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Performance outcomes	Acceptable outcomes	Response
	<p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	
	<p>AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	<p>Complies with AO16.5</p> <p>Vehicles would not queue in a road intersection.</p>
<p>PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>Complies with AO17.1</p> <p>There is no public transport infrastructure within the vicinity of the site.</p>
	<p>AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.</p>	<p>Complies with AO17.2</p> <p>There is no public transport infrastructure within the vicinity of the site.</p>



20190541 – 11-15 Dickson Street, Craiglie

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	<p>Complies with AO17.3</p> <p>There is no public transport infrastructure within the vicinity of the site.</p>
	<p>AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	<p>Complies with AO17.4</p> <p>There is no public transport infrastructure within the vicinity of the site.</p>
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<p>PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not</p>	<p>AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	<p>Complies with AO18.1</p> <p>Access to the proposed allotments is located as far as practical from the state controlled road intersection.</p>



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Performance outcomes	Acceptable outcomes	Response
<p>create a safety hazard for users of a state-controlled road.</p>	<p>AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	<p>Complies with AO18.2</p> <p>All access would be in accordance with the design requirements.</p>
	<p>AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</p>	<p>Complies with AO18.3</p> <p>Vehicles would not queue in a road intersection</p>
<p>Planned upgrades</p>		
<p>PO19 Development does not impede delivery of planned upgrades of state-controlled roads.</p>	<p>AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p> <p>Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system.</p> <p>OR</p>	<p>Complies with AO19.1</p> <p>The site is not located on land identified for a planned upgrade.</p>
	<p>AO19.2 Development is sited and designed so that permanent buildings, structures,</p>	<p>Complies with AO19.2</p>



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Performance outcomes	Acceptable outcomes	Response
	<p>infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p>	<p>The site is not located on land identified for a planned upgrade.</p>
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.</p> <p>AND</p>	<p>Not Applicable</p>
	<p>AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.</p> <p>AND</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Response
	<p>AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.</p> <p>AND</p>	<p>Not Applicable</p>
	<p>AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	<p>Not Applicable</p>
Network impacts		
<p>PO20 Development does not result in a worsening of operating conditions on the state-controlled road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO20</p> <p>The proposed development would not generate traffic movements that would worsen the operation of the state controlled road network.</p>
<p>PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p>	<p>AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.</p>	<p>Complies with AO21.1</p>



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Performance outcomes	Acceptable outcomes	Response
<p>PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.</p>	<p>AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.</p>	<p>Local traffic movements would be directed to the local road network.</p> <p>Not Applicable</p> <p>No upgrade works are considered to be required to the state controlled road network.</p>



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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:

(a) 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.

(b) 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



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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.

6.2.8.3 Criteria for assessment

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

Performance outcomes		Acceptable outcomes	Compliance
For self-assessable and assessable development			
PO1 The height of all buildings and structures must be in keeping with the residential character of the area.	AO1 Buildings and structures are not more than 13.5 metres and three storeys in height. Note – Height is inclusive of the roof height.	Complies with AO1 All buildings would be single storey with a height less than 13.5 metres.	
Setbacks (other than for a dwelling house)			



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO2</p> <p>Buildings are setback to:</p> <ul style="list-style-type: none"> (a) maintain the character of residential neighbourhoods; (b) achieve separation from neighbouring buildings and from road frontages; (c) maintain a cohesive streetscape; (d) provide daylight access, privacy and appropriate landscaping. 	<p>A02</p> <p>Buildings are setback:</p> <ul style="list-style-type: none"> (a) a minimum of 6 metres from the main street frontage; (b) a minimum of 4 metres from any secondary street frontage; (c) 4.5 metres from a rear boundary; (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 	<p>Complies with PO2</p> <p>It is proposed to reconfigure the land into 5 lots following the substantial commencement of the development of the site for the purpose of multiple dwellings. The proposed setbacks would be as follows for the Multiple Dwelling:</p> <ul style="list-style-type: none"> • Min. Dickson street frontage – 4.5m to OMP 5.1m to wall • Min. Davidson Street (secondary street) frontage – 4.116m to wall • Min. side and rear 1.5m to OMP 2.1 metres to wall. <p>The greatest encroachment would occur to the frontage of Dickson Street, which would present as a primary street frontage at the completion of the development. The configuration of the allotments and the alignment of the road results in a minor encroachment into the 6 metre setback</p>



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Performance outcomes	Acceptable outcomes	Compliance
		<p>for part of the proposed dwellings with the majority of the dwellings setback 6 metres.</p> <p>The proposed development would represent a medium density housing development and would result in a form of development consistent with the character of a medium density housing development. It would achieve a suitable level of separation from adjoining allotments and from allotments within the development, it would also provide a suitable separation of the development from the trafficable roadway within the adjoining roads.</p> <p>The proposed development is considered to satisfy the requirements of the Performance Outcome.</p>
Site Coverage		
<p>PO3</p> <p>The site coverage of all buildings does not result in a built form that is bulky or visually obtrusive.</p>	<p>AO3</p> <p>The site coverage of any building is limited to 50%.</p>	<p>Complies with AO3</p> <p>The proposed development would have a site coverage of approximately 33%.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Building proportions and scale (other than for a dwelling house)		
<p>PO4</p> <p>The proportions and scale of any development are in character with the area and local streetscape.</p>	<p>AO4.1</p> <p>The overall length of a building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres.</p>	<p>Complies with AO4.1</p> <p>No new building would exceed 30 metres in overall length or have a continuous wall of 15 metres.</p>
	<p>AO4.2</p> <p>Balconies, patios and similar spaces are not enclosed or capable of being enclosed and used as a habitable room.</p>	<p>Complies with AO4.2</p> <p>Balconies are not capable of being used as a habitable room.</p>
	<p>AO4.3</p> <p>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.</p>	<p>Complies with AO4.3</p> <p>Patios would be open with a maximum of 20% of their façade being fully enclosed.</p>
	<p>AO4.4</p>	<p>Complies with AO4.4</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Roof forms, materials and colours of buildings enhance the amenity of the street and locality, including:</p> <ul style="list-style-type: none"> (a) the roof of buildings are light coloured and non-reflecting; (b) white and shining metallic finishes are avoided on external surfaces in prominent view. <p>Note – The building incorporates building design features and architectural elements detailed in Planning scheme policy SC6.2 – Building design and architectural elements</p>	<p>The proposed new building works would be consistent with existing buildings in the locality in terms of bulk, form height and appearance.</p>
Landscaping (other than for a dwelling house)		
<p>PO5 Landscape planting is provided for the recreational amenity of residents/guests and incorporates dominant tropical vegetation which</p>	<p>AO5.1 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.</p>	<p>Complies with AO5.1 Landscaping area would exceed 35% and there would be sufficient areas provided for deep planting.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>enhances the streetscape and the amenity of the area.</p>		<p>It is also important to note that this Performance Outcome would not be applicable to the ultimate form of development.</p>
	<p>AO5.2 Within the frontage setback area, a minimum width of 2 metres of landscape area includes a minimum 75% dense planting.</p>	<p>Not Applicable The ultimate form of development would be for dwelling houses on separate allotments.</p>
	<p>AO5.3 Within the side and rear setback areas, a minimum width of 1.5 metres of landscape area includes 75% dense planting.</p>	<p>Not Applicable The ultimate form of development would be for dwelling houses on separate allotments.</p>
<p>For assessable development</p>		
<p>PO6 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.</p>	<p>AO6 Uses identified in Table 6.2.8.3.b are not established in the Medium density residential zone.</p>	<p>Complies with AO6 Multiple Dwellings/ Dwelling houses are not identified as incompatible developments.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO7</p> <p>Development is located, designed, operated and managed to respond to the natural characteristics, features and constraints of the site and surrounds.</p> <p>Note – Planning scheme policy – Site assessments provides guidance on identifying the characteristics and features and constraints of a site and its surrounds.</p>	<p>A07</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with PO7</p> <p>The subject site is relatively flat and clear of vegetation.</p>
<p>PO8</p> <p>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.</p>	<p>A08</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with PO8</p> <p>The proposed development would have a built form bulk, height and appearance consistent with other forms of development in the locality.</p>
<p>PO9</p> <p>New lots contain a minimum area of 1000m².</p>	<p>A09</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with the purpose of the zone.</p> <p>The purpose of the zone is to, inter alia, (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.</p>



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Performance outcomes	Acceptable outcomes	Compliance
		<p>The proposed ultimate development would provide dwelling houses on allotments consistent with the purpose of the zone.</p>
<p>PO10 New lots have a minimum road frontage of 20 metres.</p>	<p>A10 No acceptable outcomes are prescribed.</p>	<p>Complies with the purpose of the Zone</p> <p>The purpose of the zone is to, inter alia, (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.</p> <p>The purpose of the zone is to be achieved by establishing 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).</p> <p>The proposed ultimate development would provide dwelling houses on allotments consistent with the purpose of the zone and the lay out of the proposed development demonstrates that the</p>



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Performance outcomes	Acceptable outcomes	Compliance
		<p>proposed development meets the purpose of the zone, notwithstanding that the allotment frontage of three if the proposed allotments would be less than 20 metres.</p>
<p>PO11 New lots contain a 20 metre x 25 metre rectangle.</p>	<p>A11 No acceptable outcomes are prescribed.</p>	<p>Complies with the purpose of the Zone</p> <p>The purpose of the zone is to, inter alia, (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.</p> <p>The purpose of the zone is to be achieved by establishing 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).</p> <p>The proposed ultimate development would provide dwelling houses on allotments consistent with the purpose of the zone and the lay out of the</p>



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Performance outcomes	Acceptable outcomes	Compliance
		proposed development demonstrates that the proposed development meets the purpose of the zone and are able to accommodate the preferred form of development.

Table 6.2.8.3.b — Inconsistent uses within the Low-medium density residential zone

Inconsistent uses		
<ul style="list-style-type: none"> • Adult store • Agricultural supplies store • Air services • Animal husbandry • Aquaculture • Bar • Brothel • Bulk landscape supplies • Car wash • Club • Crematorium • Cropping • Detention facility • Emergency services • Extractive industry 	<ul style="list-style-type: none"> • Hospital • Hotel • Indoor sport and recreation • Intensive animal industry • Intensive horticulture • Landing • Low impact industry • Major electricity infrastructure • Major sport, recreation and entertainment facility • Marine industry • Medium impact industry • Motor sport facility • Nature based tourism • Nightclub entertainment facility 	<ul style="list-style-type: none"> • Permanent plantation • Port services • Renewable energy facility • Research and technology industry • Resort complex • Roadside stall • Rooming accommodation • Rural industry • Rural workers accommodation • Service industry • Shop • Shopping Centre • Showroom • Special industry • Theatre



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<ul style="list-style-type: none">• Food and drink outlet• Function facility• Funeral parlour• Garden centre• Hardware and trade supplies• High impact industry	<ul style="list-style-type: none">• Non-resident workforce accommodation• Office• Outdoor sales• Outstation• Parking station	<ul style="list-style-type: none">• Transport depot• Veterinary services• Warehouse• Wholesale nursery• Winery
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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.



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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

7.2.4.2 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



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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.



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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.



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- (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:.



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- (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;
- (i) 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.
- (ii) 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;



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- (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.
- (iii) 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.
- (iv) 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;



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- (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;



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



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- (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.



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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.



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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.

7.2.4.4 Criteria for assessment

Table 7.2.4.4.a — Port Douglas / Craiglie local plan - assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self assessable and assessable development		
Development in the Port Douglas / Craiglie local plan area generally		



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO1</p> <p>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.</p>	<p>AO1</p> <p>A pedestrian and cycle movement network is integrated and delivered through development.</p>	<p>Not Applicable</p> <p>The proposed development is not identified as requiring pedestrian, cyclist or vehicular thoroughfare.</p>
<p>PO2</p> <p>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).</p>	<p>AO2.1</p> <p>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:</p> <ul style="list-style-type: none"> (a) the tree covered backdrop of Flagstaff Hill; (b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet; (c) the tidal vegetation along the foreshore; (d) beachfront vegetation along Four Mile Beach, 	<p>Complies with AO2.1</p> <p>The proposed development would provide for the retention of mature trees on the site, including the existing Moreton Bay Ash, Cycad and Malaleuca.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>including the fringe of Coconut Palms;</p> <p>(e) the oil palm avenues along the major roads;</p> <p>(f) the lush landscaping within major roundabouts at key nodes;</p> <p>(g) Macrossan Street and Warner Street;</p> <p>(h) Port Douglas waterfront.</p>	
	<p>AO2.2</p> <p>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:</p> <p>(a) Flagstaff Hill;</p> <p>(b) Four Mile Beach;</p> <p>(c) Across to the ranges over Dickson Inlet;</p> <p>(d) Mowbray Valley.</p>	<p>Complies with AO2.2</p> <p>The development would not adversely affect any important views and vistas.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO2.3</p> <p>Important landmarks, memorials and monuments are retained.</p>	<p>Complies with AO2.3</p> <p>The proposed development would not adversely affect any memorials, monuments or landmarks.</p>
<p>PO3</p> <p>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.</p>	<p>AO3</p> <p>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.</p>	<p>Complies with AO3</p> <p>The development is located near a node identified in the corner of the Captain Cook Highway and Old Port Road. However, it not considered to be immediately adjacent the intersection and the proposed development would not adversely affect the ability to deliver the desired outcome.</p>
<p>PO4</p> <p>Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.</p>	<p>AO4</p> <p>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</p>	<p>Able to comply with AO4</p> <p>The proposed development would provide land of sufficient area to achieve the desired landscape objectives and screening.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	vegetation.	
<p>PO5</p> <p>Development does not compromise the safety and efficiency of the State-controlled road network.</p>	<p>AO5</p> <p>Direct access is not provided to a State-controlled road where legal and practical access from another road is available.</p>	<p>Complies with AO5</p> <p>All access would be from a local road.</p>
<p>For assessable development</p>		
<p>Additional requirements in Precinct 1 – Port Douglas precinct</p>		
<p>PO6</p> <p>The views and vistas identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 are maintained.</p>	<p>AO6.1</p> <p>Development does not impede continued views to scenic vistas and key streetscapes within the local plan area.</p>	<p>Not Applicable</p>
	<p>AO6.2</p> <p>Unless otherwise specified within this Local Plan,</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	buildings are set back not less than 6 metres from the primary street frontage.	
<p>PO7</p> <p>Vehicle access, parking and service areas:</p> <p>(a) do not undermine the relationship between buildings and street or dominate the streetscape;</p> <p>(b) are designed to minimise pedestrian vehicle conflict;</p> <p>(c) are clearly identified and maintain ease of access at all times.</p>	<p>AO7.1</p> <p>For all buildings, parking is:</p> <p>(a) to the side of buildings and recessed behind the main building line; or</p> <p>(b) behind buildings; or</p> <p>(c) wrapped by the building façade, and not visible from the street.</p>	<p>Not Applicable</p>
	<p>AO7.2</p> <p>Ground level parking incorporates clearly defined pedestrian routes.</p>	<p>Not Applicable</p>
	<p>AO7.3</p> <p>Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	of new or refurbished development.	
	<p>AO7.4</p> <p>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.</p>	<p>Not Applicable</p>
	<p>AO7.5</p> <p>On-site car parking available for public use is clearly signed at the site frontage.</p>	<p>Not Applicable</p>
	<p>AO7.6</p> <p>Boom gates, pay machines or other regulatory devices to control access to a publicly available car</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	parking area are not constructed or installed.	
<p>PO8</p> <p>Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs.</p>	<p>AO8</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>Additional requirements for Sub-precinct 1a – Town Centre sub-precinct</p>		
<p>PO9</p> <p>Building heights:</p> <p>(a) do not overwhelm or dominate the town centre;</p> <p>(b) respect the desired streetscape;</p> <p>(c) ensure a high quality appearance when viewed from both within the town centre sub-precinct and external to the town centre sub-precinct;</p> <p>(d) remain subservient to the natural environment</p>	<p>AO9</p> <p>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.</p> <p>Note – Height is inclusive of the roof height.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>and the backdrop of Flagstaff Hill.</p> <p>(e) do not exceed 3 storeys.</p>		
<p>PO10</p> <p>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.</p>	<p>AO10</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO11</p> <p>Buildings:</p> <p>(a) address street frontages;</p> <p>(b) ensure main entrances front the street or public spaces;</p> <p>(c) do not focus principally on internal spaces or parking areas.</p>	<p>AO11</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO12</p> <p>Setbacks at ground level provide for:</p> <ul style="list-style-type: none"> (a) connection between pedestrian paths and public places; (b) areas for convenient movement of pedestrians; (c) changes in gradient of the street. 	<p>AO12</p> <p>Setbacks at ground level:</p> <ul style="list-style-type: none"> (a) are clear of columns and other obstructions; (b) have pavement matching the gradient of adjoining footpaths and connecting pedestrian areas on adjoining sites; (c) connect without any lip or step to adjoining footpaths. 	<p>Not Applicable</p>
<p>AO13</p> <p>Buildings do not result in a reduction of views and vistas from public places to:</p> <ul style="list-style-type: none"> (a) Flagstaff Hill; (b) Dickson Inlet; (c) public open space; (d) places of significance. 	<p>AO13</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO14</p> <p>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.</p>	<p>AO14</p> <p>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;</p> <p>or</p> <p>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.</p> <p>Note – PO24 provides more detail on awning design.\</p>	<p>Not Applicable</p>
<p>PO15</p> <p>Development is predominantly commercial in nature with any tourist accommodation having a secondary focus and not located on the street-level</p>	<p>AO15.1</p> <p>Centre activities establish: at street level on active street frontages; a maximum of one level above street level.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>frontage where active frontages are encouraged as identified the Port Douglas local plan maps contained in Schedule 2.</p>	<p>AO15.2</p> <p>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.</p>	<p>Not Applicable</p>
<p>PO16</p> <p>Detailed building design:</p> <p>(a) enhances the visual amenity of the streetscape;</p> <p>(b) has a legible and attractive built form that is visually enhanced by architectural elements;</p> <p>(c) contributes to a distinctive tropical north Queensland, seaside tourist town character;</p> <p>(d) integrates major landscaping elements to maximise their aesthetic value to ensure that the lush, vegetated character of the Town</p>	<p>AO16</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
Centre sub-precinct is maintained.		
<p>PO17</p> <p>Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through:</p> <p>(a) surface decoration;</p> <p>(b) wall recesses and projections;</p> <p>(c) a variation in wall finishes; windows, balconies, awnings and other visible structural elements.</p> <p>(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.</p>	<p>AO17</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO18</p> <p>Roofs are not characterised by a cluttered display</p>	<p>AO18</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>of plant and equipment, in particular:</p> <p>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Town Centre sub-precinct;</p> <p>(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;</p> <p>(c) rooftops are not used for advertising.</p>		
<p>P019</p> <p>Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:</p> <p>(a) shade windows;</p> <p>(b) reduce glare;</p> <p>(c) assist in maintaining comfortable indoor</p>	<p>AO19</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
temperatures; (d) minimising heat loads; (e) enrich the North Queensland tropical character of the Town Centre sub-precinct; (f) provide architectural interest to building façades.		
PO20 Buildings are finished with high quality materials, selected for: (a) their ability to contribute the character of Town Centre sub-precinct; (b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.	AO20 No acceptable outcomes are prescribed.	Not Applicable
PO21 Buildings do not incorporate any type of glass or	AO21 No acceptable outcomes are prescribed.	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
<p>other materials that are likely to reflect the sun's rays in a manner that may create a nuisance, discomfort or a hazard.</p>		
<p>PO22</p> <p>Façades and elevations do not include large blank walls. Openings and setbacks are used to articulate vertical building surfaces.</p>	<p>AO22.1</p> <p>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.</p>	<p>Not Applicable</p>
	<p>AO22.2</p> <p>Any break in the building façade varies the alignment by a 1 metre minimum deviation.</p>	<p>Not Applicable</p>
	<p>AO22.3</p> <p>A minimum of three of the following building design features and architectural elements detailed below are incorporated to break the extended facade of a</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>development:</p> <ul style="list-style-type: none"> (a) a change in roof profile; (b) a change in parapet coping; (c) a change in awning design; (d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior colours of the development. 	
<p>PO23</p> <p>Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> (a) complement the appearance of the development and surrounding streetscape; (b) enhance the visual amenity of the public place; (c) include a variety of human scale architectural 	<p>AO23</p> <p>Building facades at the ground floor of development that face public space are designed to ensure:</p> <ul style="list-style-type: none"> (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; 	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>elements and details;</p> <p>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development.</p>	<p>(b) a visually prominent main entrance that faces the principal public place;</p> <p>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.</p>	
<p>PO24</p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Town Centre sub-precinct and:</p> <p>(a) extend and cover the footpath to provide protection from the sun and rain;</p> <p>(b) include lighting under the awning;</p> <p>(c) are continuous across the frontage of the site;</p> <p>(d) align to provide continuity with existing or future awnings on adjoining sites;</p> <p>(e) are a minimum of 3.0 metres in width and generally not more than 3.5 metres above</p>	<p>AO24</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>pavement height;</p> <p>(f) do not extend past a vertical plane, 1.2 metres inside the kerb-line to enable street trees to be planted and grow;</p> <p>(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.</p>		
<p>PO25</p> <p>Development integrates with the streetscape and landscaping improvements for Port Douglas.</p>	<p>AO25</p> <p>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.</p> <p>Note - Planning scheme policy SC6.7 - Landscaping provides guidance on meeting the Performance Outcome.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct		
<p>PO26</p> <p>The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North.</p>	<p>AO26</p> <p>Uses identified as inconsistent uses in Table 7.2.4.4.b – inconsistent uses in sub-precinct 1b – Waterfront North sub-precinct are not established in sub-precinct 1b - Waterfront North.</p>	<p>Not Applicable</p>
<p>PO27</p> <p>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.</p>	<p>AO27</p> <p>Buildings and structures are not more than:</p> <ul style="list-style-type: none"> (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; (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. 	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	Note – Height is inclusive of roof height.	
<p>PO28</p> <p>Building design, streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.</p>	<p>AO28</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO29</p> <p>Public pedestrian access along the water's edge is maximised.</p>	<p>AO29.1</p> <p>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.</p>	<p>Not Applicable</p>
	<p>AO29.2</p> <p>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'.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO29.3</p> <p>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.</p>	<p>Not Applicable</p>
<p>PO30</p> <p>Buildings:</p> <p>(a) address street frontages;</p> <p>(b) ensure main entrances front the street or public spaces.</p>	<p>AO30</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO31</p> <p>Setbacks at ground level provide for:</p> <p>(a) connection between pedestrian paths and public places;</p>	<p>AO31</p> <p>Setbacks at ground level:</p> <p>(a) are clear of columns and other obstructions;</p> <p>(b) have pavement matching the gradient of</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
(b) areas for convenient movement of pedestrians; (c) changes in gradient.	adjoining footpaths and connecting pedestrian areas on adjoining sites; (c) connect without any lip or step to adjoining footpaths.	
PO32 Buildings do not result in a reduction of views and vistas from public places to: (a) Dickson Inlet; (b) public open space; (c) places of significance.	AO32 No acceptable outcomes are prescribed.	Not Applicable
PO33 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	AO33 No acceptable outcomes are prescribed.	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
open space areas.		
<p>PO34</p> <p>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.</p>	<p>AO34.1</p> <p>Centre activities establish:</p> <p>(a) at street level on active street frontages;</p> <p>(b) a maximum of one level above street level.</p>	<p>Not Applicable</p>
	<p>AO34.2</p> <p>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.</p>	<p>Not Applicable</p>
<p>PO35</p> <p>Detailed building design:</p> <p>(a) enhances the visual amenity of the</p>	<p>AO35</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>streetscape;</p> <p>(b) has a legible and attractive built form that is visually enhanced by architectural elements;</p> <p>(c) contributes to a distinctive tropical north Queensland, seaside tourist town character;</p> <p>(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.</p>		
<p>PO36</p> <p>Buildings exhibit variations to their external appearance and the shape of the built form to provide visual interest through:</p> <p>(a) surface decoration;</p> <p>(b) wall recesses and projections;</p> <p>(c) a variation in wall finishes; windows, balconies,</p>	<p>AO36</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>awnings and other visible structural elements.</p> <p>(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.</p>		
<p>PO37</p> <p>Roofs are not characterised by a cluttered display of plant and equipment, in particular:</p> <p>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Waterfront North sub-precinct;</p> <p>(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;</p> <p>(c) rooftops are not used for advertising.</p>	<p>AO37</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO38</p> <p>Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:</p> <ul style="list-style-type: none"> (a) shade windows; (b) reduce glare; (c) assist in maintaining comfortable indoor temperatures; (d) minimising heat loads; (e) enriching the North Queensland tropical character of the Waterfront North sub-precinct; (f) architectural interest to building façades. 	<p>AO38</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO39</p> <p>Buildings are finished with high quality materials, selected for:</p>	<p>AO39</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(a) their ability to contribute the character of Waterfront North sub-precinct;</p> <p>(b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.</p>		
<p>PO40</p> <p>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.</p>	<p>AO40</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO41</p> <p>Façades and elevations do not include large blank walls and openings and setbacks are used to articulate vertical building surfaces.</p>	<p>AO41.1</p> <p>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.</p>	<p>Not Applicable</p>
	<p>AO41.2</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Any break in the building façade varies the alignment by a 1 metre minimum deviation.</p>	
	<p>AO41.3</p> <p>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:</p> <ul style="list-style-type: none"> (a) a change in roof profile; (b) a change in parapet coping; (c) a change in awning design; (d) a horizontal or vertical change in the wall plane; or (e) a change in the exterior finishes and exterior colours of the development. 	<p>Not Applicable</p>
<p>PO42</p>	<p>AO42</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> (a) complement the appearance of the development and surrounding streetscape; (b) enhance the visual amenity of the public place; (c) include a variety of human scale architectural elements and details; (d) provide an opportunity for the casual and convenient surveillance of public space from within the development. 	<p>Building facades at the ground floor of development that face public space are designed to ensure:</p> <ul style="list-style-type: none"> (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; (b) a visually prominent main entrance that faces the principal public place; (c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade. 	
<p>PO43</p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Waterfront North sub-precinct and:</p> <ul style="list-style-type: none"> (a) extend and cover the footpath to provide 	<p>AO43</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>protection from the sun and rain;</p> <p>(b) include lighting under the awning;</p> <p>(c) are continuous across pedestrian circulation areas;</p> <p>(d) align to provide continuity with existing or future awnings on adjoining sites;</p> <p>(e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height;</p> <p>(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;</p> <p>(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.</p>		
<p>PO44</p> <p>The Balley Hooley rail line and turn-table is</p>	<p>AO44.1</p> <p>Bally Hooley rail line and turn-table is retained and</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>retained and incorporated into development and maintains its functionality.</p>	<p>incorporated into development to maintain its functionality.</p>	
	<p>AO44.2</p> <p>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.</p>	<p>Not Applicable</p>
<p>PO45</p> <p>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:</p> <p>(a) noise;</p> <p>(b) odour;</p> <p>(c) hazardous materials;</p>	<p>AO45</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
(d) waste and recyclable material storage.		
<p>PO46</p> <p>Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public.</p>	<p>AO46</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO47</p> <p>Buildings, civic spaces, roads and pedestrian links are enhanced by:</p> <p>(a) appropriate landscape design and planting;</p> <p>(b) themed planting that defines entry points, and creates strong 'entry corridors' into the waterfront;</p> <p>(c) lighting and well-considered discrete signage that complements building and landscape design;</p> <p>(d) public artwork and other similar features that</p>	<p>AO47</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
reflect the heritage and character of the Port Douglas Waterfront.		
<p>PO48</p> <p>Buildings are designed and sited to provide vistas along shared pedestrian/open space and movement areas in suitable locations.</p>	<p>AO48</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO49</p> <p>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.</p>	<p>AO49</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO50</p> <p>Marine infrastructure to service the tourism, fishing and private boating community is provided.</p>	<p>AO50</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO51</p> <p>Changes to the Port Douglas Waterfront quay-line do not cause adverse impacts to the environmentally sensitive Dickson Inlet.</p>	<p>AO51</p> <p>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.</p> <p>Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.</p>	<p>Not Applicable</p>
<p>Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct</p>		
<p>PO52</p> <p>The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South.</p>	<p>AO52</p> <p>Uses identified as inconsistent uses Table 7.2.4.4.c – are not established in Precinct 1c – Waterfront South.</p>	<p>Not Applicable</p>
<p>PO53</p> <p>Development does not adversely impact on the</p>	<p>AO53.1</p> <p>An Ecological assessment report is prepared</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>natural environment, natural vegetation or watercourses.</p>	<p>identifying the environmental qualities of the surrounding natural and built features which are to be managed.</p> <p>Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.</p>	
	<p>AO53.2</p> <p>An Environmental Management Plan is prepared to manage potential impacts of the operation of the development on surrounding natural areas.</p> <p>Note - Planning scheme policy SC6.4 – Environmental management plans contains information to demonstrate compliance and guidance on preparing an Environmental Management Plan.</p>	<p>Not Applicable</p>
<p>PO54</p> <p>Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or</p>	<p>AO54</p> <p>A master plan for the development is provided and implemented to demonstrate the integration of the</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>an alternative functioning facility, with capacity to service the Port Douglas marine and tourism industry.</p>	<p>slipway, or an alternative functioning facility, with other supporting service industry activities that service the marine and tourism industry of Port Douglas.</p>	
<p>PO55</p> <p>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.</p>	<p>AO55.1</p> <p>Development has a height of not more than 10 metres.</p>	<p>Not Applicable</p>
	<p>AO55.2</p> <p>Development is setback from all property boundaries not less than 3 metres.</p>	<p>Not Applicable</p>
<p>PO56</p> <p>The site coverage of all buildings and structures ensures development:</p> <p>(a) is sited in an existing cleared area or in an area approved for clearing;</p>	<p>AO56</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(b) has sufficient area for the provision of services;</p> <p>(c) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas.</p>		
<p>PO57</p> <p>Premises include adequate provision for service vehicles, to cater for generated demand. Loading areas for service vehicles are designed to:</p> <p>(a) be accommodated on-site;</p> <p>(b) maximise safety and efficiency of loading;</p> <p>(c) protect the visual and acoustic amenity of sensitive land use activities;</p> <p>(d) minimise adverse impacts on natural characteristics of adjacent areas.</p>	<p>AO57.1</p> <p>Sufficient manoeuvring area is provided on-site to allow a Medium Rigid Vehicle to enter and leave the site in a forward gear.</p>	<p>Not Applicable</p>
	<p>AO57.2</p> <p>Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded.</p>	<p>Not Applicable</p>
	<p>AO57.3</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	Driveways, parking and manoeuvring areas are constructed and maintained to: (a) minimise erosion from storm water runoff; (b) retain all existing vegetation.	
PO58 Development ensures adverse impacts from service vehicles on the road network, external to the site, are minimised.	AO58 No acceptable outcomes are prescribed.	Not Applicable
PO59 Entry to the site is landscaped to enhance the amenity of the area and provide a pleasant working environment.	AO59 Areas used for loading and unloading, storage, utilities and car parking are screened from public view: (a) by a combination of landscaping and screen fencing; (b) dense planting along any road frontage is a	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	minimum width of 3 metres.	
<p>PO60</p> <p>Landscaping is informal in character and complementary to the existing natural environment, provides screening and enhances the visual appearance of the development.</p>	<p>AO60</p> <p>For any development landscaping is in accordance with the Plant species schedule in Planning scheme policy SC6.7– Landscaping.</p>	<p>Not Applicable</p>
Additional requirements for Sub-precinct 1d – Limited Development sub-precinct		
<p>PO61</p> <p>The height of buildings and structures contributes to the desired form and outcomes for the sub-precinct and are limited to a single storey.</p>	<p>AO61</p> <p>Buildings and structures are not more than one storey and 4 metres in height.</p> <p>Note - Height is inclusive of the roof height.</p>	<p>Not Applicable</p>
Additional requirements for Sub-precinct 1e – Community and recreation sub-precinct		
<p>PO62</p>	<p>AO62</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
The precinct is developed for organised sporting activities and other community uses.	No acceptable outcomes are prescribed.	
Additional requirements for Sub-precinct 1f – Flagstaff Hill sub-precinct		
<p>PO63</p> <p>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.</p>	<p>AO63</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO64</p> <p>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:</p> <p>(a) building design which minimises excavation and filling;</p>	<p>AO64</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(b) buildings being designed to step down the site and incorporate foundations and footings on piers or poles;</p> <p>(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;</p> <p>(d) protection of the views from public viewing points in the Port Douglas precinct.</p>		
<p>Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct</p>		
<p>PO65</p> <p>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</p>	<p>AO65</p> <p>Development consists of service and light industries and associated small scale commercial activities.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
Town Centre Precinct.		
<p>PO66</p> <p>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.</p>	<p>AO66.1</p> <p>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.</p>	<p>Not Applicable</p>
	<p>AO66.2</p> <p>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.</p>	<p>Not Applicable</p>
	<p>AO66.3</p> <p>Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs,</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	located on or near the Captain Cook Highway frontage, or within any landscaped setback area	
	<p>AO66.4</p> <p>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.</p>	<p>Not Applicable</p>
<p>Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct</p>		
<p>PO67</p> <p>No additional lots are created within the precinct.</p>	<p>AO67</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO68</p> <p>Reconfigured lots have a minimum lot size of 2 hectares, unless the lot reconfiguration transfers</p>	<p>AO68</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
lots to the higher parts of the land, to avoid the need to fill existing lots to accommodate dwelling houses.		

Table 7.2.4.4.b — Inconsistent uses in sub-precinct 1b - Waterfront North sub-precinct

Inconsistent uses		
<ul style="list-style-type: none"> • Agricultural supplies store • Air services • Animal husbandry • Animal keeping • Aquaculture • Brothel • Bulk landscape supplies • Car wash • Cemetery • Crematorium • Cropping • Detention facility • Dual occupancy 	<ul style="list-style-type: none"> • Extractive industry • Funeral parlour • High impact industry • Intensive animal industry • Intensive horticulture • Major electricity infrastructure • Major sport, recreation and entertainment facility • Medium impact industry • Motor sport facility, • Outstation • Permanent plantation 	<ul style="list-style-type: none"> • Relocatable home park • Roadside stall • Rural industry • Rural workers accommodation • Service station • Showroom • Special industry • Tourist park • Transport depot • Veterinary services • Warehouse • Wholesale nursery



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<ul style="list-style-type: none"> • Dwelling house 		<ul style="list-style-type: none"> • Winery
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Table 7.2.4.4.c — Inconsistent uses in sub-precinct 1c - Waterfront South sub-precinct

Inconsistent uses		
<ul style="list-style-type: none"> • Adult store • Agricultural supplies store • Air services • Animal husbandry • Animal keeping • Brothel • Bulk landscape supplies • Car wash • Cemetery • Child care centre • Community care centre • Community residence • Community use • Crematorium • Cropping • Detention facility 	<ul style="list-style-type: none"> • Hardware and trade supplies • Health care services • Home based business • Hospital • Hotel • Indoor sport and recreation • Intensive animal industry • Intensive horticulture • Major electricity infrastructure • Major sport, recreation and entertainment facility • Market • Motor sport facility • Multiple dwelling • Nature-based tourism • Nightclub entertainment facility 	<ul style="list-style-type: none"> • Permanent plantation • Place of worship • Relocatable home park • Residential care facility • Resort complex • Retirement facility • Roadside stall • Rooming accommodation • Rural industry • Rural workers accommodation • Sales office • Shopping centre • Short-term accommodation • Showroom • Special industry • Theatre



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<ul style="list-style-type: none">• Dual occupancy• Dwelling house• Dwelling unit• Extractive industry• Function facility• Funeral parlour• Garden centre	<ul style="list-style-type: none">• Outdoor sales• Outdoor sport and recreation• Outstation	<ul style="list-style-type: none">• Tourist attraction• Tourist park• Transport depot• Veterinary services• Warehouse• Wholesale nursery• Winery
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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.



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(2) 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 sulphate 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.

8.2.1.3 Criteria for assessment

Table Error! No text of specified style in document..a – Acid sulphate soils overlay code –assessable development

Performance outcomes	Acceptable outcomes	Compliance
For assessable development		
<p>PO1</p> <p>The extent and location of potential or actual acid sulfate soils is accurately identified.</p>	<p>AO1.1</p> <p>No excavation or filling occurs on the site.</p> <p>or</p> <p>AO1.2</p> <p>An acid sulfate soils investigation is undertaken.</p>	<p>Complies with AO1.1</p> <p>No excavation or filling would occur on the site with the exception of swimming pools which, as standalone developments do not trigger an assessment against the acid sulfate soils overlay.</p>



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	<p>Note - Planning scheme policy SC 6.12– Potential and actual acid sulfate soils provides guidance on preparing an acid sulfate soils investigation.</p>	
<p>PO2</p> <p>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.</p>	<p>AO2.1</p> <p>The disturbance of potential acid sulfate soils or actual acid sulfate soils is avoided by:</p> <ul style="list-style-type: none"> (a) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulfate soils; (b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils; (c) not undertaking filling that results in: (d) actual acid sulfate soils being moved below the water table; (e) previously saturated acid sulfate soils being aerated. <p>or</p>	<p>Complies with AO2.1</p> <p>No excavation or disturbance of acid sulfate soils would occur as a result of this development.</p>



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AO2.2

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:

- (a) neutralising existing acidity and preventing the generation of acid and metal contaminants;
- (b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment;
- (c) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management;
- (d) appropriately treating acid sulfate soils before disposal occurs on or off site;
- (e) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan.

Note - Planning scheme policy SC 6.12 – Acid sulfate



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	soils provides guidance on preparing an acid sulfate soils management plan.	
<p>PO3</p> <p>No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.</p>	<p>AO3</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with AO3</p> <p>No excavation or disturbance of acid sulfate soils would occur as a result of this development.</p>



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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:



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- (i) Principal route;
- (ii) Future principal route;
- (iii) District route;
- (iv) Neighbourhood route;
- (v) Strategic investigation route.

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

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.



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8.2.10.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Compliance
For assessable development		
<p>PO1</p> <p>Development supports the road hierarchy for the region.</p> <p>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.</p>	<p>AO1.1</p> <p>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.</p>	<p>Complies with AO1.1</p> <p>The proposed development would generate in the order of 50 traffic movements per day, on local roads, which is compatible with the intended roles of Old Port Road and Dickson Street.</p>
	<p>AO1.2</p> <p>Development does not compromise the safety and efficiency of the transport network.</p>	<p>Complies with AO1.2</p> <p>The proposed development would generate in the order of 50 traffic movements per day, which can readily be accommodated within the local road network without compromising safety.</p>
	<p>AO1.3</p>	<p>Complies with AO1.3</p>



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	<p>Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.</p>	<p>The proposed development would provide access to Dickson Street for three of the proposed units with the remaining two accessed from Old Port Road, with one via an existing access.</p> <p>The proposed access arrangements are considered most practical for the proposed form of development.</p>
<p>PO2</p> <p>Transport infrastructure is provided in an integrated and timely manner.</p> <p>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.</p>	<p>AO2</p> <p>Development provides infrastructure (including improvements to existing infrastructure) in accordance with:</p> <ul style="list-style-type: none"> (a) the Transport network overlay maps contained in Schedule 2; (a) any relevant Local Plan. <p>Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.</p>	<p>Complies with AO2</p> <p>The proposed development will require the extension of Dickson Street, which is consistent with the infrastructure arrangements for the area.</p>
<p>PO3</p>	<p>AO3</p>	<p>Able to comply with AO3</p>



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<p>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.</p>	<p>No acceptable outcomes are prescribed.</p> <p>Note – Part 4.4 of the Queensland Development Code provides requirements for residential building design in a designated transport noise corridor.</p>	<p>The proposed development is located, in part within the road transport noise corridor. The construction requirements to achieve the appropriate noise standards would be considered at the time of application for building works.</p>
<p>PO4</p> <p>Development does not compromise the intended role and function or safety and efficiency of major transport corridors.</p> <p>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.</p>	<p>AO4.1</p> <p>Development is compatible with the role and function (including the future role and function) of major transport corridors.</p>	<p>Complies with AO4.1</p> <p>The proposed development would generate in the order of 50 traffic movements per day, which can readily be accommodated within the local road network without compromising the operation of any major transport corridor.</p>
	<p>AO4.2</p> <p>Direct access is not provided to a major transport corridor where legal and practical access from another road is available.</p>	<p>Complies with AO4.2</p> <p>No direct access would be provided to a major transport corridor.</p>
	<p>AO4.3</p>	<p>Not Applicable</p>



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	<p>Intersection and access points associated with major transport corridors are located in accordance with:</p> <p>(a) the Transport network overlay maps contained in Schedule 2; and</p> <p>(b) any relevant Local Plan.</p>	<p>The proposed development would not involve a new or changed intersection.</p>
	<p>AO4.4</p> <p>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.</p>	<p>Complies with AO4.4</p> <p>The proposed development would not adversely affect the existing or future boundaries of a major transport corridor.</p>
<p>PO5</p> <p>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.</p>	<p>AO5</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p> <p>No vegetation exists between the development and a major transport corridor.</p>



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Pedestrian and cycle network		
<p>PO6</p> <p>Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.</p>	<p>AO6.1</p> <p>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.</p>	<p>Complies with AO6.1</p> <p>The proposed development would not adversely affect the function of any pedestrian or cycle network.</p>
	<p>AO6.2</p> <p>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.</p>	<p>Not Applicable</p> <p>No pedestrian or cycle network is required to be constructed as part of this development.</p>



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9.3.13 Multiple Dwelling, short term accommodation and retirement facility code

9.3.13.1 Application

- (1) This code applies to assessing development for a Multiple dwelling, short term accommodation, residential care facility or retirement facility if:
 - (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment for a material change of use; or
 - (b) impact assessable development.
- (2) When using this code, reference should be made to Part 5.

9.3.13.2 Purpose

- (1) The purpose of the Multiple dwelling, short term accommodation and retirement facility code is to assess the suitability of development to which this code applies.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) development is compatible with and complementary to surrounding development, with regard to scale, bulk, and streetscape patterns;
 - (b) master planning is undertaken for larger developments to ensure connectivity and integration with adjoining uses and the wider neighbourhood;
 - (c) development does not adversely impact on the natural features on the site;
 - (d) the design of development creates a pleasant living environment and is appropriate for the tropical climate of the region;
 - (e) the impacts of development on adjoining premises are managed.



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9.3.13.3 Criteria for assessment

Table 9.3.13.3.a – Multiple Dwelling, short term accommodation and retirement facility code – assessable development

Performance outcomes	Acceptable outcomes	Compliance
For assessable development		
Design		
PO1 The site has sufficient area and frontage to: <ul style="list-style-type: none"> (a) accommodate the scale and form of buildings considering site features; (b) achieve communal open space areas and private outdoor spaces; (c) deliver viable areas of deep planting and landscaping to retain vegetation and protect or establish tropical planting; (d) achieve safe and convenient vehicle and pedestrian access; (e) accommodate on-site car parking and manoeuvring for residents, visitors and service providers 	AO1.1 The site has a minimum area of 1000m ²	Complies with AO1.1 The site has an area of 3,738m ²
	AO1.2 The site has a minimum frontage of 25 metres	Complies with AO1.2 The site has frontage to Old Port Road and Dickson Street of approximately 82 metres and 55 metres, respectively.



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO2</p> <p>Development for large-scale multiple dwellings, short term accommodation and retirement villages contributes to the neighbourhood structure and integrates with the existing neighbourhood through:</p> <ul style="list-style-type: none"> (a) the establishment and extension of public streets and pathways; (b) the provision of parks and other public spaces as appropriate to the scale of the development; (c) inclusion of a mix of dwelling types and tenures and forms; (d) buildings that address the street; (e) building height and setback transitions to adjoining development of a lower density or scale 	<p>AO2</p> <p>Development on a site 5,000m² or greater is in accordance with a structure plan.</p> <p>Note – Guidance on preparing a structure plan is provided within Planning scheme policy SC6.14 – Structure planning.</p>	<p>Not Applicable</p> <p>The site area does not exceed 5,000m²</p>
<p>PO3</p> <p>Development ensures that the proportion of buildings to open space is:</p>	<p>AO3.1</p> <p>The site cover is not more than 40%</p>	<p>Complies with AO3.1</p> <p>Site cover would be approx.33%</p>
	<p>AO3.2</p>	<p>Complies with AO3.2</p>



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Performance outcomes	Acceptable outcomes	Compliance										
<p>(a) in keeping with the intended form and character of the local area and immediate streetscape;</p> <p>(b) contributes to the modulation of built form;</p> <p>(c) supports residential amenity including access to breezes, natural light and sunlight;</p> <p>(d) supports outdoor tropical living;</p> <p>(e) provides areas for deep tropical planting and / or for the retention of mature vegetation.</p>	<p>The development has a gross floor area of not more than:</p> <table border="1" data-bbox="786 587 1449 1074"> <thead> <tr> <th data-bbox="786 587 1117 651">Zone</th> <th data-bbox="1117 587 1449 651">Maximum GFA</th> </tr> </thead> <tbody> <tr> <td data-bbox="786 651 1117 754">Low-medium density residential</td> <td data-bbox="1117 651 1449 754">0.8 x site area</td> </tr> <tr> <td data-bbox="786 754 1117 858">Medium density residential</td> <td data-bbox="1117 754 1449 858">1.2 x site area</td> </tr> <tr> <td data-bbox="786 858 1117 962">Tourist accommodation</td> <td data-bbox="1117 858 1449 962">1.2 x site area</td> </tr> <tr> <td data-bbox="786 962 1117 1074">All other zones</td> <td data-bbox="1117 962 1449 1074">No acceptable outcome specified.</td> </tr> </tbody> </table>	Zone	Maximum GFA	Low-medium density residential	0.8 x site area	Medium density residential	1.2 x site area	Tourist accommodation	1.2 x site area	All other zones	No acceptable outcome specified.	<p>The gross floor area would be 1,007.37m² or 0.269 of site area.</p>
Zone	Maximum GFA											
Low-medium density residential	0.8 x site area											
Medium density residential	1.2 x site area											
Tourist accommodation	1.2 x site area											
All other zones	No acceptable outcome specified.											
<p>PO4</p> <p>Development is sited so that the setback from boundaries:</p> <p>(a) provides for natural light, sunlight and breezes;</p> <p>(b) minimises the impact of the development on the amenity and privacy of neighbouring</p>	<p>AO4.1</p> <p>Buildings and structures are set back not less than 6 metres from a road frontage.</p>	<p>Complies with PO4</p> <p>It is proposed to reconfigure the land into 5 lots following the substantial commencement of the development of the site for the purpose of multiple dwellings. The proposed setbacks would be as follows for the Multiple Dwelling:</p> <ul style="list-style-type: none"> • Min. Dickson Street frontage – 4.5m to 										



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Performance outcomes	Acceptable outcomes	Compliance
<p>residents; (c) provides for adequate landscaping.</p>		<p>OMP 5.1m to wall</p> <ul style="list-style-type: none"> • Min. Davidson Street frontage – 4.116m to wall • Min. side and rear 1.5m to OMP 2.1 to wall metres. <p>The greatest encroachment would occur to the frontage Dickson Street, which would present as a primary street at the completion of the development. Given the configuration of the proposed lots to achieve regular boundaries and the alignment of Dickson Street, the proposed development would result in a setback of part of the dwellings of 4.5 metres with the majority of the dwellings setback 6 metres or greater.</p> <p>The proposed development would not adversely affect solar access or natural breezes, would provide a suitable amenity for residents and would provide for adequate landscaping.</p> <p>The proposed development is considered to satisfy the requirements of the Performance Outcome.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO4.2 Buildings and structures are setback not less than 4 metres to the rear boundary</p>	<p>Complies with PO4 See above.</p>
	<p>AO4.3 The side boundary setback for buildings and structures is:</p> <ul style="list-style-type: none"> (a) for buildings up to 2 storeys not less than 2.5 metres for the entire building; (b) for buildings up to 3 storeys not less than 3.5 metres for the entire building. 	<p>Complies with PO4 See above.</p>
<p>PO5 Building depth and form must be articulated to</p> <ul style="list-style-type: none"> (a) ensure that the bulk of the development is in keeping with the form and character intent of the area; (b) provide adequate amenity for residents in terms of natural light and ventilation. <p>Note – Planning scheme policy SC6.1 – Building design and architectural elements provides guidance on reducing building bulk.</p>	<p>AO5.1</p> <ul style="list-style-type: none"> (a) The maximum length of a wall in any direction is 30 metres with substantial articulation provided every 15 metres. (b) The minimum distance between buildings on a site is not less than 6 metres; 	<p>Complies with AO5.1, in part</p> <p>No wall would exceed 30 metres in length and walls would be articulated with windows and stepped elevations.</p> <p>In respect of the building separation it should be noted that the ultimate form of development is for separate dwellings on separate allotments. The bulk form and height of the development is consistent with the form of development in the</p>



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Performance outcomes	Acceptable outcomes	Compliance
		<p>locality and would provide a suitable standard of residential amenity for the future residents</p>
<p>PO6 Development reduces the appearance of building bulk, ensures a human-scale, demonstrates variations in horizontal and vertical profile and supports streetscape character.</p>	<p>AO5.2 The length of any continuous eave line does not exceed 18 metres.</p>	<p>Complies with AO5.2 No eave line would exceed 18 metres in length.</p>
	<p>AO6.1 Development incorporates a number of the following design elements: (a) balconies; (b) verandahs; (c) terraces; (d) recesses</p>	<p>Complies with AO6.1 Each dwelling would be provided with a patio.</p>
	<p>AO6.2 Development reduces building bulk by: (a) variation in building colours, materials and textures; (b) the use of curves, recesses, projections or</p>	<p>Complies with AO6.2 The proposed development would comprise 5 separate dwellings with separate designs and built forms. The dwellings would be single storey and would not present a building bulk inconsistent with</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>variations in plan and elevation;</p> <p>(c) recession and projection of rooflines and the inclusion of interesting roof forms, such as cascading roof levels, gables, skillions or variations in pitch;</p> <p>(d) use of sun-shading devices and other façade features;</p> <p>(e) use of elements at a finer scale than the main structural framing of the building.</p>	<p>development in the area.</p>
<p>PO7</p> <p>Development provides a building that must define the street to facilitate casual surveillance and enhance the amenity of the street through:</p> <p>(a) orientation to the street;</p> <p>(b) front boundary setback;</p> <p>(c) balconies and windows to provide overlooking and casual surveillance;</p> <p>(d) building entrances.</p>	<p>AO7.1</p> <p>Development provides a building that is not set back further than 2m beyond the minimum required street front setback.</p>	<p>Complies with PO7</p> <p>The location of the proposed dwellings generally comply with the acceptable outcome with the exception of the new dwelling fronting Davidson Street.</p> <p>The setback for this dwelling has been selected to provide a transition to the existing dwelling on the site, which is setback a significant distance from the road frontage. The proposed layout is considered to provide orientation to the street front, clear building entrances and a suitable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO7.2 Development provides balconies and windows from the primary living area that face and overlook the street or public space.</p>	<p>streetscape.</p> <p>Complies with AO7.2 Each dwelling would have windows that overlook the front entrance with a front door at ground level.</p>
<p>PO8 Buildings exhibit tropical design elements to support Douglas Shire’s tropical climate, character and lifestyle.</p>	<p>AO8.1 Development has floor to ceiling heights of 2.7 metres;</p>	<p>Complies with PO8 The proposed development would provide floor to ceiling heights of 2.6 metres and each dwelling would be provided with 600mm eaves and openings to all elevations. The proposed development is considered to be consistent with tropical design.</p>
	<p>AO8.2 Buildings include weather protection and sun shading to all windows to all external doors and windows of habitable rooms.</p>	<p>Complies with AO8.2 The proposed dwellings would be provided with 600mm eaves for weather protection and sun shading.</p>
	<p>AO8.3</p>	<p>Complies with AO8.3 The proposed dwellings would be provided with</p>



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Performance outcomes	Acceptable outcomes	Compliance
	Development incorporates deep recesses, eaves and sun-shading devices.	600mm eaves for weather protection and sun shading.
	<p>AO8.4</p> <p>Western orientated facades are shaded using building and landscape elements, such as adjustable screens, awnings or pergolas or dense tropical planting.</p>	<p>Complies with AO8.4</p> <p>The dwellings would be provided with 600mm eaves.</p>
	<p>AO8.5</p> <p>Individual dwelling units are not located on both sides of an enclosed central corridor (i.e. not double banked).</p>	<p>Not Applicable</p> <p>There would be no central corridor.</p>
<p>PO9</p> <p>Development minimises direct overlooking between buildings through appropriate building layout, location and the design of windows and balconies or screening devices.</p> <p>Note—Siting and building separation is used to minimise privacy screening requirements.</p>	<p>AO9.1</p> <p>Development where the dwelling is located within 2 metres at ground level or 9 metres above ground level of a habitable room window or private open space of an existing dwelling house, ensures habitable rooms and any private outdoor spaces have:</p>	<p>Not Applicable</p> <p>All dwellings are single storey and separated by a minimum of 2.0 metres. Each dwelling would also be provided with a 1.8 metre good neighbour fence on the side and rear boundaries.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> (a) an offset from the habitable room or private open space of the existing dwelling to limit direct outlook; or (b) sill heights a minimum of 1.5m above floor level; or (c) fixed obscure glazing in any part of the window below 1.5m above floor level; or (d) fixed external screens; or (e) in the case of screening for a ground floor level unit, fencing to a minimum 1.8m above the ground storey floor level. 	
	<p>AO9.2</p> <p>Development where a direct view is available from balconies, terraces, decks or roof decks into windows of habitable rooms, balconies, terraces or decks in an adjacent existing dwelling house, is screened from floor level to a height above 1.5m above floor level.</p>	<p>Not Applicable</p>
	<p>AO9.3</p>	<p>Complies with AO9.3</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Development provides screening devices that are solid translucent screens, perforated or slatted panels or fixed louvres that have a maximum of 25% openings, with a maximum opening dimension of 50mm, and that are permanent and durable.</p> <p>Note—The screening device is offset a minimum of 0.3m from the wall around any window.</p> <p>Note—Screening devices are hinged or otherwise attached to facilitate emergency egress</p>	<p>Each dwelling would be provided with a 1.8 metre good neighbour fence on the common boundaries.</p>
<p>PO10 Development provides accessible and functional landscaping and recreation area for the benefit of residents/guests</p>	<p>AO10 A minimum of 35% of the site is allocated as landscaping and recreation area</p>	<p>Complies with AO10 In excess of 35% of the total site is provided as landscaping and recreation area.</p>
<p>PO11 Landscaping must contribute positively to the amenity of the area, streetscape and public spaces.</p>	<p>AO11 Development provides landscaping as follows: (a) A dense landscape planting strip of at least 2 metres width suitable for deep planting is provided and maintained along all street frontages;</p>	<p>Able to comply with AO11 A dense landscape strip is able to be provided to all street frontages and all side and rear boundaries; however, given that the ultimate form of development is for single detached dwelling on separate allotments and that each side and rear</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(b) A dense landscape planting strip of at least 1.5 metres width suitable for deep planting is provided along all side and rear boundaries</p>	<p>boundary would be provided with a 1.8 metre good neighbour fence, the proposed landscaping requirement is considered unnecessary.</p>
<p>PO12 The landscaping and recreation area provides for functional communal open space for all developments exceeding five dwellings on one site</p>	<p>AO12.1 Communal open space is provided at: (a) a minimum of 5% of site area of 50m² whichever is the greater; and (b) a minimum dimension of 5 metres.</p>	<p>Not Applicable The ultimate form of development would be dwelling houses on separate allotments, with extensive private recreation areas.</p>
	<p>AO12.2 Development provides communal open space that: (a) is consolidated into one useable space; (b) where communal open space exceeds 100m² , the communal open space may be split into two, and so forth incrementally.</p>	<p>Not Applicable The ultimate form of development would be dwelling houses on separate allotments, with extensive private recreation areas.</p>
	<p>AO12.3 Communal open space: (a) is a minimum of 50% open to the sky;</p>	<p>Not Applicable The ultimate form of development would be dwelling houses on separate allotments, with</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> (b) achieves 25% shading by trees in 5 years; (c) does not include vehicle driveways and manoeuvring; (d) does not contain surface structures such as rainwater tanks, fire hydrants, transformers or water boosters. 	<p>extensive private recreation areas.</p>
	<p>AO12.4</p> <p>Communal open space is designed to provide for a range of facilities, typically including some, or all, of the following elements:</p> <ul style="list-style-type: none"> (a) seating; (b) barbecue; (c) play equipment; (d) swimming pool; (e) communal clothes drying; (f) vegetable garden.. 	<p>Not Applicable</p> <p>The ultimate form of development would be dwelling houses on separate allotments, with extensive private recreation areas.</p>
	<p>12.5</p> <p>Development involving 5 or fewer dwellings on one</p>	<p>Not Applicable</p> <p>The ultimate form of development would be</p>



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Performance outcomes	Acceptable outcomes	Compliance
	lot can allocate additional private open space to a ground storey dwelling instead of providing communal open space.	dwelling houses on separate allotments, with extensive private recreation areas.
<p>PO13</p> <p>Development must provide attractive and functional private open space for residents and guests.</p>	<p>AO13.1</p> <p>Development provides private open space which:</p> <ul style="list-style-type: none"> (a) for ground storey dwellings, comprises of a minimum area of 35m² with a minimum dimension of 3 metres; (b) for dwellings above ground storey, comprises of a balcony with minimum area of 12m² and a minimum dimension of 3 metres 	<p>Complies with AO13.1</p> <p>Each dwelling would be provided with a private recreation area in excess of 35m².</p>
	<p>AO13.2</p> <p>Development provides private open space areas that are:</p> <ul style="list-style-type: none"> (a) directly accessible from internal primary living area of the dwelling (not bedrooms); (b) provided with a screened area of 2m² minimum dimension capable of screening 	<p>Complies with AO13.2</p> <p>All private open space areas would be accessible from internal primary living areas.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>air conditioning plant, private clothes drying etc...</p> <p>(c) provided with adjustable, moveable or operable privacy screening where appropriate</p>	
	<p>AO13.3</p> <p>Development provides balconies that are located to the front or rear of the building except where adequate building separation can be achieved to maintain privacy.</p>	<p>Complies with AO13.3</p> <p>Patios would be located to the front and rear of the proposed dwellings.</p>
	<p>AO13.4</p> <p>Where secondary balconies are provided to a side of a building for additional amenity or services, such as clothes drying or to articulate facades, the setback may be reduced to the minimum setback, but these areas are not included in the calculation of private open space requirements.</p>	<p>Not Applicable</p> <p>No secondary balconies proposed.</p>
	<p>AO13.5</p>	<p>Complies with AO13.5</p> <p>Private open space would be located to the rear of</p>



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Performance outcomes	Acceptable outcomes	Compliance
	Private open space: <ul style="list-style-type: none"> (a) does not include vehicle driveways and manoeuvring; (b) does not contain surface structures such as rainwater tanks, fire hydrants, transformers or water boosters 	the dwellings or within the property frontage and clear of driveways etc.
PO14 Development provides front fencing and retaining walls that must: <ul style="list-style-type: none"> (a) facilitate casual surveillance of the street and public space; (b) enable use of private open space; (c) assist in highlighting entrances to the property; (d) provide a positive interface to the streetscape. 	AO14.1 Development ensures that, where fencing is provided, the height of any new fence located on any common boundary to a street or public space is a maximum of: <ul style="list-style-type: none"> (a) 1.2m, where fence construction is solid or less than 50% transparent; (b) 1.5m, where fence construction is at least 50% transparent; (c) 1.8m and solid only where the site is on an arterial road or higher order road. 	Complies with AO14.1 Fencing would be 1.8 metres along the secondary road frontage to Old Port Road only.
	AO14.2 Development incorporating solid front fences or	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	<p>walls that front the street or other public spaces and are longer than 10m, indentations, material variation or landscaping is provided to add visual interest and soften the visual impact.</p>	
	<p>AO14.3 Development for a retaining wall is: (a) stepped to minimise impact on the streetscape and pedestrian environment; (b) a maximum of 0.6m in height if directly abutting the edge of the adjoining road reserve verge</p>	<p>Not Applicable</p>
<p>PO15 Development minimises light nuisances.</p>	<p>AO15 Outdoor lighting is in accordance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p>	<p>Not Applicable No outdoor lighting is proposed.</p>
<p>PO16 Waste and recyclable material storage areas are: (a) convenient and accessible to residents and</p>	<p>AO16 Waste and recyclable material storage areas: (a) are located on site;</p>	<p>Complies with AO16 The ultimate form of development would be single detached dwelling in separate allotments, each</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>waste and recyclable material collection services;</p> <p>(b) located and designed to mitigate adverse impacts:</p> <ul style="list-style-type: none"> (i) within the site; (ii) on adjoining properties; (iii) to the street. 	<ul style="list-style-type: none"> (b) are sited and designed to be unobtrusive and screened from view from the street frontage: (c) are imperviously sealed roofed and bunded, and contain a hose down area draining to Council's sewer network; (d) are of a sufficient size to accommodate bulk (skip) bins; (e) have appropriate access and sufficient on site manoeuvrability area for waste and recyclable material collection services <p>Note - The Environmental performance code contains requirements for waste and recyclable material storage</p>	<p>with sufficient area to store residential wheelie bins.</p>
<p>PO17</p> <p>Development provides a secure storage area for each dwelling.</p>	<p>AO17</p> <p>A secure storage area for each dwelling:</p> <ul style="list-style-type: none"> (a) is located to enable access by a motor vehicle or be near to vehicle parking; (b) has a minimum space of 3.5m² per dwelling; (c) has a minimum height of 2 metres; 	<p>Complies with AO17</p> <p>Each dwelling would be provided with a double garage capable of being secured and with sufficient space to provide the required storage.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(d) is weather proof; (e) is lockable; (f) has immunity to the 1% AEP inundation event. Note – A cupboard within a unit will not satisfy this requirement	
Additional requirements for a Retirement facility		
PO18 Retirement facilities are located in areas which offer convenience to residents, and are designed to be compatible with the locality and surrounding area in which they are located.	AO18 Retirement facilities are conveniently located in established areas close to public transport, shopping facilities and health care services.	Not Applicable
PO19 Retirement facilities are designed to provide for the amenity and security of residents.	AO19.1 The Retirement facility incorporates covered walkways wide enough to accommodate wheel chairs and ramps, and where necessary, provide on-site weather protection between all parts of the complex.	Not Applicable
	AO19.2	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	Internal pathways have firm, well drained and non-slip surfaces.	
	<p>AO19.2</p> <p>Security screens are provided to all dwelling units or residential rooms to ensure the safety and security of residents.</p>	<p>Not Applicable</p>
	<p>AO19.3</p> <p>An illuminated sign and site map of the layout of the development is located near the main entrance to the facility.</p>	<p>Not Applicable</p>
<p>PO20</p> <p>The internal layout of a Retirement facility and the location of the retirement facility allows for safe evacuation of residents in an emergency and provides emergency services to efficiently access the site.</p>	<p>AO20.1</p> <p>The design of the Retirement facility ensures that external circulation and access and egress points on the site facilitate the evacuation of the site in an efficient manner.</p>	<p>Not Applicable</p>
	<p>AO20.2</p> <p>The site of a Retirement facility is not prone to inundation.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO20.3 The location of the Retirement facility is readily accessible to emergency vehicles.</p>	<p>Not Applicable</p>
<p>PO21 The development is designed for the needs of the age group, and to allow ‘aging in place’ to occur.</p>	<p>AO21.1 Development applies adaptable housing principles.</p>	<p>Not Applicable</p>
	<p>AO21.2 A range of housing designs and sizes are provided in the development to cater for different individual and household needs.</p>	<p>Not Applicable</p>



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9.4.1 Access, parking and servicing code

9.4.1.1 Application

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

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.



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9.4.1.3 Criteria for assessment

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

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
<p>PO1</p> <p>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:</p> <p>(a) the desired character of the area;</p> <p>(b) the nature of the particular use and its specific characteristics and scale;</p> <p>(c) the number of employees and the likely number of visitors to the site;</p> <p>(d) the level of local accessibility;</p> <p>(e) the nature and frequency of any public transport serving the area;</p>	<p>AO1.1</p> <p>The minimum number of on-site vehicle parking spaces is not less than the number prescribed in Table 9.4.2.3.b for that particular use or uses.</p> <p>Note - Where the number of spaces calculated from the table is not a whole number, the number of spaces provided is the next highest whole number.</p>	<p>Complies with AO1.1</p> <p>The proposed development is required to provide 1.5 spaces per unit as a multiple dwelling or 2 spaces per dwelling house. The proposed development would provide 2 spaces per dwelling.</p>
	<p>AO1.2</p> <p>Car parking spaces are freely available for the parking of vehicles at all times and are not used for external storage purposes, the display of products or rented/sub-leased.</p>	<p>Complies with AO1.2</p> <p>The car parking spaces would be retained for the parking of motor vehicles.</p>
	<p>AO1.3</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building</p> <p>(g) whether or not the use involves a heritage building or place of local significance;</p> <p>(h) whether or not the proposed use involves the retention of significant vegetation.</p>	<p>Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.</p> <hr/> <p>AO1.4</p> <p>For parking areas exceeding 50 spaces parking, is provided for recreational vehicles as a substitute for ordinary vehicle parking to a maximum of 5% of total ordinary vehicle parking rate.</p>	<p>No motorcycle parking is proposed.</p> <hr/> <p>Not Applicable</p> <p>The development would not provide more than 50 car parking spaces.</p>
<p>PO2</p> <p>Vehicle parking areas are designed and constructed in accordance with relevant standards.</p>	<p>AO2</p> <p>Vehicle parking areas are designed and constructed in accordance with Australian Standard:</p> <p>(a) AS2890.1;</p> <p>(b) AS2890.3;</p> <p>(c) AS2890.6.</p>	<p>Complies with AO2</p> <p>The spaces are considered to comply with the Australian Standards.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO3</p> <p>Access points are designed and constructed:</p> <ul style="list-style-type: none"> (a) to operate safely and efficiently; (b) to accommodate the anticipated type and volume of vehicles (c) to provide for shared vehicle (including cyclists) and pedestrian use, where appropriate; 	<p>AO3.1</p> <p>Access is limited to one access cross over per site and is an access point located, designed and constructed in accordance with:</p> <ul style="list-style-type: none"> (a) Australian Standard AS2890.1; (b) Planning scheme policy SC6.5 – FNQROC Regional Development Manual - access crossovers. 	<p>Complies with AO3.1</p> <p>The ultimate form of development is for a single detached dwelling in separate allotments. Each allotment would be provided with a single access per site.</p>
<ul style="list-style-type: none"> (d) so that they do not impede traffic or pedestrian movement on the adjacent road area; (e) so that they do not adversely impact upon existing intersections or future road or intersection improvements; (f) so that they do not adversely impact current and future on-street parking arrangements; 	<p>AO3.2</p> <p>Access, including driveways or access crossovers:</p> <ul style="list-style-type: none"> (a) are not placed over an existing: <ul style="list-style-type: none"> (i) telecommunications pit; (ii) stormwater kerb inlet; (iii) sewer utility hole; (iv) water valve or hydrant. 	<p>Complies with AO3.2</p> <p>The proposed driveways would not be placed over infrastructure pits, kerb inlets or similar.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(g) so that they do not adversely impact on existing services within the road reserve adjacent to the site;</p> <p>(h) so that they do not involve ramping, cutting of the adjoining road reserve or any built structures (other than what may be necessary to cross over a stormwater channel).</p>	<p>(b) are designed to accommodate any adjacent footpath;</p> <p>(c) adhere to minimum sight distance requirements in accordance with AS2980.1.</p>	
	<p>AO3.3</p> <p>Driveways are:</p> <p>(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;</p> <p>(b) constructed such that where there is a grade shift to 1 in 4 (25%), there is an area with a grade of no more than 1 in 6 (16.6%) prior to this area, for a distance of at least 5 metres;</p> <p>(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</p>	<p>Complies with AO3.3</p> <p>The site is relatively flat and the driveways would satisfy the gradient requirements.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>directed into the hill, for vehicle safety and drainage purposes;</p> <p>(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;</p> <p>(e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system.</p>	
	<p>AO3.4</p> <p>Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.</p>	<p>Complies with AO3.4</p> <p>Driveways would be constructed of concrete or exposed aggregate, consistent with driveways in the locality.</p>
<p>PO4</p>	<p>AO4</p>	<p>Not Applicable</p> <p>No wheelchair accessible spaces are required.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.	The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.	
<p>PO5</p> <p>Access for people with disabilities is provided to the building from the parking area and from the street.</p>	<p>A05</p> <p>Access for people with disabilities is provided in accordance with the relevant Australian Standard.</p>	<p>Not Applicable</p> <p>Access for people with disabilities is not applicable.</p>
<p>PO6</p> <p>Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.</p>	<p>A06</p> <p>The number of on-site bicycle parking spaces complies with the rates specified in Table 9.4.1.3.b</p>	<p>Not Applicable</p> <p>The provision of bicycle car parking spaces are not applicable to dwelling houses.</p>
<p>PO7</p> <p>Development provides secure and convenient bicycle parking which:</p> <p>(a) for visitors is obvious and located close to the building's main entrance;</p>	<p>A07.1</p> <p>Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);</p>	<p>Not Applicable</p> <p>The provision of bicycle car parking spaces are not applicable to dwelling houses.</p>
	<p>A07.2</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(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;</p> <p>(c) is easily and safely accessible from outside the site.</p>	<p>Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p>AO7.3</p> <p>Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	<p>The provision of bicycle car parking spaces are not applicable to dwelling houses.</p> <p>Not Applicable</p> <p>The provision of bicycle car parking spaces are not applicable to dwelling houses.</p>
<p>PO8</p> <p>Development provides walking and cycle routes through the site which:</p> <p>(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;</p> <p>(b) encourage walking and cycling;</p> <p>(c) ensure pedestrian and cyclist safety.</p>	<p>AO8</p> <p>Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <p>(a) create a walking or cycle route along the full frontage of the site;</p> <p>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</p>	<p>Complies with AO8</p> <p>A pedestrian and cycle path is provided along the frontage to Old Port Road.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO9</p> <p>Access, internal circulation and on-site parking for service vehicles are designed and constructed:</p> <p>(a) in accordance with relevant standards;</p> <p>(b) so that they do not interfere with the amenity of the surrounding area;</p> <p>(c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles.</p>	<p>AO9.1</p> <p>Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and AS2890.2.</p>	<p>Complies with AO9.1</p> <p>The access driveways and manoeuvring areas would comply with the relevant Australian Standards.</p>
	<p>AO9.2</p> <p>Service and loading areas are contained fully within the site.</p>	<p>Not Applicable</p> <p>No service and loading areas are required.</p>
	<p>AO9.3</p> <p>The movement of service vehicles and service operations are designed so they:</p> <p>(a) do not impede access to parking spaces;</p> <p>(b) do not impede vehicle or pedestrian traffic movement.</p>	<p>Not Applicable</p> <p>No service and loading areas are required.</p>
<p>PO10</p>	<p>AO10.1</p>	<p>Not Applicable</p>



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



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Performance outcomes	Acceptable outcomes	Compliance
	Queuing and set-down areas are designed and constructed in accordance with AS2890.1.	On-site vehicle queueing is not required.

Table 9.4.1.3.b – Access, parking and servicing requirements

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

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

Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Agricultural supplies store	1 space per 50m ² of GFA and outdoor display area.	1 space per 200m ² of GFA.	n/a	LRV
Air services	1 car space per 20m ² of covered reception area, plus 1 car space per 2 staff, plus a covered bus set down	n/a	n/a	LRV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	area adjacent to the entry of the reception area and 2 bus parking spaces.			
Bulk landscape supplies	1 space per 50m ² GFA and outdoor display area.	1 space per 200m ² of GFA.	n/a	MRV
Caretaker's accommodation	A minimum of 1 space	n/a	n/a	n/a
Child care centre	<p>1 space per 10 children to be used for setting down and picking up of children, with a minimum of 3 car spaces to be provided for set down and collection; plus 1 space per employee.</p> <p>Any drive-through facility can provide tandem short term parking for 3 car spaces for setting down/picking up of children, on the basis that a</p>	n/a	n/a	VAN



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	passing lane is provided and line-marked to be kept clear of standing vehicles at all times.			
Club	Unlicensed clubrooms: 1 space per 45m ² of GFA. Licensed clubrooms: 1 space per 15m ² of GFA.	1 space per 4 employees.	n/a	Licensed and equal or greater than 1500m ² : RCV Other: VAN
Community care centre	1 space per 20m ² of GFA.	A minimum of 1 space.	n/a	RCV
Community residence	A minimum of 2 spaces.	A minimum of 1 space.	n/a	VAN
Community use	1 space per 15m ² GFA.	1 space per 100m ² of GFA.	n/a	RCV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Dual occupancy	A minimum of 2 spaces per dwelling unit which may be in tandem with a minimum of 1 covered space per dwelling unit.	n/a	n/a	n/a
Dwelling house	A minimum of 2 spaces which may be in tandem plus 1 space for a secondary dwelling	n/a	n/a	n/a
Dwelling unit	1.5 spaces per one or two bedroom unit; or 2 spaces per three bedroom unit.	n/a	n/a	n/a
Educational establishment	<p>Primary school or secondary schools: 1 car space per 2 staff members, plus provision of space to be used for setting down and picking up of students.</p> <p>Tertiary and further education:</p>	<p>Primary school or secondary schools: 1 space per 5 students over year 4.</p> <p>Tertiary and further education:</p>	Required for all educational establishments with a GFA greater than 2000m ² .	RCV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	1 car space per 2 staff members, plus 1 car space per 10 students, plus provision of space to be used for setting down and picking up of students.	2 spaces per 50 full time students.		
Food and drink outlet	1 space per 25m ² GFA and outdoor dining area. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA, and outdoor dining area.	1 space per 100m ² of GFA, and outdoor dining area.	n/a	See Table 9.4.1.3.d
Function facility	1 space per 15m ² GFA.	1 space per 100m ² of GFA.	n/a	RCV
Funeral parlour	1 space per 15m ² GFA.	n/a	n/a	RCV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Garden centre	1 space per 50m ² GFA and outdoor display area	1 space per 200m ² of GFA.	n/a	AV
Hardware and trade supplies	1 space per 50m ² GFA and outdoor display area	1 space per 200m ² of GFA.	n/a	AV
Health care services	1 space per 20m ² of GFA.	1 space per 100m ² of GFA.	Required for all health care services with a GFA greater than 2000m ² .	VAN
High impact industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Home based business	The parking required for the dwelling house, plus 1 space per bedroom where the Home based business involves the provision of accommodation; or	n/a	n/a	n/a



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	1 space per 25m ² GFA for any other Home Based Business.			
Hospital	The greater of 1 space per 2 bedrooms or 1 space per 4 beds; plus 1 car space for ambulance parking, designated accordingly.	1 space per 100m ² of GFA.	Required for all hospitals with a GFA greater than 2000m ² .	RCV
Hotel	<p>1 space per 10m² GFA and licensed outdoor area; plus</p> <p>For 1 space per 50m² GFA of floor area of liquor barn or bulk liquor sales area; plus, if a drive in bottle shop is provided, queuing lane/s on site for 12 vehicles.</p> <p>Note - Use standard for any Short Term Accommodation for hotel accommodation use.</p>	1 space per 100m ² of GFA.	n/a	LRV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Indoor sport and recreation	Squash court or another court game: 4 spaces per court. Basketball, netball, soccer, cricket: 25 spaces per court / pitch. Ten pin bowling: 3 spaces per bowling lane. Gymnasium: 1 space per 15m ² of GFA.	1 space per 4 employees.	n/a	RCV
Low impact industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Marine industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Medium impact industry	1 space per 90m ² of GFA.	n/a	n/a	AV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Multiple dwelling	<p>If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1 car space per dwelling unit.</p> <p>If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1.5 car spaces per dwelling unit</p> <p>In all cases 60% of the car parking area is to be covered.</p>	1 bicycle space per 3 units and 1 visitor bicycle space per 12 units.	n/a	RCV (over 10 units)
Office	<p>1 space per 25m² of GFA</p> <p>or</p> <p>If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m² of GFA</p>	1 space per 200m ² GFA	Required for all office development with a GFA greater than 2000m ² .	See Table 9.4.1.3.e



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Outdoor sales	1 space per 50m ² GFA and outdoor display area	1 space per 200m ² of GFA.	n/a	AV
Outdoor sport and recreation	<p>Coursing, horse racing, pacing, trotting: 1 space per 5 seated spectators, plus 1 space per 5m² of other spectator areas.</p> <p>Football: 50 spaces per field.</p> <p>Lawn bowls: 30 spaces per green.</p> <p>Swimming pool: 15 spaces; plus 1 space per 100m² of useable site area.</p> <p>Tennis court or other court game: 4 spaces per court.</p> <p>Golf course: 4 spaces per tee on the course.</p> <p>Note - Use standard for Club for clubhouse component.</p>	<p>Football: 5 space per field.</p> <p>Lawn bowls: 5 spaces per green.</p> <p>Swimming pool: 1 space per swimming lane.</p> <p>Tennis court or other court game: 4 space per court.</p> <p>Golf course: 1 space per 15m² of GFA for clubhouse component.</p>	n/a	RCV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Place of worship	1 space per 15m ² of GFA.	1 space per 100m ² of GFA.	n/a	LRV
Relocatable home park	1 space per relocatable home site; plus 0.1 space per relocatable home site for visitor parking; plus 1 space for an on-site manager	n/a	n/a	LRV
Research and technology industry	1 space per 90m ² of GFA.	n/a	n/a	MRV
Residential care facility	1 visitor car space per 5 bedroom units; plus 1 car space per 2 staff members	n/a	n/a	LRV
Resort complex	Use standard for relevant standard for each component.	Use standard for relevant standard for each component.	n/a	RCV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.	For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.		
Retirement facility	1 space per dwelling unit; plus 1 visitor space per 5 dwelling units; plus 1 visitor car space per 10 hostel units, nursing home or similar beds, plus 1 car space per 2 staff members; plus 1 car parking space for ambulance parking.	n/a	n/a	LRV
Sales office	A minimum of 1 space.	n/a	n/a	n/a
Service industry	1 space per 90m ² of GFA.	n/a	n/a	SRV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Service station	1 space per 25m ² of GFA	n/a	n/a	AV
Shop	1 space per 25m ² of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA.	1 space per 100m ² of GFA.	Required for all shops with a GFA greater than 2000m ² .	See Table 9.4.3.1.d
Shopping centre	1 space per 25m ² of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m ² of GFA.	1 space per 200m ² GFA.	Required for all shopping centres with a GFA greater than 2000m ² .	See Table 9.4.3.1.d



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Short term accommodation	<p>If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: 0.5 car spaces per dwelling unit.</p> <p>If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan:</p> <p>For up to 5 units: 1 car space per dwelling unit, plus 1 space for visitors and 1 service/staff spaces.</p> <p>For 5 – 10 units: 1 car space per dwelling unit, plus 2 spaces for visitors and 1 service/staff spaces.</p> <p>For over 10 units: 0.75 car spaces per dwelling unit, plus 3 spaces for visitors and 2 service/staff parking for the first 10 units and 0.5 additional service/staff space per 10 units, there-above.</p>	1 space per 10 rooms	n/a	SRV



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	<p>In all cases 60% of the car parking area is to be covered.</p> <p>Note: Where Short term accommodation is to be interchangeable with a Multiple dwelling land use, multiple dwelling parking rates apply.</p>			
Showroom	1 space per 50m ² GFA.	1 space per 200m ² GFA.	n/a	AV
Special industry	1 space per 90m ² of GFA.	n/a	n/a	AV
Tourist park	1 car space per caravan site, tent site or cabin; plus 1 visitor car space per 10 caravan sites, tent sites or cabins; plus 1 car space for an on-site manager.	n/a	n/a	LRV
Theatre	<p>Indoor: 1 space per 15m² of GFA.</p> <p>Outdoor cinema: 1 space per 5m² of designated viewing area, plus 1 car space per 2 employees.</p>	1 space per 200m ² GFA.	n/a	VAN



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Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Veterinary services	1 space per 50m ² of GFA.	n/a	n/a	VAN
Warehouse	1 space per 90m ² of GFA.	n/a	n/a	Where self-storage: RCV Other: AV
Any use not otherwise specified in this table.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time.		To be determined

Table 9.4.3.1.c – Design vehicles

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

Table 9.4.1.3.d– Standard number of service bays required for Food and drink outlet, Shop or Shopping centre

Gross floor area (m ²)	Service bays required			
	VAN	SRV	MRV	LRV
0-199	-	1	-	-
200 – 599	1	-	1	-
600 – 999	1	1	1	-



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1000 – 1499	2	1	1	-
1500 – 1999	2	2	1	-
2000 – 2799	2	2	2	-
2800 – 3599	2	2	2	1
3600 and over	To be determined via a parking study.			

Table 9.4.1.3.d – Standard number of service bays required for Office

Gross floor area (m ²)	Service bays required			
	VAN	SRV	MRV	LRV
0-999	-	1	-	-
1000 – 2499	1	-	1	-
2500 – 3999	2	1	1	-
4000 – 5999	3	1	1	-



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6000 – 7999	4	1	1	-
8000 – 9999	4	2	1	-
10000 and over	To be determined via a parking study.			



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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;



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- (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 Error! No text of specified style in document..a – Environmental performance code – assessable development

Performance outcomes	Acceptable outcomes	Compliance
Lighting		
PO1 Lighting incorporated within development does not cause an adverse impact on the amenity of adjacent uses and nearby sensitive land uses.	AO1.1 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.	Not Applicable No external lighting is proposed to be incorporated into the development.
	AO1.2 Development that involves flood lighting is restricted to a type that gives no upward component of light where mounted horizontally.	Not Applicable No external lighting is proposed to be incorporated into the development.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO1.3 Access, car parking and manoeuvring areas are designed to shield nearby residential premises from impacts of vehicle headlights.</p>	<p>Complies with AO1.3 All vehicle access and parking areas would not result in light spill from vehicles to adjoining premises.</p>
Noise		
<p>PO2 Potential noise generated from the development is avoided through design, location and operation of the activity. 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.</p>	<p>AO2.1 Development does not involve activities that would cause noise related environmental harm or nuisance; or</p>	<p>Complies with AO2.1 The development is for a residential use that would not cause environmental harm or nuisance through normal occupation.</p>
	<p>AO2.2 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.</p>	<p>Complies with AO2.2 The development is for a residential use that would not cause noise nuisance through normal occupation.</p>
	<p>AO2.3 The design and layout of development ensures car parking areas avoid noise impacting directly</p>	<p>Complies with AO2.3 Car parking and access locations would not be adjacent common boundaries with private</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>on adjacent sensitive land uses through one or more of the following:</p> <ul style="list-style-type: none"> (a) car parking is located away from adjacent sensitive land uses; (b) car parking is enclosed within a building; (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; (d) buffered with dense landscaping. <p>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.</p>	<p>recreation areas and would be located such that they are significantly removed from living areas of non-involved dwellings.</p>
Airborne particles and other emissions		
<p>PO3</p> <p>Potential airborne particles and emissions generated from the development are avoided through design, location and operation of the</p>	<p>AO3.1</p> <p>Development does not involve activities that will result in airborne particles or emissions being generated; or</p>	<p>Complies with AO2.2</p> <p>The development is for a residential use that would not cause nuisance from airborne particles through normal occupation.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>activity.</p> <p>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.</p>	<p>AO3.2</p> <p>The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance. Note - examples of activities which generally cause airborne particles include spray painting, abrasive blasting, manufacturing activities and car wash facilities. Examples of emissions include exhaust ventilation from basement or enclosed parking structures, air conditioning/refrigeration ventilation and exhaustion. The Environmental Protection (Air) Policy 2008, Schedule 1 provides guidance on air quality objectives to ensure environmental harm (including nuisance) is avoided.</p>	<p>Complies with AO2.2</p> <p>The development is for a residential use that would not cause nuisance from airborne particles through normal occupation.</p>
<p>Odours</p>		
<p>PO4</p> <p>Potential odour causing activities associated with the development are avoided through design,</p>	<p>AO4.1</p> <p>The development does not involve activities that create odorous emissions; or</p>	<p>Complies with AO2.2</p> <p>The development is for a residential use that would not cause environmental harm through</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>location and operation of the activity.</p> <p>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.</p>	<p>AO4.2</p> <p>The use does not result in odour that causes environmental harm or nuisance with respect to surrounding land uses.</p>	<p>normal occupation.</p> <p>Complies with AO2.2</p> <p>The development is for a residential use that would not cause environmental harm or nuisance through normal occupation.</p>
<p>Waste and recyclable material storage</p>		
<p>PO5</p> <p>Waste and recyclable material storage facilities are located and maintained to not cause adverse impacts on adjacent uses.</p> <p>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.</p>	<p>AO5.1</p> <p>The use ensures that all putrescent waste is stored in a manner that prevents odour nuisance and is disposed of at regular intervals.</p> <p>AO5.2</p> <p>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:</p> <p>(a) the location of the waste and recyclable material storage areas in relation to the noise and</p>	<p>Complies with AO5.1</p> <p>Each dwelling house would be provided with a suitable location of the storage of wheelie bins which would be collected on a regular basis.</p> <p>Complies with AO5.2</p> <p>Storage and emptying of domestic wheelie bins would not cause an adverse impact on users of the premises or adjacent users.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>odour generated;</p> <p>(b) the number of receptacles provided in relation to the collection, maintenance and use of the receptacles;</p> <p>(c) the durability of the receptacles, sheltering and potential impacts of local climatic conditions;</p> <p>(d) the ability to mitigate spillage, seepage or leakage from receptacles into adjacent areas and sensitive receiving waters and environments.</p> <p>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.</p>	
Sensitive land uses		
<p>PO6</p> <p>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.</p>	<p>AO6.1</p> <p>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; or</p>	<p>Complies with AO6.1</p> <p>Whilst the application site is located adjacent an industrial zone to the south, which is identified for commercial and light industry uses, this land is separated by Dickson Street, which has a road</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO6.2 Sensitive land activities are located in areas where potential adverse amenity impacts mitigate all potential impacts through layout, design, operation and maintenance.</p>	<p>reserve of 30 metres.</p> <p>Able to comply with AO6.2 Any impacts from noise would be appropriately managed through the use of construction material.</p>
Stormwater quality		
<p>PO7 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:</p> <p>(a) the amount and type of pollutants borne from the activity;</p> <p>(b) maintaining natural stream flows</p> <p>(c) the amount and type of site disturbance;</p> <p>(d) site management and control measures.</p>	<p>AO7.1 Development activities are designed to ensure stormwater over roofed and hard stand areas is directed to a lawful point of discharge.</p> <p>AO7.2 Development ensures movement of stormwater over the site is not impeded or directed through potentially polluting activities.</p> <p>AO7.3 Soil and water control measures are incorporated</p>	<p>Complies with AO7.1 Storm water would be directed to the street front, being the lawful point of discharge.</p> <p>Not Applicable There would be no polluting activities undertaken on the site.</p> <p>Complies with AO7.3 All stormwater drainage would be directed to a</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>into the activity's design and operation to control sediment and erosion potentially entering watercourses, drainage lines and downstream receiving waters.</p> <p>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. 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.</p>	<p>lawful point of discharge.</p>
<p>Pest plants (for material change of use on vacant land over 1,000m²)</p>		
<p>PO8 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.</p> <p>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</p>	<p>AO8.1 The land is free of declared pest plants before development establishes new buildings, structures and practices; or</p> <p>AO8.2 Pest plants detected on a development site are removed in accordance with a management plan</p>	<p>Complies with AO8.1 No pest plants have been identified on the site.</p> <p>Not Applicable No pest plants have been identified on the site.</p>



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Performance outcomes	Acceptable outcomes	Compliance
2002.	prepared by an appropriately qualified person prior to construction of buildings and structures or earthworks. Note - A declaration from an appropriately qualified person validates the land being free from pest plants. Declared pest plants include locally declared and State declared pest plants.	



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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;



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- (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 – for self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
Filling and excavation - General		
PO1 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 The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height. and 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.	Not Applicable No excavation or fill would be undertaken as part of the development.
	AO1.2	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation.	No excavation or fill would be undertaken as part of the development.
	<p>AO1.3</p> <p>Cuts are screened from view by the siting of the building/structure, wherever possible.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
	<p>AO1.4</p> <p>Topsoil from the site is retained from cuttings and reused on benches/terraces.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
	<p>AO1.5</p> <p>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.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
	<p>AO1.6</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>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.</p>	<p>No excavation or fill would be undertaken as part of the development.</p>
<p>Visual Impact and Site Stability</p>		
<p>PO2</p> <p>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.</p>	<p>AO2.1</p> <p>The extent of filling and excavation does not exceed 40% of the site area, or 500m² whichever is the lesser, except that AO2.1 does not apply to reconfiguration of 5 lots or more.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
	<p>AO2.2</p> <p>Filling and excavation does not occur within 2 metres of the site boundary.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
<p>Flooding and drainage</p>		



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO3</p> <p>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.</p>	<p>AO3.1</p> <p>Filling and excavation does not result in the ponding of water on a site or adjacent land or road reserves.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
	<p>AO3.2</p> <p>Filling and excavation does not result in an increase in the flow of water across a site or any other land or road reserves.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
	<p>AO3.3</p> <p>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.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
	<p>AO3.4</p> <p>Filling and excavation complies with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Water quality		
<p>PO4</p> <p>Filling and excavation does not result in a reduction of the water quality of receiving waters.</p>	<p>AO4</p> <p>Water quality is maintained to comply with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>
Infrastructure		
<p>PO5</p> <p>Excavation and filling does not impact on Public Utilities.</p>	<p>AO5</p> <p>Excavation and filling is clear of the zone of influence of public utilities.</p>	<p>Not Applicable</p> <p>No excavation or fill would be undertaken as part of the development.</p>



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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;



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- (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 – Filling and excavation code –assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
Works on a local government road		
PO1 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 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.	Not Applicable It is not proposed to construct any footpaths as part of the proposed development.
	AO1.2 Kerb ramp crossovers are constructed in accordance with Planning scheme policy SC 5 –	Not Applicable It is not proposed to construct any kerb ramp crossovers as part of the development.



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Performance outcomes	Acceptable outcomes	Compliance
	FNQROC Regional Development Manual.	
	<p>AO1.3</p> <p>New pipes, cables, conduits or other similar infrastructure required to cross existing footpaths:</p> <p>(a) are installed via trenchless methods; or</p> <p>(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.</p>	<p>Not Applicable</p> <p>No new infrastructure is required across existing footpaths.</p>
	<p>AO1.4</p> <p>Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring:</p> <p>(a) similar surface finishes are used;</p> <p>(b) there is no change in level at joins of new</p>	<p>Not Applicable</p> <p>It is not proposed to damage any footpaths as part of the development.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>and existing sections;</p> <p>(c) new sections are matched to existing in terms of dimension and reinforcement.</p> <p>Note – Figure 9.4.5.3.a provides guidance on meeting the outcomes.</p>	
	<p>AO1.5</p> <p>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.</p>	<p>Not Applicable</p> <p>It is not proposed to install any structures in the road reserve.</p>
Accessibility structures		
<p>PO2</p> <p>Development is designed to ensure it is accessible for people of all abilities and accessibility features do not impact on the efficient</p>	<p>AO2.1</p> <p>Accessibility structures are not located within the road reserve.</p>	<p>Not Applicable</p> <p>It is not proposed to install any accessibility structures.</p>
	<p>AO2.2</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>and safe use of footpaths.</p> <p>Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts.</p>	<p>Accessibility structures are designed in accordance with AS1428.3.</p>	<p>It is not proposed to install any accessibility structures.</p>
	<p>AO2.3</p> <p>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.</p>	<p>Not Applicable</p> <p>It is not proposed to install any accessibility structures.</p>
<p>Water supply</p>		
<p>PO3</p> <p>An adequate, safe and reliable supply of potable, fire fighting and general use water is provided.</p>	<p>AO3.1</p> <p>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;</p> <p>or</p> <p>AO3.2</p>	<p>Complies with AO3.1</p> <p>The application site is connected to the Councils reticulated water supply.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>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.</p>	
Treatment and disposal of effluent		
<p>PO4</p> <p>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</p>	<p>AO4.1</p> <p>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 –</p>	<p>Complies with AO4.1</p> <p>The application site is connected to the Councils sewerage system.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>systems in the locality.</p>	<p>FNQROC Regional Development Manual; or AO4.2 Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the <i>Environmental Protection Policy (Water) 1997</i> and the proposed on site effluent disposal system is designed in accordance with the <i>Plumbing and Drainage Act (2002)</i>.</p>	
Stormwater quality		
<p>PO5 Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by:</p>	<p>AO5.1 A connection is provided from the premises to Council's drainage system; or AO5.2</p>	<p>Complies with AO5.1 A connection to the site is provided from the Council's drainage system, which would be improved in association with the proposed development.</p>



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Performance outcomes	Acceptable outcomes	Compliance
(a) achieving stormwater quality objectives; (b) protecting water environmental values; (c) maintaining waterway hydrology.	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.	
	AO5.3 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: (a) erosive, dispersive and/or saline soil types; (b) landscape features (including landform); (c) acid sulfate soil and management of nutrients of concern; (d) rainfall erosivity.	Able to comply with AO5.3 A Stormwater Management Plan is able to be prepared at the time of application for operational works associated with reconfiguring a lot.
	AO5.4	Able to comply with AO5.4



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan.</p>	<p>Erosion and sediment control practices are able to be designed and installed during the construction phase.</p>
	<p>AO5.5</p> <p>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.</p> <p>Note – Planning scheme policy SC5 – FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the <i>Environmental Protection Act 1994</i>.</p> <p>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.</p>	<p>Able to comply with AO5.5</p> <p>Stormwater control measures are able to be designed and installed during the construction phase.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Non-tidal artificial waterways		
<p>PO6</p> <p>Development involving non-tidal artificial waterways is planned, designed, constructed and operated to:</p> <p>(a) protect water environmental values;</p> <p>(b) be compatible with the land use constraints for the site for protecting water environmental values;</p> <p>(c) be compatible with existing tidal and non-tidal waterways;</p> <p>(d) perform a function in addition to stormwater management;</p> <p>(e) achieve water quality objectives.</p>	<p>AO6.1</p> <p>Development involving non-tidal artificial waterways ensures:</p> <p>(a) environmental values in downstream waterways are protected;</p> <p>(b) any ground water recharge areas are not affected;</p> <p>(c) the location of the waterway incorporates low lying areas of the catchment connected to an existing waterway;</p> <p>(d) existing areas of ponded water are included.</p>	<p>Not Applicable</p> <p>No artificial waterways are proposed.</p>
	<p>AO6.2</p> <p>Non-tidal artificial waterways are located:</p> <p>(a) outside natural wetlands and any associated buffer areas;</p>	<p>Not Applicable</p> <p>No artificial waterways are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(b) to minimise disturbing soils or sediments; (c) to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas.	
	AO6.3 Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures: (a) there is sufficient flushing or a tidal range of >0.3 m; or (b) any tidal flow alteration does not adversely impact on the tidal waterway; or (c) there is no introduction of salt water into freshwater environments.	Not Applicable No artificial waterways are proposed.
	AO6.4 Non-tidal artificial waterways are designed and managed for any of the following end-use	Not Applicable No artificial waterways are proposed.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>purposes:</p> <ul style="list-style-type: none"> (a) amenity (including aesthetics), landscaping or recreation; or (b) flood management, in accordance with a drainage catchment management plan; or (c) stormwater harvesting plan as part of an integrated water cycle management plan; or (d) aquatic habitat. 	
	<p>AO6.5</p> <p>The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values.</p>	<p>Not Applicable</p> <p>No artificial waterways are proposed.</p>
	<p>AO6.6</p> <p>Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway.</p>	<p>Not Applicable</p> <p>No artificial waterways are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO6.7</p> <p>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.</p>	<p>Not Applicable</p> <p>No artificial waterways are proposed.</p>
Wastewater discharge		
<p>PO7</p> <p>Discharge of wastewater to waterways, or off site:</p> <p>(a) meets best practice environmental management;</p> <p>(b) is treated to:</p> <p>(i) meet water quality objectives for its receiving waters;</p> <p>(ii) avoid adverse impact on ecosystem health or waterway health;</p>	<p>AO7.1</p> <p>A wastewater management plan is prepared and addresses:</p> <p>(a) wastewater type;</p> <p>(b) climatic conditions;</p> <p>(c) water quality objectives;</p> <p>(d) best practice environmental management.</p>	<p>Not Applicable</p> <p>No waste water would be discharged from the site except through the sewerage system.</p>
	<p>AO7.2</p> <p>The waste water management plan is managed in</p>	<p>Not Applicable</p> <p>No waste water would be discharged from the site</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(iii) maintain ecological processes, riparian vegetation and waterway integrity;</p> <p>(iv) offset impacts on high ecological value waters.</p>	<p>accordance with a waste management hierarchy that:</p> <p>(a) avoids wastewater discharge to waterways; or</p> <p>(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.</p>	<p>except through the sewerage system.</p>
	<p>A07.3</p> <p>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.</p>	<p>Not Applicable</p> <p>No waste water would be discharged from the site except through the sewerage system.</p>
	<p>A07.4</p> <p>Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:</p>	<p>Not Applicable</p> <p>No waste water would be discharged from the site except through the sewerage system.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(a) avoids lowering ground water levels where potential or actual acid sulfate soils are present;</p> <p>(b) manages wastewater so that:</p> <ul style="list-style-type: none"> (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; (ii) holding times of neutralised wastewater ensures the flocculation and removal of any dissolved iron prior to release; (iii) visible iron floc is not present in any discharge; (iv) precipitated iron floc is contained and disposed of; (v) wastewater and precipitates that cannot be contained and treated for discharge on site are removed and disposed of through 	



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Performance outcomes	Acceptable outcomes	Compliance
	trade waste or another lawful method.	
Electricity supply		
<p>PO8</p> <p>Development is provided with a source of power that will meet its energy needs.</p>	<p>AO8.1</p> <p>A connection is provided from the premises to the electricity distribution network;</p> <p>or</p> <p>AO8.2</p> <p>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.</p> <p>Note - Areas north of the Daintree River have a different standard.</p>	<p>Able to comply with AO8.1</p> <p>A connection would be provided to the electricity distribution network.</p>
	AO9.1	Not Applicable



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Performance outcomes	Acceptable outcomes	Compliance
	Pad-mount electricity infrastructure is: (a) not located in land for open space or sport and recreation purposes; (b) screened from view by landscaping or fencing; (c) accessible for maintenance.	No pad-mount infrastructure is proposed.
PO9 Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.	AO9.2 Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage. Note – Pad-mounts in buildings in activity centres should not be located on the street frontage.	Not Applicable No pad-mount infrastructure is proposed.
Telecommunications		
PO10 Development is connected to a telecommunications service approved by the	AO10 The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory	Able to comply with AO10 Telecommunications connections are available to the site.



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Performance outcomes	Acceptable outcomes	Compliance
relevant telecommunication regulatory authority.	authority.	
<p>PO11</p> <p>Provision is made for future telecommunications services (e.g. fibre optic cable).</p>	<p>AO11</p> <p>Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.</p>	<p>Able to comply with AO11</p> <p>Conduits are able to be provided in accordance with the FNQROC development manual.</p>
Road construction		
<p>PO12</p> <p>The road to the frontage of the premises is constructed to provide for the safe and efficient movement of:</p> <p>(a) pedestrians and cyclists to and from the site;</p> <p>(b) pedestrians and cyclists adjacent to the site;</p> <p>(c) vehicles on the road adjacent to the site;</p> <p>(d) vehicles to and from the site;</p> <p>(e) emergency vehicles.</p>	<p>AO12.1</p> <p>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.</p>	<p>Able to comply with AO12.1</p> <p>As part of the development it will be necessary to extend Dickson Street and Council are requested to require this as a condition of approval.</p>
	<p>AO12.2</p> <p>There is existing road, kerb and channel for the full road frontage of the site.</p>	<p>Able to comply with AO12.2</p> <p>As part of the development it will be necessary to extend Dickson Street and Council are requested</p>



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Performance outcomes	Acceptable outcomes	Compliance
		to require this as a condition of approval
	<p>AO12.3</p> <p>Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles.</p>	<p>Able to comply with AO12.1</p> <p>As part of the development it will be necessary to extend Dickson Street and Council are requested to require this as a condition of approval</p>
Alterations and repairs to public utility services		
<p>PO13</p> <p>Infrastructure is integrated with, and efficiently extends, existing networks.</p>	<p>AO13</p> <p>Development is designed to allow for efficient connection to existing infrastructure networks.</p>	<p>Able to comply with AO13</p> <p>The infrastructure network will be required to be altered to provide for the proposed development. Council is requested to require this as a condition of approval.</p>
<p>PO14</p> <p>Development and works do not affect the efficient functioning of public utility mains, services or installations.</p>	<p>AO14.1</p> <p>Public utility mains, services and installations are not required to be altered or repaired as a result of the development;</p>	<p>Able to comply with AO14.2</p> <p>The infrastructure network will be required to be altered to provide for the proposed development. Council is requested to require this as a condition of approval.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>or</p> <p>AO14.2</p> <p>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.</p>	
Construction management		
<p>PO15</p> <p>Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.</p>	<p>AO15</p> <p>Works include, at a minimum:</p> <ul style="list-style-type: none"> (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any 	<p>Complies with AO15</p> <p>The vegetation intended to be retained on site is able to be protected during the construction phase.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>retained vegetation;</p> <p>(d) removal from the site of all declared noxious weeds.</p>	
<p>PO16</p> <p>Existing infrastructure is not damaged by construction activities.</p>	<p>AO16</p> <p>Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy SC5 – FNQROC Regional Development Manual.</p> <p>Note - Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994.</p>	<p>Able to comply with AO16</p> <p>Any infrastructure damaged as a result of the proposed development would be repaired in accordance with FNQROC requirements.</p>
<p>For assessable development</p>		
<p>High speed telecommunication infrastructure</p>		
<p>PO17</p> <p>Development provides infrastructure to facilitate</p>	<p>AO17</p> <p>No acceptable outcomes are prescribed.</p>	<p>Able to comply with AO17</p> <p>High speed telecommunications connections are</p>



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Performance outcomes	Acceptable outcomes	Compliance
the roll out of high speed telecommunications infrastructure.		able to be provided as part of the development.
Trade waste		
<p>PO18</p> <p>Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that:</p> <p>(a) off-site releases of contaminants do not occur;</p> <p>(b) the health and safety of people and the environment are protected;</p> <p>(c) the performance of the wastewater system is not put at risk.</p>	<p>AO18</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p> <p>No trade waste would be generated as part of the development.</p>
Fire services in developments accessed by common private title		
<p>PO19</p> <p>Hydrants are located in positions that will enable</p>	<p>AO19.1</p> <p>Residential streets and common access ways</p>	<p>Not Applicable</p> <p>No development would be accessed via common</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>fire services to access water safely, effectively and efficiently.</p>	<p>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.</p>	<p>private title.</p>
	<p>AO19.2</p> <p>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.</p>	<p>Not Applicable</p> <p>No development would be accessed via common private title.</p>
<p>PO20</p> <p>Hydrants are suitable identified so that fire services can locate them at all hours.</p> <p>Note – Hydrants are identified as specified in the Department of Transport and Main Roads Technical</p>	<p>AO20</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p> <p>No development would be accessed via common private title.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Note: 'Identification of street hydrants for fire fighting purposes' available under 'Publications'.		



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9.4.6 Landscaping code

9.4.6.1 Application

- (1) This code applies to assessing:
 - (a) operational work which requires a compliance assessment as a condition of a development permit; or
 - (b) a material change of use or reconfiguring a lot if:
 - (i) 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.

9.4.6.2 Purpose

- (1) The purpose of the Landscaping code is to assess the landscaping aspects of a development.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The tropical, lush landscape character of the region is retained, promoted and enhanced through high quality landscape works;
 - (b) The natural environment of the region is enhanced;
 - (c) The visual quality, amenity and identity of the region is enhanced;
 - (d) Attractive streetscapes and public places are created through landscape design;
 - (e) As far as practical, existing vegetation on site is retained, and protected during works and integrated with the built environment;
 - (f) Landscaping is provided to enhance the tropical landscape character of development and the region;



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- (g) Landscaping is functional, durable, contributes to passive energy conservation and provides for the efficient use of water and ease of ongoing maintenance;
- (h) Landscaping takes into account utility service protection;
- (i) Weed species and invasive species are eliminated from development sites;
- (j) Landscape design enhances personal safety and incorporates CPTED principles.

9.4.6.3 Criteria for assessment

Table 9.4.6.3.a – Landscaping code –assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
Landscaping design		
<p>PO1</p> <p>Development provides landscaping that contributes to and creates a high quality landscape character for the site, street and local areas of the Shire by: (</p> <ul style="list-style-type: none"> (a) promoting the Shire’s character as a tropical environment; (b) softening the built form of development; 	<p>AO1</p> <p>Development provides landscaping:</p> <ul style="list-style-type: none"> (a) in accordance with the minimum area, dimensions and other requirements of applicable development codes; (b) that is designed and planned in a way that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 	<p>Complies with AO1</p> <p>Please refer to assessment against relevant benchmarks.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(c) enhancing the appearance of the development from within and outside the development and makes a positive contribution to the streetscape;</p> <p>(d) screening the view of buildings, structures, open storage areas, service equipment, machinery plant and the like from public places, residences and other sensitive development;</p> <p>(e) where necessary, ensuring the privacy of habitable rooms and private outdoor recreation areas;</p> <p>(f) contributing to a comfortable living environment and improved energy efficiency, by providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces;</p> <p>(g) ensuring private outdoor recreation space is useable;</p> <p>(h) providing long term soil erosion protection;</p>	<p>– Landscaping;</p> <p>(c) that is carried out and maintained in accordance with a landscaping plan that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7</p> <p>– Landscaping.</p> <p>Note - Planning scheme policy SC6.7 – Landscaping provides guidance on meeting the outcomes of this code. A landscape plan submitted for approval in accordance with the Planning policy is one way to achieve this outcome.</p>	



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Performance outcomes	Acceptable outcomes	Compliance
<ul style="list-style-type: none"> (i) providing a safe environment; (j) integrating existing vegetation and other natural features of the premises into the development; (k) not adversely affecting vehicular and pedestrian sightlines and road safety 		
For assessable development		
<p>PO2</p> <p>Landscaping contributes to a sense of place, is functional to the surroundings and enhances the streetscape and visual appearance of the development.</p>	<p>AO2.1</p> <p>No acceptable outcomes are specified. Note - Landscaping is in accordance with the requirements specified in Planning scheme policy SC6.7 – Landscaping.</p>	<p>Able to Comply with AO2.1</p> <p>The site is able to be landscaped in accordance with the Planning Scheme policy.</p>
	<p>AO2.2</p> <p>Tropical urbanism is incorporated into building design. Note – ‘Tropical urbanism’ includes many things such as green walls, green roofs, podium planting and vegetation incorporated into the design of a building</p>	<p>Able to comply with AO2.2</p> <p>Tropical landscaping is able to be incorporated into the design.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO3</p> <p>Development provides landscaping that is , as far as practical, consistent with the existing desirable landscape character of the area and protects trees, vegetation and other features of ecological, recreational, aesthetic and cultural value.</p>	<p>AO3.1</p> <p>Existing vegetation on site is retained and incorporated into the site design, wherever possible, utilising the methodologies and principles outline in AS4970-2009 Protection of Trees on Development Sites.</p>	<p>Complies with AO3.1</p> <p>Existing mature on-site vegetation is proposed to be retained where practical.</p>
	<p>AO3.2</p> <p>Mature vegetation on the site that is removed or damaged during development is replaced with advanced species</p>	<p>Not Applicable</p> <p>Mature vegetation on site would be retained as part of the development.</p>
	<p>AO3.3</p> <p>Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are incorporated into new development</p>	<p>Not Applicable</p> <p>There is no established landscape character.</p>
	<p>AO3.4</p> <p>Street trees are species which enhance the landscape character of the streetscape, with</p>	<p>Able to Comply with AO3.4</p> <p>Street trees are able to be planted in accordance with Council Policy.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	species chosen from the Planning scheme policy SC6.7 – Landscaping.	
<p>PO4</p> <p>Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.</p>	<p>AO4</p> <p>Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p>Able to comply with AO4</p> <p>Landscaping is able to be undertake with species selected from the Planning Scheme policy.</p>
<p>PO5</p> <p>Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal roadways.</p>	<p>AO5</p> <p>Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p>Not Applicable</p> <p>No car parking areas are proposed.</p>
<p>PO6</p> <p>Landscaped areas are designed in order to allow for efficient maintenance.</p>	<p>AO6.1</p> <p>A maintenance program is undertaken in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p>Able to comply with AO6.1</p> <p>Landowners would be responsible for the landscape maintenance.</p>
	<p>AO6.2</p> <p>Tree maintenance is to have regard to the ‘Safe Useful Life Expectancy of Trees (SULE). Note – It</p>	<p>Able to comply with AO6.2</p> <p>Landowners would be responsible for the landscape maintenance.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>may be more appropriate to replace trees with a SULE of less than 20 years (as an example), and replant with younger healthy species</p>	
<p>PO7 Podium planting is provided with appropriate species for long term survival and ease of maintenance, with beds capable of proper drainage.</p>	<p>AO7.1 Podium planting beds are provided with irrigation and are connected to stormwater infrastructure to permit flush out.</p>	<p>Not Applicable No podium is proposed.</p>
	<p>AO7.2 Species of plants are selected for long term performance designed to suit the degree of access to podiums and roof tops for maintenance.</p>	<p>Not Applicable No podium is proposed.</p>
<p>PO8 Development provides for the removal of all weed and invasive species and implement on-going measures to ensure that weeds and invasive species do not reinfest the site and nearby premises</p>	<p>AO8 Weed and invasive species detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person.</p>	<p>Complies with AO8 No weeds or invasive species have been identified on site.</p>
<p>PO9</p>	<p>AO9</p>	<p>Abel to comply with PO9</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>The landscape design enhances personal safety and reduces the potential for crime and vandalism</p>	<p>No acceptable outcomes are specified. Note - Planning scheme policy SC6.3 – Crime prevention through environmental design (CPTED) provides guidance on meeting this outcome.</p>	<p>Landscape design for the individual properties would enhance or maintain personal safety.</p>
<p>PO10 The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.</p>	<p>AO10 Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p>Able to comply with AO10 Landscaping is able to be undertake with species selected from the Planning Scheme policy</p>



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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 intended 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



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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 – assessable development

Performance outcomes	Acceptable outcomes	Compliance
General lot design standards		
<p>PO1 Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5</p>	<p>AO1 No acceptable outcomes are prescribed.</p>	<p>Complies with the purpose of the medium density residential zone.</p> <p>The purpose of the zone is to, inter alia, (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.</p> <p>The proposed ultimate development would provide dwelling houses on allotments consistent with the purpose of the zone.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO2</p> <p>New lots are generally rectangular in shape with functional areas for land uses intended by the zone.</p>	<p>AO2</p> <p>Boundary angles are not less than 45 degrees.</p>	<p>Complies with AO2</p> <p>No boundaries would be less than 45°.</p>
<p>PO3</p> <p>Lots have legal and practical access to a public road</p>	<p>AO3</p> <p>Each lot is provided with:</p> <ul style="list-style-type: none"> (a) direct access to a gazetted road reserve; or (b) access to a gazetted road via a formal access arrangement registered on the title. 	<p>Complies with AO3</p> <p>Each lot would be provided with an access from either Dickson Street or Old Port Road.</p>
<p>PO4</p> <p>Development responds appropriately to its local context, natural systems and site features.</p>	<p>AO4</p> <p>Existing site features such as:</p> <ul style="list-style-type: none"> (a) significant vegetation and trees; (b) waterways and drainage paths; (c) vistas and vantage points are retained and/or are incorporated into open space, road reserves, near to lot boundaries or as common property. 	<p>Complies with AO4</p> <p>Where possible the existing mature trees on the site would be retained as part of the development.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>PO5</p> <p>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.</p>	<p>AO5</p> <p>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.</p>	<p>Not Applicable</p> <p>The proposed lots would not be capable of further reconfiguration.</p>
<p>PO6</p> <p>Where existing buildings or structures are to be retained, development results in:</p> <ul style="list-style-type: none"> (a) boundaries that offer regular lot shapes and usable spaces; (b) existing improvements complying with current building and amenity standards in relation to boundary setbacks. <p>Note - This may require buildings or structures to be modified, relocated or demolished to meet setback standards, resolve encroachments and the like.</p>	<p>AO6</p> <p>Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater</p>	<p>Complies with PO6</p> <p>Refer to the assessment against the Medium Density Residential Zone Code.</p>
<p>PO7</p> <p>Where rear lots are proposed, development:</p>	<p>AO7.1</p> <p>Where rear lots are to be established:</p>	<p>Not Applicable</p> <p>No rear lots would be established.</p>



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



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO7.3</p> <p>Access strips are provided with a sealed pavement of sufficient width to cater for the intended traffic, but no less than:</p> <ul style="list-style-type: none"> (a) 3.0 metres in Residential Zone. (b) 6.0 metres in an Industrial Zone. (c) 3.5 metres in any other Zone. 	<p>Not Applicable</p> <p>No rear lots would be established.</p>
<p>Structure plans Additional requirements for:</p> <ul style="list-style-type: none"> (a) a site which is more than 5,000m² in any of the Residential zones; or within these zones, and (b) creates 10 or more lots; or (c) involves the creation of new roads and/or public use land. or (d) For a material change of use involving: <ul style="list-style-type: none"> (i) preliminary approval to vary the effect of the planning scheme; (ii) establishing alternative Zones to the planning scheme. <p>Note - This part is to be read in conjunction with the other parts of the code</p>		
<p>PO8</p> <p>A structure plan is prepared to ensure that neighbourhood design, block and lot layout, street network and the location and provision on any</p>	<p>AO8.1</p> <p>Neighbourhood design, lot and street layout, and open space provides for, and integrates with, any:</p> <ul style="list-style-type: none"> (a) approved structure plan; 	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>open space recognises previous planning for the area and its surroundings and integrates appropriately into its surroundings.</p>	<p>(b) the surrounding pattern of existing or approved subdivision.</p> <p>Note - Planning scheme policy SC14– Structure planning provides guidance on meeting the performance outcomes.</p>	
	<p>AO8.2</p> <p>Neighbourhood design, lot and street layouts enable future connection and integration with adjoining undeveloped land.</p>	<p>Not Applicable</p>
<p>PO9</p> <p>Neighbourhood design results in a connected network of walkable streets providing an easy choice of routes within and surrounding the neighbourhood.</p>	<p>AO9.1</p> <p>Development does not establish cul-de-sac streets unless:</p> <ul style="list-style-type: none"> (a) cul-de-sacs are a feature of the existing pattern of development in the area; (b) there is a physical feature or incompatible zone change that dictates the need to use a cul-de-sac streets. 	<p>Not Applicable</p>
	<p>AO9.2</p> <p>Where a cul-de-sac street is used, it:</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> (a) is designed to be no longer than 150 metres in length; (b) is designed so that the end of the cul-de-sac is visible from its entrance; (c) provides connections from the top of the cul-de-sac to other streets for pedestrians and cyclists, where appropriate. 	
	<p>AO9.3 No more than 6 lots have access to the turning circle or turning-tee at the end of a cul-de-sac street</p>	<p>Not Applicable</p>
<p>PO10 Neighbourhood design supports diverse 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.</p>	<p>PO10 No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO11 Provision of physical and social infrastructure in</p>	<p>AO11.1 New development adjoins adjacent existing or</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>developing residential neighbourhoods is facilitated through the orderly and sequential development of land.</p> <p>Note - Part 4 – Local government infrastructure plan may identify specific levels of infrastructure to be provided within development sites.</p>	<p>approved urban development.</p> <p>AO11.2 New development is not established beyond the identified Local government infrastructure plan area.</p>	<p>Not Applicable</p>
<p>Urban parkland and environmental open space</p>		
<p>PO12</p> <p>Where appropriate development maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore.</p>	<p>AO12</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p>
<p>PO13</p> <p>Development provides land to:</p> <ul style="list-style-type: none"> (a) meet the recreation needs of the community; (b) provide an amenity commensurate with the structure of neighbourhoods and land uses in the vicinity; and adjacent to open space areas; 	<p>AO13</p> <p>No acceptable outcomes are prescribed.</p> <p>Note - Part 4 – Priority infrastructure plan and Planning scheme policy SC14 – Structure Plans provides guidance in providing open space and recreation land.</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
(c) provide for green corridors and linkages.		
<p>AO14 Lot size, dimensions, frontage and orientation permits buildings to be established that will facilitate casual surveillance to urban parkland and environmental open space.</p>	<p>AO14.1 Urban parkland is regular in shape</p>	<p>Not Applicable</p>
	<p>AO14.2 At least 75% of the urban parkland's frontage is provided as road.</p>	<p>Not Applicable</p>
	<p>AO14.3 Urban parkland and environmental open space areas are positioned to be capable of being overlooked by surrounding development.</p>	<p>Not Applicable</p>
	<p>AO14.4 Surrounding lots are orientated so that facades will front and overlook the urban parkland and environmental open space.</p>	<p>Not Applicable</p>
	<p>AO14.5 The number of lots that back onto, or are side orientated to the urban parkland and</p>	<p>Not Applicable</p>



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Performance outcomes	Acceptable outcomes	Compliance
	environmental open space is minimised.	
Private subdivisions (gated communities)		
<p>PO15</p> <p>Private subdivisions (gated communities) do not compromise the establishment of connected and integrated infrastructure and open space networks.</p>	<p>PO15</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p> <p>The proposed development would not be a gated subdivision.</p>
Additional requirements for reconfiguration involving the creation of public streets or roads		
<p>PO16</p> <p>The function of new roads is clearly identified and legible and provides integration, safety and convenience for all users.</p>	<p>AO16</p> <p>No acceptable outcomes are prescribed.</p> <p>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</p>	<p>Complies with AO16</p> <p>The proposed development would require the extension of Dickson Street and it is requested that Council condition its construction as part of any approval granted.</p>
<p>PO17</p> <p>Street design supports an urban form that creates walkable neighbourhoods. Street design:</p>	<p>AO17</p> <p>No acceptable outcomes are prescribed.</p>	<p>Complies with AO17</p> <p>The proposed development would require the extension of Dickson Street and it is requested that Council condition its construction as part of</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p>(a) is appropriate to the function(s) of the street;</p> <p>(b) meets the needs of users and gives priority to the needs of vulnerable users.</p>		<p>any approval granted.</p>
<p>Public transport network</p>		
<p>PO18</p> <p>Development provides a street pattern that caters for the extension of public transport routes and infrastructure including safe pedestrian pick-up and set-down up facilities.</p>	<p>AO18</p> <p>No acceptable outcomes are prescribed.</p>	<p>Not Applicable</p> <p>the proposed development would not introduce a street pattern.</p>
<p>Pest Plants</p>		
<p>PO19</p> <p>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.</p> <p>Editor's note - This does not remove or replace all land owner's obligations or responsibilities under the Land</p>	<p>AO19</p> <p>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.</p> <p>Note - A declaration from an appropriately qualified person validates the land being free from pest plants.</p>	<p>Not Applicable</p> <p>No pest plants have been identified on the application site.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Protection (Pest and Stock Route Management) Act 2002.	Declared pest plants include locally declared and State declared pest plants.	



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9.4.9 Vegetation management code

9.4.9.1 Application

(1) This code applies to assessing operational works for vegetation damage 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.

9.4.9.2 Purpose

(1) The purpose of the Vegetation management code is achieved through the overall outcomes.

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

- (a) vegetation is protected from inappropriate damage;
- (b) where vegetation damage does occur it is undertaken in a sustainable manner;
- (c) significant trees are maintained and protected;
- (d) biodiversity and ecological values are protected and maintained;
- (e) habitats for rare, threatened and endemic species of flora and fauna are protected and maintained;
- (f) landscape character and scenic amenity is protected and maintained;
- (g) heritage values are protected and maintained.



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9.4.9.3 Criteria for assessment

Table 9.4.9.3.a – Vegetation Management – assessable development

Performance outcomes	Acceptable outcomes	Compliance
For self-assessable and assessable development		
<p>PO1 Vegetation is protected to ensure that:</p> <ul style="list-style-type: none"> (a) the character and amenity of the local area is maintained; (b) vegetation damage does not result in fragmentation of habitats; (c) vegetation damage is undertaken in a sustainable manner; (d) the Shire’s biodiversity and ecological values are maintained and protected; (e) vegetation of historical, cultural and / or visual significance is retained; (f) vegetation is retained for erosion prevention and slope stabilisation 	<p>AO1.1 Vegetation damage is undertaken by a statutory authority on land other than freehold land that the statutory authority has control over;</p> <p>or</p>	<p>Not Applicable The site is freehold land</p>
	<p>AO1.2 Vegetation damage is undertaken by or on behalf of the local government on land controlled, owned or operated by the local government;</p> <p>or</p>	<p>Not Applicable The site is freehold land</p>
	<p>AO1.3 Vegetation damage, other than referenced in AO1.1 or AO1.2 is the damage of:</p>	<p>Not Applicable Refer AO1.4 and AO1.5</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(a) vegetation declared as a pest pursuant to the Land Protection (Pest and Stock Route Management) Act 2002; or</p> <p>(b) vegetation identified within the local government's register of declared plants pursuant to the local government's local laws; or</p> <p>(c) vegetation is located within a Rural zone and the trunk is located within ten metres of an existing building; or</p> <p>(d) vegetation is located within the Conservation zone or Environmental management zone and the trunk is located within three metres of an existing or approved structure, not including a boundary fence;</p> <p>or</p>	
	<p>AO1.4 Vegetation damage that is reasonably necessary for carrying out work that is:</p>	<p>Complies with AO1.4 Any vegetation damage undertaken as a result or in association with the development would be authorised by the appropriate development</p>



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Performance outcomes	Acceptable outcomes	Compliance
	(a) authorised or required under legislation or a local law; (b) specified in a notice served by the local government or another regulatory authority; or	approval.
	AO1.5 Vegetation damage for development where the damage is on land the subject of a valid development approval and is necessary to give effect to the development approval; or	Complies with AO1.5 Any vegetation damage undertaken as a result or in association with the development would be authorised by the appropriate development approval.
	AO1.6 Vegetation damage is in accordance with an approved Property Map of Assessable Vegetation issued under the Vegetation Management Act 1999; or	Not Applicable Refer AO1.4 and AO1.5



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO1.7 Vegetation damage is essential to the maintenance of an existing fire break; or</p>	<p>Not Applicable Refer AO1.4 and AO1.5</p>
	<p>AO1.8 Vegetation damage is essential to prevent interference to overhead service cabling; or</p>	<p>Not Applicable Refer AO1.4 and AO1.5</p>
	<p>AO1.9 Vegetation damage is for an approved Forest practice, where the lot is subject to a scheme approved under the Vegetation Management Act 1999; or</p>	<p>Not Applicable Refer AO1.4 and AO1.5</p>
	<p>AO1.10 Vegetation damage is undertaken in accordance with section 584 of the Sustainable Planning Act 2009.</p>	<p>Not Applicable Refer AO1.4 and AO1.5</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO1.11 Vegetation damage where it is necessary to remove one tree in order to protect an adjacent more significant tree (where they are growing close to one another).</p>	<p>Not Applicable Refer AO1.4 and AO1.5</p>
	<p>AO1.12 Private property owners may only remove dead, dying, structurally unsound vegetation following receipt of written advice from, at minimum, a fully qualified Certificate V Arborist. A copy of the written advice is to be submitted to Council for its records, a minimum of seven business days prior to the vegetation damage work commencing.</p>	<p>Not Applicable Refer AO1.4 and AO1.5</p>
<p>PO2 Vegetation damaged on a lot does not result in a nuisance.</p>	<p>AO2.1 Damaged vegetation is removed and disposed of at an approved site; or</p>	<p>Able to comply with AO2.1 All removed vegetation would be disposed of at an approved site.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>AO2.2 Damaged vegetation is mulched or chipped if used onsite.</p>	<p>Able to comply with AO2.1 All removed vegetation would be disposed of at an approved site.</p>
For assessable development		
<p>PO3 Vegetation damage identified on the Places of significance overlay lot does not result in a negative impact on the site's heritage values</p>	<p>AO3 No acceptable outcomes are prescribed.</p>	<p>Not Applicable No vegetation is identified on the subject site.</p>



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**Company owner's consent to the making of a development application
under the *Planning Act 2016***

I, _____ *{insert name in full}*
~~Sole Director/Secretary of the company mentioned below.~~

{Delete the above where company owner's consent must come from both director and director/secretary}

I, CHARMAINE RITA MATTHEWS *{insert name in full}*
Director of the company mentioned below.

and I, PHILIP JOHN MATTHEWS *{insert name in full}*
{insert position in full—i.e. another director, or a company secretary}

{Delete the above two boxes where there is a sole director/secretary for the company giving the owner's consent.}

of
Peace World Pty Ltd

the company being the owner of the premises identified as follows:

11-15 Dickson Street, Port Douglas and Described as Lot 404 C2251

consent to the making of a development application under the *Planning Act 2016* by:

Austart Homes Pty Ltd

on the premises described above for:

Multiple Dwellings and Reconfiguring a Lot



Company seal (if used)

Company Name and ACN:

Signature of Sole Director/Secretary

Date

[Delete the above where company owner's consent must come from both director and director/secretary.]

Company Name and ACN: PEACEWORLD PTY LTD ACN 064 606 346	
 Signature of Director	 Signature of Director/Secretary
15-5-19 Date	15-5-19 Date

[Delete the above where there is a sole director/secretary for the company giving the owner's consent.]