

# DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) made under section 282 of the Planning Act 2016.

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

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

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

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

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

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

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

## PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Brian Petruszewski
Contact name (only applicable for companies)	c/- GMA Certification, Hannah Dayes
Postal address (P.O. Box or street address)	PO Box 831
Suburb	Port Douglas
State	Queensland
Postcode	4877
Country	Australia
Contact number	(07) 4041 0111
Email address (non-mandatory)	Hannah.D@gmacert.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	20212126

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input checked="" 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
		18-20	Teamsters Close	Cragillie
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4871	7	RP804923	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

- ☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		<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 the details of these premises have been attached in a schedule to this development application  
☒ Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

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

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

- ☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

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

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

- ☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application
- ☒ No

## PART 3 – DEVELOPMENT DETAILS

### Section 1 – Aspects of development

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

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

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

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

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

c) What is the level of assessment?

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

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

Reconfiguring a Lot (1 into 2)

e) Relevant plans

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

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

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

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

#### 6.3) Additional aspects of development

- ☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application

- ☒ Not required

## Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	<input 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 <sup>2</sup> ) (if applicable)
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input 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?	
One	
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 constructed road (complete 13))

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created			2	
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input checked="" type="checkbox"/> 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 <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement
Proposed	3.0	33.857	Services	Proposed new lot fronting Owen Street

### 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"/> Drainage work <input type="checkbox"/> Landscaping <input type="checkbox"/> Other – please specify:	<input type="checkbox"/> Stormwater <input type="checkbox"/> Earthworks <input type="checkbox"/> Signage <input type="checkbox"/> Water infrastructure <input type="checkbox"/> Sewage infrastructure <input type="checkbox"/> Clearing vegetation
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)	
\$	

## PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Douglas Shire Council
16) Has the local government agreed to apply a superseded planning scheme for this development application?
<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application <input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached <input checked="" type="checkbox"/> No

## PART 5 – REFERRAL DETAILS

### 17) Does this development application include any aspects that have any referral requirements?

**Note:** A development application will require referral if prescribed by the Planning Regulation 2017.

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

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

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☐ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees (*category 3 levees only*)
- ☐ Wetland protection area

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

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has been devolved to local government*)

<input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the <b>Chief Executive of the distribution entity or transmission entity:</b>
<input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to:
<ul style="list-style-type: none"> <li>• The <b>Chief Executive of the holder of the licence</b>, if not an individual</li> <li>• The <b>holder of the licence</b>, if the holder of the licence is an individual</li> </ul>
<input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the <b>Brisbane City Council:</b>
<input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the <b>Minister responsible for administering the <i>Transport Infrastructure Act 1994</i>:</b>
<input type="checkbox"/> Ports – Brisbane core port land <i>(where inconsistent with the Brisbane port LUP for transport reasons)</i>
<input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the <b>relevant port operator</b> , if applicant is not port operator:
<input type="checkbox"/> Ports – Land within Port of Brisbane's port limits <i>(below high-water mark)</i>
Matters requiring referral to the <b>Chief Executive of the relevant port authority:</b>
<input type="checkbox"/> Ports – Land within limits of another port <i>(below high-water mark)</i>
Matters requiring referral to the <b>Gold Coast Waterways Authority:</b>
<input type="checkbox"/> Tidal works or work in a coastal management district <i>(in Gold Coast waters)</i>
Matters requiring referral to the <b>Queensland Fire and Emergency Service:</b>
<input type="checkbox"/> Tidal works or work in a coastal management district <i>(involving a marina (more than six vessel berths))</i>

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

## PART 6 – INFORMATION REQUEST

<b>19) Information request under Part 3 of the DA Rules</b>
<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
<b>Note:</b> By not agreeing to accept an information request I, the applicant, acknowledge: <ul style="list-style-type: none"> <li>• 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</li> <li>• Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</li> </ul>
Further advice about information requests is contained in the <a href="#">DA Forms Guide</a> .

## PART 7 – FURTHER DETAILS

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

- ☐ Yes – provide details below or include details in a schedule to this development application  
☒ No

List of approval/development application references	Reference number	Date	Assessment manager
<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)

- ☐ Yes – a copy of the receipted QLeave form is attached to this development application  
☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid  
☒ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

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

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

- ☐ Yes – show cause or enforcement notice is attached  
☒ No

23) Further legislative requirements

### **Environmentally relevant activities**

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

- ☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below  
☒ No

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

Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			

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

### **Hazardous chemical facilities**

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

- ☐ Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application  
☒ No

**Note:** See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information about hazardous chemical notifications.

### **Clearing native vegetation**

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

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

☒ No

**Note:** 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.  
2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

### **Environmental offsets**

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

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

☒ No

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

### **Koala habitat in SEQ Region**

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

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

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

☒ No

**Note:** If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at [www.des.qld.gov.au](http://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](http://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](http://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](http://www.dnrme.qld.gov.au) and [www.business.qld.gov.au](http://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](http://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](http://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](http://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](http://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

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

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

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

☒ No

**Note:** See guidance materials at [www.planning.dsdmip.qld.gov.au](http://www.planning.dsdmip.qld.gov.au) for further information.

## PART 8 – CHECKLIST AND APPLICANT DECLARATION

### 24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17

☒ Yes

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

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

**Note:** This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see [DA Forms Guide: Planning Report Template](#).

☒ Yes

Relevant plans of the development are attached to this development application

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

☒ Yes

The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)

☐ Yes

☒ Not applicable

### 25) Applicant declaration

☒ By making this development application, I declare that all information in this development application is true and correct

☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

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

**Privacy** – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

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

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

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

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

---

Date received:  Reference number(s):

### Notification of engagement of alternative assessment manager

Prescribed assessment manager	
Name of chosen assessment manager	
Date chosen assessment manager engaged	
Contact number of chosen assessment manager	
Relevant licence number(s) of chosen assessment manager	

### QLeave notification and payment

*Note: For completion by assessment manager if applicable*

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





GMA Certification  
Group

*Leaders in  
Building Certification Services*



## **PLANNING STATEMENT**

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For: Brian Petrus  
Development: Reconfiguring a Lot (1 into 2)  
At: 18-20 Teamsters Close, Craigie (Lot 7 of RP804923)  
Prepared by: GMA Certification Group  
File Ref: 20212126  
Revision: B

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## 1.0 Introduction

This report has been prepared on behalf of Brian Petrus in support of a Development Application to Douglas Shire Council for a Development Permit for Reconfiguring a Lot (1 into 2) on land located at 18-20 Teamsters Close, Craigie and described as Lot 7 on RP804923.

The site contains an area of 2,027m<sup>2</sup> and has frontage to Teamsters Close and Owen Street of approximately 30 metres. It is currently developed with two industrial sheds and car parking. One shed is accessed from Owen Street whilst the other site has access from Teamsters Close. The site is located within an existing industrial area and the locality is characterised by industrial developments in the form of storage, low impact industry and fabrication uses.

It is proposed to reconfigure the site to create two separate parcels of land. Each proposed lot would contain a shed and associated car parking. The proposed lot fronting Teamsters Close would have an area of approximately 1,015m<sup>2</sup> and would contain the existing shed and 8 car parking spaces. The proposed lot fronting Owen Street would have an area of approximately 1,012m<sup>2</sup> and would contain the other existing shed and 12 car parking spaces.

The application is identified as being Code Assessable and consideration can only be given to the Assessment Benchmarks contained within the Douglas Shire Planning Scheme.

The proposed development is considered to be consistent with the Assessment Benchmarks and is considered to be a suitable use of the site. The application is submitted for approval, subject to reasonable and relevant conditions.

## 2.0 Development Summary

<b>Address:</b>	18-20 Teamsters Close, Craiglie
<b>Real Property Description:</b>	Lot 7 of RP804923
<b>Easements &amp; Encumbrances:</b>	Nil
<b>Site Area/Frontage:</b>	Area: 2,027m <sup>2</sup> Frontage: 30 metres to Teamsters Close and Owen Street
<b>Registered Owner:</b>	Brian Victor John Petruszewski
<b>Proposal:</b>	Reconfiguring a Lot (1 into 2)
<b>Approval Sought:</b>	Development Permit
<b>Level of Assessment:</b>	Code Assessment
<b>State Interests – State Planning Policy</b>	<ul style="list-style-type: none"> <li>Safety and Resilience to Hazards – Flood hazard area – Level 1 – Queensland Floodplain Assessment Overlay.</li> </ul>
<b>State Interests – SARA Mapping:</b>	<ul style="list-style-type: none"> <li>Native Vegetation Clearing – Category X on the regulated vegetation management map.</li> </ul>
<b>Referral Agencies:</b>	Nil
<b>State Development Assessment Provisions:</b>	Not Applicable
<b>Regional Plan Designation:</b>	Urban Footprint
<b>Zone:</b>	Industry Zone
<b>Local Plan Designation:</b>	Port Douglas/Craiglie Local Plan - Precinct 3
<b>Overlays:</b>	<ul style="list-style-type: none"> <li>Acid Sulphate Soils – 5-20m AHD; and,</li> <li>Natural Areas – MSES – Regulated Vegetation.</li> </ul>

### 3.0 Site and Locality

The subject site is a single allotment located at 18-20 Teamsters Close, Craiglie, and described as Lot 7 on RP804923. The site contains an area of 2,027m<sup>2</sup> and has frontage to Teamsters Close and Owen Street of approximately 30 metres. It is currently developed with two industrial sheds and car parking. One shed is accessed from Owen Street whilst the other site has access from Teamsters Close. In association with the existing development, approximately 20 on-site car parking spaces are provided. 8 of these spaces are accessed from Teamsters Close with the balance accessed from Owen Street

The locality containing the site is generally characterised by industrial developments. To the north the site adjoins a concrete batching plant and to the south is an industrial shed. Teamsters close adjoins the site to the east and Owen Street to the west.



Photo 1 – Site Location (Source Queensland Globe)

## 4.0 Proposal

It is proposed to reconfigure the site to create two lots from the existing single lot. Each proposed lot would contain a shed and associated car parking. The proposed lot fronting Teamsters Close would have an area of approximately 1,015m<sup>2</sup> and would contain the existing shed and 8 car parking spaces. The proposed lot fronting Owen Street would have an area of approximately 1,012m<sup>2</sup> and would contain the other existing shed and 12 car parking spaces. The common boundary between the lots would result in the buildings being setback three metres from the existing buildings.

Access to the proposed developments would be provided separately from Teamsters Close and Owen Street.

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:	Proposed Lot 1 – 1,015m <sup>2</sup> Proposed Lot 2 – 1012m <sup>2</sup>
Frontage:	30 metres to Teamsters Close and Owens Street
Access:	Teamsters Close and Owen Street



## 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 Reconfiguring a Lot (1 into 2). The table below identifies the level of assessment and the categorising section of the Douglas Shire Council Planning Scheme.

Development	Categorising Section	Level of Assessment
Reconfiguring a Lot	Table 5.6.e Industry 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 Assessment 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**

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 FNQ 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**

There are no referral agencies identified in respect of this application.

### **5.1.8 State Development Assessment Provisions**

As there are no referral agencies for the application, no State Development Assessment Provisions Apply to the assessment.



## 6.0 Local Planning Considerations

### 6.1 Douglas Shire Council Planning Scheme

Within the Douglas Shire Council Planning Scheme (2018), the site is identified within the Industry Zone and is affected by the following overlays:

- Acid Sulphate Soils Overlay; and,
- Natural Areas Overlay.

The Table below identifies the applicable Assessment Benchmarks contained within the Planning Scheme.

Assessment Benchmark	Applicability	Compliance
Industry Zone Code	Applies	Generally complies with applicable Acceptable Outcomes. Consideration is required in respect of Performance Outcome PO13. Refer below.
Port Douglas – Craiglie Local Plan Code	Applies	Complies with the applicable Acceptable Outcomes.
Acid Sulfate Soils Overlay Code	Applies	Complies with the applicable Acceptable Outcomes.
Natural Areas Overlay Code	Applies	Complies with the applicable Acceptable Outcomes.
Transport Network Overlay Code	Applies	Complies with the applicable Acceptable Outcome.
Reconfiguring a Lot Code	Applies	Generally complies with the applicable Acceptable Outcomes. Consideration is required in respect of Performance Outcome PO6, refer below.

## 6.1.1 Statement of Compliance – Benchmark Assessment

### 6.1.1.1 Industry Zone Code

Performance outcome PO13 of the Industry Zone Code States:

#### **PO13**

*New lots contain a 20 metre x 40 metre rectangle.*

The proposed lots would have a rectangle of approximately 30 metres by 30 metres. Whilst this is less than the 40 metre dimension required, the proposed lots would be of a regular shape and size suitable for a range of service, low or medium impact industrial uses consistent with the purpose of the Industry Zone Code and would provide for the retention of the existing industrial development on the land.

The proposed reconfiguration is considered to be consistent with the purpose of the zone code to provide for a range of service, low or medium impact uses whilst maintaining the existing industrial amenity of the area.

### 6.1.1.2 Reconfiguring a Lot Code

Performance Outcome PO6 of the Reconfiguring a Lot Code states:

#### **PO6**

*Where existing buildings or structures are to be retained, development results in:*

- (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.*

The associated Acceptable Outcome states:

#### **AO6**

*Development ensures setbacks between existing buildings or structures and proposed boundaries satisfy relevant building standards or zone code requirements, whichever is the greater.*

The proposed reconfiguration would result in development that is setback less than the accepted 6 metre front setback to Teamsters Close. Notwithstanding, the lots would be regularly shaped and would facilitate the continued use of the land for their existing use with the existing standard of amenity. The proposed development is considered to satisfy the requirements of the higher order Performance Outcome.

## 6.2 Douglas Shire Council Infrastructure Charges Resolution (No. 2) 2021

In accordance with the Councils Infrastructure Charges Resolution (No. 2) adopted by Council on 23 February 2021 Council is required to determine whether the proposed subdivision is required to be the subject of an infrastructure charge.

The levied charge is based upon the adopted charge contained in the resolution applicable to the proposed development less any credits available to the premises as calculated as a unit of measure for the existing development.

In this instance the Adopted Charge is based upon the charge applicable to the creation of an additional lot and the credit is based upon the existing development in the site.

The adopted charge for the creation of a new lot is identified as \$24,143.38 and the credit is based upon \$49.24 per square metre of Gross Floor Area plus any areas, whether roofed or not that may be used for the existing low impact industry use. The new lot fronting Owen Street would contain an existing low impact Industry use with a Gross Floor Area of 334m<sup>2</sup> and an external storage area of 276m<sup>2</sup>. This equate to a total area of 610m<sup>2</sup> and, in accordance with the Council resolution, a credit of \$30,036.40.

As the existing credit exceeds the adopted charge, in accordance with 4.1 b. of the Council resolution, no charge is applicable.

## 7.0 Summary and Conclusion

This report has been prepared on behalf of Brian Petrus in support of a Development Application to Douglas Shire Council for a Development Permit for Reconfiguring a Lot (1 into 2) on land located at 18-20 Teamsters Close, Craigie and described as Lot 7 on RP804923.

The application site consists of two industrial sheds and car parking facilities. The application site has an area of 2,027m<sup>2</sup> and has frontage to Teamsters Close and Owens Street, both of 30 metres. The site is landscaped with buffer vegetation around the boundaries, otherwise cleared for carparking and industrial sheds. The site is a flat parcel of land.

The proposed reconfiguration would result in the creation of two lots with areas greater than 1,000m<sup>2</sup> and with separate accesses from Teamsters Close and Owen Street. Each lot would retain the existing buildings and industrial uses and the resultant subdivision would not affect the built form or amenity of the area.

An assessment has identified that minor consideration is required in respect of the requirements of the Industry Zone Code and the Reconfiguring a Lot Code. Relating to lot dimensions and building setbacks. Notwithstanding that the dimensional requirements and the resultant building setbacks do not comply with the Acceptable Outcomes; it is considered that the proposed reconfiguration is consistent with the higher order Performance Outcomes and the purpose of the Codes.

The Lot reconfiguration is considered to be consistent with the relevant Assessment Benchmarks and consistent with the amenity of the area. The application is submitted for approval, subject to reasonable and relevant conditions.

## Appendix 1.

# CERTIFICATE OF TITLE

Department of Resources  
ABN 59 020 847 551

<b>Title Reference:</b>	<b>21444250</b>	<b>Search Date:</b>	25/05/2021 08:40
<b>Date Title Created:</b>	23/07/1990	<b>Request No:</b>	37313610
<b>Previous Title:</b>	21443191		

**ESTATE AND LAND**

Estate in Fee Simple

LOT 7      REGISTERED PLAN 804923  
Local Government: DOUGLAS

**REGISTERED OWNER**

Dealing No: 718577486    13/02/2018

BRIAN VICTOR JOHN PETRUSZEWSKI

**EASEMENTS, ENCUMBRANCES AND INTERESTS**

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 10445154 (ALLOT 20 SEC 2)
2. MORTGAGE No 718577487 13/02/2018 at 15:55  
AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED A.B.N. 11  
005 357 522

**ADMINISTRATIVE ADVICES**

NIL

**UNREGISTERED DEALINGS**

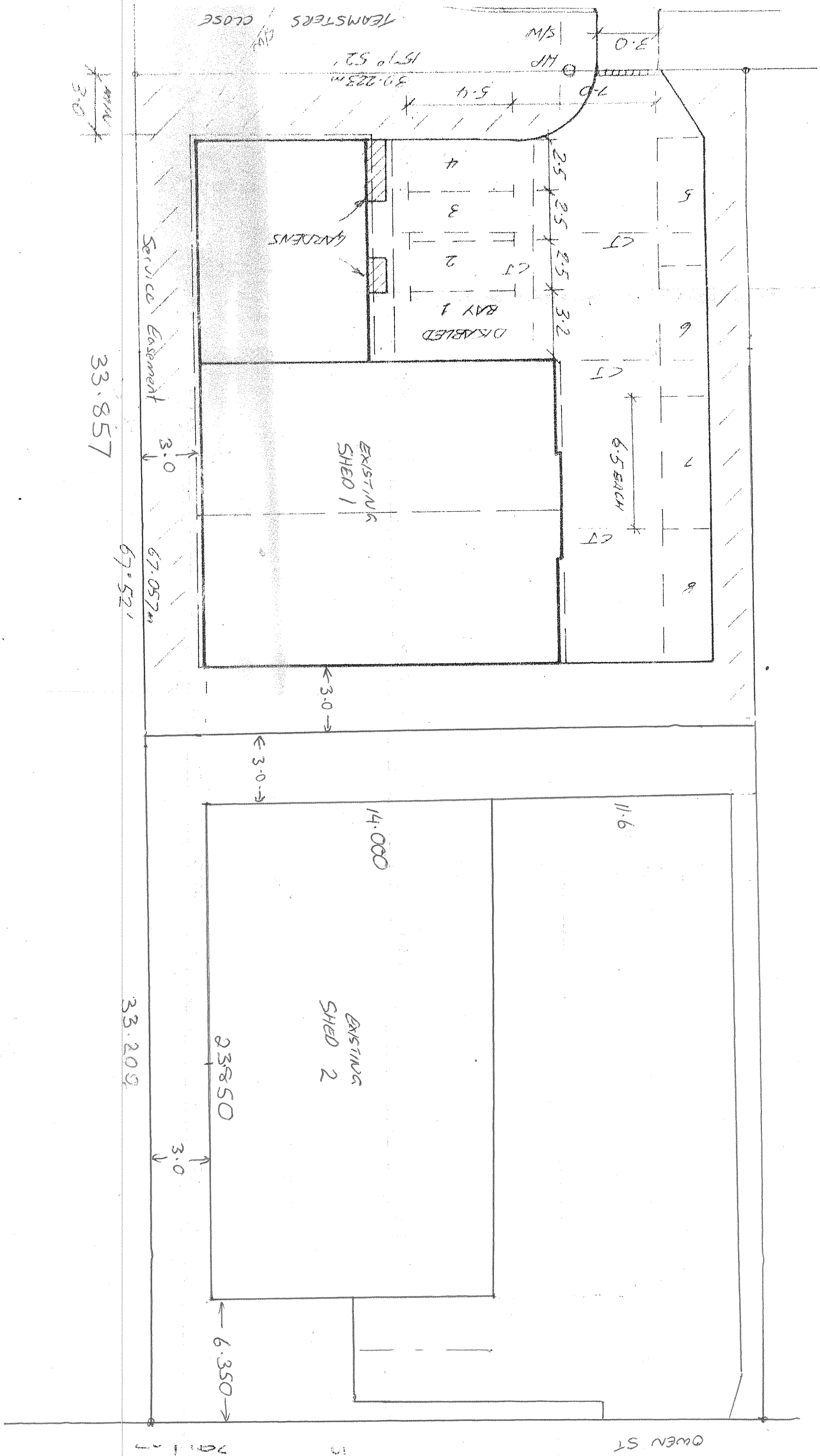
NIL

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*

## Appendix 2.

# PROPOSAL PLAN





## Appendix 3.

# PLANNING BENCHMARK ASSESSMENT



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## **6.2.5 Industry Zone Code**

### **6.2.5.1 Application**

- (1) This code applies to assessing development in the Industry zone.
- (2) When using this code, reference should be made to Part 5.

### **6.2.5.2 Purpose**

- (1) The purpose of the Industry zone code is to provide for a range of service, low or medium impact industrial uses. It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes
- (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 3.4.4 – Industry areas and activities.
    - (ii) Theme 2 : Environment and landscape values, Element 3.5.6 – Air and acoustic protection and hazardous materials.
    - (iii) Theme 5 : Economy, Element 5.8.2 – Economic growth and diversification, Element 5.8.5 – Innovation and technology.
  - (b) provide and protect land that is accessible and serviced for the location of industry;
  - (c) manage development to maintain an industrial amenity and provide adequate separation to sensitive land use activities.



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- (d) ensure the long term dominance of the Mossman Mill as an industrial activity on Industry zoned land in Mossman will continue to contribute to the development and prosperity of the town.
  - (e) recognise the opportunity to consolidate further industrial development around the Mosman Mill site to create a low /medium impact industry precinct in Mossman.
- (3) The purpose of the code will be achieved through the following overall outcomes:
- (a) Uses and works for industrial purposes are located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on adjacent non-industrial land.
  - (b) The scale, character and built form of development contributes to a high standard of amenity.
  - (c) Development has access to development infrastructure and essential services.
  - (d) The viability of both existing and future industrial activities is protected from the intrusion of incompatible uses.
  - (e) Industrial uses are adequately separated from sensitive land uses to minimise the likelihood of environmental harm or environmental nuisance occurring.



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### Table 6.2.5.3 – Criteria for assessment

#### Table 6.2.5.3.a – Industry zone code – assessable development

Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>PO1</b> The height of buildings and structures is consistent with those of nearby buildings.	<b>AO1</b> Buildings and structures are not more than 10 metres in height.	<b>Not applicable</b> No new buildings or structures are proposed as part of this development application.
<b>PO2</b> Buildings and structures are setback to contribute to an attractive and consistent streetscape appearance and to protect the amenity of other land uses.	<b>AO2.1</b> Buildings, structures, display and storage areas are set back a minimum of: (a) 8 metres to a State-controlled road (b) 6 metres from any other road frontage(s).	<b>Not applicable</b> The site is developed with existing buildings and no new buildings are proposed as part of Reconfiguring a lot.
	<b>AO2.2</b> Where a site has a common boundary with land in an Industry zone, the buildings are setback either: (a) 0 metres from the side and rear boundaries; or	<b>Not applicable</b> The site is developed with existing buildings and no new buildings are proposed as part of Reconfiguring a lot



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Performance outcomes	Acceptable outcomes	Compliance
	<p>(b) 2.5 metres or <math>\frac{1}{4}</math> of the height of the building, which ever if the greater; and</p> <p>(c) not any distance between 0 metres and 2.5 metres.</p> <p>Note – Building Code requirements must be satisfied.</p>	
	<p><b>AO2.3</b></p> <p>Where a site has a common boundary with land not in an Industry zone, the buildings, structures, display areas and storage are setback 2.5 metres or <math>\frac{1}{4}</math> of the height of the building, whichever is the greater from the common boundary.</p> <p>Note – Building Code requirements must be satisfied</p>	<p><b>Not applicable</b></p> <p>The site does not adjoin land not in an industry zone.</p>
<p><b>PO3</b></p> <p>The site coverage of buildings ensures that there is sufficient space available to cater for services, landscaping and the on-site parking and manoeuvring of vehicles.</p>	<p><b>AO3</b></p> <p>The site coverage of buildings does not exceed 60%.</p>	<p><b>Complies with AO3</b></p> <p>The proposed reconfiguration would not result in either lot having a site coverage in excess of 60%.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO4</b> Development provides a quality workplace.	<b>AO4.1</b> Pedestrian entrances to buildings are: (a) easy to identify from the street and on-site car parking areas; (b) provided with sun and rain protection consisting of a minimum width of 900mm and positioned immediately above the entry way.	<b>Not applicable</b> No new entrances to buildings are proposed as part of this development application.
	<b>AO4.2</b> Any office or sales spaces are orientated toward the street and are provided with human scale elements (including, but not limited to, windows, doors, shading devices and variations in construction materials, colours etc.).	<b>Not applicable</b> No new offices or sale spaces are proposed as part of this development application.
	<b>AO4.3</b> Customer parking is located at the front of the building between the building and the street or to	<b>Complies with AO4.3</b> The reconfiguration would result in lots with car parking provided adjacent the side boundary and clearly visible from the street.



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Performance outcomes	Acceptable outcomes	Compliance
	the side of the building with clear visibility to the street.	
	<b>AO4.4</b> Any gates are sliding, or alternatively, open inward to the site so that the adjoining footpath reserve is not blocked when gates are open.	<b>Not applicable</b> No new gates are proposed as part of this development application.
	<b>AO4.5</b> Car parking surfaces are constructed or coated with glare-reducing materials.	<b>Not applicable</b> No new car parking is proposed as part of this development application.
<b>PO5</b> The appearance and amenity of development is enhanced through landscaping works. <small>Note – Planning scheme policy – Landscaping provides further guidance on meeting the performance outcome.</small>	<b>AO5.1</b> A minimum of 20% of the site is provided with space available for landscape planting.	<b>Complies with AO5.1</b> The proposed reconfiguration would provide for 20% of the proposed lots to be available for landscape planting.
	<b>AO5.2</b> A 2 metre landscape planting strip for dense planting is provided along the road frontage(s),	<b>Complies with AO5.2</b>



20212126 – 18-20 Teamsters Close, Craiglie

Performance outcomes	Acceptable outcomes	Compliance
	except that a 3 metre strip is provided along any frontage to the Captain Cook Highway.	The proposed lots are provided with existing landscaping that would not be affected by the proposed reconfiguration.
	<b>AO5.3</b> Landscape planting beds adjacent to parking and manoeuvring areas are protected from vehicle encroachment by a 150mm high vertical kerb edge or similar durable obstruction.	<b>Not applicable</b> The existing landscaping would be retained with no additional landscaping proposed.
	<b>AO5.4</b> Landscape planting consists of hardy tropical species suited to Douglas Shire's climatic conditions.	<b>Not applicable</b> No new landscaping is proposed as part of this development application.
<b>PO6</b> The movement of traffic on roads is not compromised by the loading and unloading of goods.	<b>AO6</b> All delivery/pick up vehicles are situated entirely within the site when being loaded and/or unloaded with goods	<b>Complies with AO6</b> The proposed reconfiguration would not affect the existing servicing arrangements.





20212126 – 18-20 Teamsters Close, Craiglie

Performance outcomes	Acceptable outcomes	Compliance
<b>P07</b> Industrial areas are not characterised by a proliferation of advertising signs and/or the use of large advertising signs.	<b>A07</b> No wall signs or painted advertising are located on the walls of industrial buildings facing, or visible to, the Captain Cook Highway.	<b>Not applicable</b> There are no signs or paintings proposed as part of this development application.
<b>P07</b> The movement of traffic on roads is not compromised by access and egress to the site.	<b>A07.1</b> Site access for vehicles is limited to one point per road frontage. or	<b>Complies with A07.1</b> Only one access point would be provided for each proposed lot.
	<b>A07.2</b> If needed, two access points separated by a minimum of 10 metres to facilitate on-site vehicular manoeuvring for large vehicles.	<b>Not applicable</b> Only one access point would be provided for each proposed lot.
	<b>A07.3</b> Sufficient space is available for vehicles to manoeuvre within the site so as to enter and leave the site in forward gear.	<b>Complies with A07.3</b> No alterations to turning spaces are proposed as part of this development application. Vehicles would continue to be able to enter and leave the site in a forward gear.



20212126 – 18-20 Teamsters Close, Craiglie

Performance outcomes	Acceptable outcomes	Compliance
<b>PO8</b> Development collects and disposes of waste materials and caters for spillages in a manner that prevents contamination of land or water.	<b>AO8.1</b> Sources of potential contaminants are roofed and sealed with impervious surfaces and provided with 110% storage capacity bund for spillage containment.	<b>Not applicable</b> This proposed development does not contain sources of potential contaminants.
	<b>AO8.2</b> Roof and storm water are directed away from areas of potential contamination.	<b>Not applicable</b> This proposed development does not contain sources of potential contaminants.
	<b>AO8.3</b> Contaminating materials are stored at levels above the defined flood / storm tide event, whichever is the highest.	<b>Not applicable</b> This proposed development does not contain sources of potential contaminants.
<b>PO9</b> The establishment of uses is consistent with the outcomes sought for the Industry zone and protects the zone from the intrusion of inconsistent uses.	<b>AO9</b> Uses identified in Table 6.2.5.3.b are not established in the Industry zone.	<b>Not applicable</b> No new uses are proposed as part of this development application.



20212126 – 18-20 Teamsters Close, Craiglie

Performance outcomes	Acceptable outcomes	Compliance
<b>PO10</b> Development does not lower the standards of amenity in terms of air, noise, odour, electrical interference and vibrations at any land use associated with the: (a) the Accommodation activity group, located outside the Industry zone; (b) the Sensitive land use activity group, located outside the Industry zone.	<b>AO10</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> Subdividing a Lot would have no impacts on the standards of the amenity in terms of air, noise, odour, electrical interference and vibrations.
<b>PO11</b> New lots contain a minimum area of 1000m <sup>2</sup> .	<b>AO11</b> No acceptable outcomes are prescribed	<b>Complies with PO11</b> Each of the proposed lots would have an area greater than 1000m <sup>2</sup> .
<b>PO12</b> New lots have a minimum road frontage of 20 metres.	<b>AO12</b> No acceptable outcomes are prescribed.	<b>Complies with PO12</b> The proposed Lots would have a road frontage of 30 metres.
<b>PO13</b>	<b>AO13</b>	<b>Complies with the Purpose of the Code</b>



20212126 – 18-20 Teamsters Close, Craiglie

Performance outcomes	Acceptable outcomes	Compliance
New lots contain a 20 metre x 40 metre rectangle.	No acceptable outcomes are prescribed.	The proposed Lots would have a rectangle of approximately 30 metres by 30 metres. Whilst this is less than the 40 metre dimension required, the proposed lots would be of a regular shape and size suitable for a range of service, low or medium impact industrial uses consistent with the purpose of the Industry Zone Code.

**Table 6.2.5.3.b – Inconsistent uses within the Industry zone**

Inconsistent uses		
<ul style="list-style-type: none"> <li>• Air services</li> <li>• Animal husbandry</li> <li>• Bar</li> <li>• Cemetery</li> <li>• Child care centre</li> <li>• Club</li> <li>• Community care centre</li> </ul>	<ul style="list-style-type: none"> <li>• Hotel</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> <li>• Major sport and entertainment facility</li> <li>• Motor sport facility</li> <li>• Multiple dwelling</li> <li>• Nature based tourism</li> </ul>	<ul style="list-style-type: none"> <li>• Relocatable home park</li> <li>• Renewable energy facility, being a wind farm</li> <li>• Residential care facility</li> <li>• Resort complex</li> <li>• Retirement facility</li> <li>• Roadside stall</li> </ul>



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<ul style="list-style-type: none"><li>• Community residence</li><li>• Cropping</li><li>• Detention facility</li><li>• Dual occupancy</li><li>• Dwelling house</li><li>• Environment facility</li><li>• Extractive industry</li><li>• Function facility</li><li>• Health care services</li><li>• Home based business</li><li>• Hospital</li></ul>	<ul style="list-style-type: none"><li>• Nightclub entertainment facility</li><li>• Non-resident workforce accommodation</li><li>• Outdoor sport and recreation</li><li>• Outstation</li><li>• Permanent plantation</li></ul>	<ul style="list-style-type: none"><li>• Rooming accommodation</li><li>• Rural workers accommodation</li><li>• Shopping centre</li><li>• Short-term accommodation</li><li>• Theatre</li><li>• Tourist attraction</li><li>• Tourist park</li><li>• Wholesale nursery</li></ul>
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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.

### **7.2.4.1 Context and setting**

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

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

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

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



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sides of the street for almost the entire length of the corridor into the heart of Port Douglas.

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

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

The street pattern in the town centre is based on the original grid pattern survey of 1878. While the town has lost many of its original buildings to cyclones and redevelopment, a number of important built features remain including the Central Hotel, the Court House Hotel, a number of relocated buildings such as St Mary's Church, the former Clink Theatre and the Court House Museum and scattered memorials such as the Carstens memorial in Macrossan Street and the Port Douglas War memorial in Wharf Street. The Sugar Wharf on Dickson Inlet was the original terminus of the tramline to Mossman. The tramline now terminates adjacent to the Port Douglas marina and operates as the Balley Hooley passenger service on four kilometres of track between the Port Douglas Marina and St Crispins Station.

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

#### **7.2.4.2 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:



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- (b) To set out a vision for revitalisation of the waterfront;
  - (c) To protect and enhance the environmental attributes; and
- (2) To provide a flexible framework, expressed through several key strategies that will assist the Council and community in managing change
- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Port Douglas will continue to develop as the premium destination for international and domestic tourists in the Far North Queensland Region, while also acting for permanent residents attracted to the associated lifestyle.
  - (b) Major tourist, retail, dining and entertainment facilities will consolidate in the Town Centre and the Waterfront North sub-precincts, with improved pedestrian connections between the town centre and the waterfront.
  - (c) Craiglie will develop as an integrated residential community with some low scale tourism development opportunities in appropriate locations. Craiglie will also function as small scale commercial and light industry node, providing employment opportunities for the Shire's permanent resident population.
  - (d) All forms of development will complement the tropical image of the town through distinctive tropical vernacular, urban design and landscaping.
  - (e) Character will be enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;
  - (f) The Flagstaff Hill, Dickson Inlet, Four Mile Beach and other areas of scenic and environmental significance will be protected from development. Vegetation cover will dominate over built form.
  - (g) Vegetation, iconic to the character of Port Douglas, including the avenues of Oil Palms, is retained and where appropriate supplemented.
  - (h) Development will be indistinguishable from view from Four Mile Beach. In addition, any development on Flagstaff Hill will be indistinguishable when viewed from vantage points in Port Douglas.
  - (i) Residential areas are designed as pleasant, functional and distinctive, in visually well-defined areas.
- (4) The purpose of the code will be further achieved through the following overall outcomes:
  - (a) Precinct 1 – Port Douglas precinct
    - (i) Sub-precinct 1a – Town Centre sub-precinct





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- (ii) Sub-precinct 1b – Waterfront North sub-precinct
- (iii) Sub-precinct 1c – Waterfront South sub-precinct
- (iv) Sub-precinct 1d – Limited Development sub-precinct
- (v) Sub-precinct 1e – Community and recreation sub-precinct
- (vi) Sub-precinct 1f – Flagstaff Hill sub-precinct
- (b) Precinct 2 – Integrated Resort precinct
- (c) Precinct 3 – Craiglie Commercial and Light Industry precinct
- (d) Precinct 4 – Old Port Road / Mitre Street precinct
- (e) Precinct 5 – Very Low Density Residential/ Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct

### **Precinct 1 – Port Douglas precinct**

- (5) In addition to the overall outcomes, the outcomes sought for the precinct are to ensure that:
  - (a) development will contribute to the incremental transformation of the township, preserving and enhancing maritime activities and environmental areas, delivering tropical open spaces and a high quality public realm, and allowing for tourism opportunities and investment.
  - (b) development contributes to the enhancement of the Port Douglas precinct through the following development outcomes:
    - (i) access and connectivity throughout the township is enhanced through a series of improvements to circulation and mobility, including:.
      - (A) access to, and connectivity along, the waterfront and foreshore areas is maintained and, where appropriate, enhanced;
      - (B) reducing reliance on the waterfront as a car parking resource.
    - (ii) the use of land in the Port Douglas precinct improves the cohesive layout of the township through:
      - (A) the establishment of distinct sub-precincts that reinforce the character and built form of the Port Douglas local plan area including:

- Port Douglas centre sub-precinct 1a – Town Centre sub-precinct;



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- 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;
  - (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:



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- (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;
  - (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.



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

- (7) In addition to other overall development outcomes, development in the Waterfront North sub-precinct facilitates the following development outcomes:
- (a) the precinct evolves as a revitalised open space and waterside development precinct;
  - (b) development within the precinct is designed to be sympathetic to the environmentally sensitive Dickson Inlet and mitigates any adverse impacts;
  - (c) the establishment of mixed-use development is facilitated to promote activity and vitality;
  - (d) public pedestrian access is maximised along the extent of the edge of the waterfront, consisting of a boardwalk or similar structure available for 24-hour use;
  - (e) development contributes to a high quality public realm;
  - (f) built form provides an attractive point of arrival from both land and sea;
  - (g) pedestrian connectivity is safe, efficient and provides for the needs of all users of the Port Douglas waterfront;
  - (h) parking (and associated infrastructure) does not undermine the relationship between buildings and street or pedestrian circulation patterns;
  - (i) the importance of existing marine-based industries to the area is recognised, not diminished and protected from incompatible uses. Relocation of marine based industries to an alternative precinct does not occur until such time that agreement has been reached among all relevant stakeholders such that development does not diminish the viability of marine based industrial uses that directly serve the Port Douglas tourist and fishing operators and private boat owners;
  - (j) marine infrastructure is established to service the tourism, fishing and private boating community;
  - (k) Live entertainment activities are concentrated within the Live Entertainment Precinct and are subject to the recommendations of a suitably qualified acoustic engineer;
  - (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:



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- (a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;
- (b) marine-based industries are established on appropriate land having regard to site suitability, accessibility, surrounding land uses, and location of utilities and services;
- (c) marine-based industry achieves appropriate environmental standards;
- (d) industrial buildings have a high standard of layout and building design;
- (e) landscaping provides an attractive streetscape and screens utility, storage and car parking from the street and other public areas;
- (f) the precinct is protected from encroachment of incompatible land use activities.

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

- (9) In addition to all other overall development outcomes, development in the Limited Development sub-precinct facilitates the following development outcomes:
  - (a) any use of land in the precinct does not affect the environmental, habitat, conservation or scenic values of Dickson Inlet and surrounding land;
  - (b) the open nature and character of the precinct is retained maintaining view lines across the inlet;
  - (c) community and recreation land use activities are established that promote public access to the foreshore.

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

- (10) In addition to all other overall development outcomes, development in the Community and recreation sub-precinct facilitates the following development outcomes:
  - (a) development for community uses, including sport and recreation is facilitated.
  - (b) sport and recreation activities predominantly involve outdoor activities;
  - (c) areas of natural vegetation are protected from further development;
  - (d) shade trees are increased, in appropriate locations, surrounding the sports fields.



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

- (11) In addition to all other overall development outcomes, development in the Flagstaff Hill sub-precinct facilitates the following development outcomes:
- (a) development is not established where it results in detriment to the vegetated and scenic qualities of Flagstaff Hill;
  - (b) development minimises excavation and filling;
  - (c) buildings and other works are unobtrusive when viewed from vantage points in Port Douglas and are designed and constructed of colours and materials which complement the hill's vegetated state;
  - (d) views from public viewing points within the precinct are protected.

### **Precinct 2 – Integrated Resort precinct**

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

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

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

- (13) In addition to the overall outcomes, development in the Craiglie Commercial and Light Industry precinct facilitates the following overall outcomes:
- (a) development supports the tourism and marine industries in Port Douglas, along with the small-scale commercial and light industry land uses that support the local economy that would otherwise be better suited to a location outside the Port Douglas Centre Precinct unless they pose a safety issue;



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- (b) development adjacent to the Captain Cook Highway presents an attractive appearance to the highway. The rain-trees, melaleucas and eucalypt trees along the Captain Cook Highway are retained where possible, taking into account the Department of Transport and main Road's requirements;
- (c) retailing activities are generally restricted to those which are ancillary and necessarily associated with the primary service and light industry nature of the area;
- (d) adjacent residential areas are protected from industry nuisances;
- (e) lots fronting Downing Street, between Dickson Street and Beor Street, are provided with an appropriate standard of road access and infrastructure, prior to development occurring.

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

- (14) In addition to the overall outcomes, development in the Old Port Road / Mitre Street precinct facilitates the following overall outcomes:
- (a) the precinct is intended to be used for outdoor recreational land use activity, primarily as a golf course;
  - (b) areas of significant vegetation are protected from development and retained;
  - (c) other forms of development will only be considered if substantial areas of open space are retained adjacent to existing residential areas to maintain the existing residential amenity of open views across open space.

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

- (15) In addition to the overall outcomes, development in the Very Low Residential Density/Low Scale Recreation/Low Scale Educational/Low Scale Entertainment Uses precinct facilitates the following overall outcomes:
- (a) residential accommodation does not exceed a maximum of 8.5 metres in building height;
  - (b) minimum lot sizes exceed 2 hectares;



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- (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
<b>For self-assessable and assessable development</b>		
<b>Development in the Port Douglas / Craiglie local plan area generally</b>		
<b>PO1</b> 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.	<b>AO1</b> A pedestrian and cycle movement network is integrated and delivered through development.	<b>Not applicable</b> No works to the pedestrian and cycle movement network are required.
<b>PO2</b>	<b>AO2.1</b>	<b>Complies with AO2.1</b>





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Performance outcomes	Acceptable outcomes	Compliance
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>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"> <li>(a) the tree covered backdrop of Flagstaff Hill;</li> <li>(b) natural vegetation along watercourses, in particular the Mowbray River, Beor Creek and Dickson Inlet;</li> <li>(c) the tidal vegetation along the foreshore;</li> <li>(d) beachfront vegetation along Four Mile Beach, including the fringe of Coconut Palms;</li> <li>(e) the oil palm avenues along the major roads;</li> <li>(f) the lush landscaping within major roundabouts at key nodes;</li> <li>(g) Macrossan Street and Warner Street;</li> <li>(h) Port Douglas waterfront.</li> </ul>	All existing vegetation would be retained as part of the development.
	<p><b>AO2.2</b></p> <p>Development protects and does not intrude into</p>	<p><b>Not applicable</b></p> <p>This application is for reconfiguring a Lot only, no</p>



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Performance outcomes	Acceptable outcomes	Compliance
	important views and vistas as identified on the Port Douglas Townscape Plan map contained in Schedule 2, in particular: (a) Flagstaff Hill; (b) Four Mile Beach; (c) Across to the ranges over Dickson Inlet; (d) Mowbray Valley.	works would intrude into important views or vistas.
	<b>AO2.3</b> Important landmarks, memorials and monuments are retained.	<b>Not applicable</b> The site does not contain any important landmarks, memorials or monuments
<b>P03</b> 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.	<b>AO3</b> 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.	<b>Not applicable</b> The site is not adjacent any gateways or nodes.



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO4</b> Landscaping of development sites complements the existing tropical character of Port Douglas and Craiglie.	<b>AO4</b> Landscaping incorporates the requirements of Planning scheme policy SC6.7 – Landscaping, in particular landscaping should be capable of achieving a 60% screening of development within 5 years and predominantly consists of endemic vegetation.	<b>Not applicable</b> This application is for reconfiguring a Lot, no new landscaping is proposed.
<b>PO5</b> Development does not compromise the safety and efficiency of the State-controlled road network.	<b>AO5</b> Direct access is not provided to a State-controlled road where legal and practical access from another road is available.	<b>Complies with AO5</b> No access would be provided form a state-controlled road.
<b>For assessable development</b>		
<b>Additional requirements in Precinct 1 – Port Douglas precinct</b>		
<b>PO6</b> The views and vistas identified on the Port Douglas / Craiglie local plan maps contained in Schedule 2 are maintained.	<b>AO6.1</b> Development does not impede continued views to scenic vistas and key streetscapes within the local plan area.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO6.2</b> Unless otherwise specified within this Local Plan, buildings are set back not less than 6 metres from the primary street frontage.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.
<b>PO7</b> Vehicle access, parking and service areas: (a) do not undermine the relationship between buildings and street or dominate the streetscape; (b) are designed to minimise pedestrian vehicle conflict; (c) are clearly identified and maintain ease of access at all times.	<b>AO7.1</b> For all buildings, parking is: (a) to the side of buildings and recessed behind the main building line; or (b) behind buildings; or (c) wrapped by the building façade, and not visible from the street.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.
	<b>AO7.2</b> Ground level parking incorporates clearly defined pedestrian routes.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.
	<b>AO7.3</b> Any porte-cocheres, disabled and pedestrian accesses are accommodated within the boundary	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.



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Performance outcomes	Acceptable outcomes	Compliance
	of new or refurbished development.	
	<b>A07.4</b> 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.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.
	<b>A07.5</b> On-site car parking available for public use is clearly signed at the site frontage.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.
	<b>A07.6</b> Boom gates, pay machines or other regulatory devices to control access to a publicly available car parking area are not constructed or installed.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO8</b> Precinct 1 – Port Douglas precinct is not characterised by a proliferation of advertising signs.	<b>AO8</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 1 – Port Douglas precinct.
<b>Additional requirements for Sub-precinct 1a – Town Centre sub-precinct</b>		
<b>PO9</b> Building heights: (a) do not overwhelm or dominate the town centre; (b) respect the desired streetscape; (c) ensure a high quality appearance when viewed from both within the town centre sub-precinct and external to the town centre sub-precinct; (d) remain subservient to the natural environment and the backdrop of Flagstaff Hill. (e) do not exceed 3 storeys.	<b>AO9</b> 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.  Note – Height is inclusive of the roof height.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
<b>PO10</b> Building design, the streetscape, pedestrian paths	<b>AO10</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre



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Performance outcomes	Acceptable outcomes	Compliance
and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.		sub-precinct.
<b>PO11</b> Buildings: (a) address street frontages; (b) ensure main entrances front the street or public spaces; (c) do not focus principally on internal spaces or parking areas.	<b>AO11</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
<b>PO12</b> Setbacks at ground level provide for: (a) connection between pedestrian paths and public places; (b) areas for convenient movement of pedestrians; (c) changes in gradient of the street.	<b>AO12</b> Setbacks at ground level: (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.	<b>Not applicable</b> The is not within Precinct 1a – Town Centre sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
<b>AO13</b> Buildings do not result in a reduction of views and vistas from public places to: (a) Flagstaff Hill; (b) Dickson Inlet; (c) public open space; (d) places of significance.	<b>AO13</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
<b>PO14</b> 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.	<b>AO14</b> 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; or 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.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.





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Performance outcomes	Acceptable outcomes	Compliance
	Note – PO24 provides more detail on awning design.\	
<b>PO15</b> 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.	<b>AO15.1</b> Centre activities establish: at street level on active street frontages; a maximum of one level above street level.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
	<b>AO15.2</b> 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.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
<b>PO16</b> Detailed building design: (a) enhances the visual amenity of the streetscape; (b) has a legible and attractive built form that is	<b>AO16</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
<p>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 Centre sub-precinct is maintained.</p>		
<p><b>PO17</b></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><b>AO17</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not applicable</b></p> <p>The site is not within Precinct 1a – Town Centre sub-precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>P018</b></p> <p>Roofs are not characterised by a cluttered display of plant and equipment, in particular:</p> <ul style="list-style-type: none"> <li>(a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Town Centre sub-precinct;</li> <li>(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;</li> <li>(c) rooftops are not used for advertising.</li> </ul>	<p><b>AO18</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not applicable</b></p> <p>The is not within Precinct 1a – Town Centre sub-precinct.</p>
<p><b>P019</b></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"> <li>(a) shade windows;</li> <li>(b) reduce glare;</li> </ul>	<p><b>AO19</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not applicable</b></p> <p>The site is not within Precinct 1a – Town Centre sub-precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
(c) assist in maintaining comfortable indoor 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.		
<b>PO20</b> 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.	<b>AO20</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
<b>PO21</b> 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,	<b>AO21</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
discomfort or a hazard.		
<b>PO22</b> Façades and elevations do not include large blank walls. Openings and setbacks are used to articulate vertical building surfaces.	<b>AO22.1</b> 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.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
	<b>AO22.2</b> Any break in the building façade varies the alignment by a 1 metre minimum deviation.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
	<b>AO22.3</b> 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: (a) a change in roof profile;	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> <li>(b) a change in parapet coping;</li> <li>(c) a change in awning design;</li> <li>(d) a horizontal or vertical change in the wall plane; or</li> <li>(e) a change in the exterior finishes and exterior colours of the development.</li> </ul>	
<p><b>PO23</b></p> <p>Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> <li>(a) complement the appearance of the development and surrounding streetscape;</li> <li>(b) enhance the visual amenity of the public place;</li> <li>(c) include a variety of human scale architectural elements and details;</li> <li>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development.</li> </ul>	<p><b>AO23</b></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"> <li>(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;</li> <li>(b) a visually prominent main entrance that faces the principal public place;</li> <li>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.</li> </ul>	<p><b>Not applicable</b></p> <p>The site is not within Precinct 1a – Town Centre sub-precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO24</b></p> <p>Awnings for pedestrian shelter are consistent with the character setting of the Town Centre sub-precinct and:</p> <ul style="list-style-type: none"><li>(a) extend and cover the footpath to provide protection from the sun and rain;</li><li>(b) include lighting under the awning;</li><li>(c) are continuous across the frontage of the site;</li><li>(d) align to provide continuity with existing or future awnings on adjoining sites;</li><li>(e) are a minimum of 3.0 metres in width and generally not more than 3.5 metres above pavement height;</li><li>(f) do not extend past a vertical plane, 1.2 metres inside the kerb-line to enable street trees to be planted and grow;</li><li>(g) are cantilevered from the main building with any posts within the footpath being non load-bearing.</li></ul>	<p><b>AO24</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not applicable</b></p> <p>The site is not within Precinct 1a – Town Centre sub-precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO25</b> Development integrates with the streetscape and landscaping improvements for Port Douglas.	<b>AO25</b> 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.  Note - Planning scheme policy SC6.7 - Landscaping provides guidance on meeting the Performance Outcome.	<b>Not applicable</b> The site is not within Precinct 1a – Town Centre sub-precinct.
<b>Additional requirements for Sub-precinct 1b – Waterfront North sub-precinct</b>		
<b>PO26</b> The establishment of uses is consistent with the outcomes sought for sub-precinct 1b – Waterfront North.	<b>AO26</b> 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.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.





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Performance outcomes	Acceptable outcomes	Compliance
<b>PO27</b> 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.	<b>AO27</b> Buildings and structures are not more than: (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.  Note – Height is inclusive of roof height.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO28</b> Building design, streetscape, pedestrian paths and street front spaces promote integration with the surrounding area and the rest of Precinct 1 – Port Douglas Precinct.	<b>AO28</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO29</b> Public pedestrian access along the water’s edge is maximised.	<b>AO29.1</b> Public pedestrian access is provided along the frontage of the water’s edge consisting of a	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
	boardwalk of a minimum width of 4 metres that is available for 24-hour use.	
	<b>AO29.2</b> 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'.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
	<b>AO29.3</b> 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.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO30</b> Buildings: (a) address street frontages; (b) ensure main entrances front the street or public	<b>AO30</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
spaces.		
<b>PO31</b> Setbacks at ground level provide for: (a) connection between pedestrian paths and public places; (b) areas for convenient movement of pedestrians; (c) changes in gradient.	<b>AO31</b> Setbacks at ground level: (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.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO32</b> 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.	<b>AO32</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO33</b> Development enhances the distinctive tropical	<b>AO33</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b



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Performance outcomes	Acceptable outcomes	Compliance
resort town and identity of Port Douglas and encourages pedestrian activity at ground level including shade protection across the footpath and open space areas.		Waterfront North sub-precinct.
<b>PO34</b> 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.	<b>AO34.1</b> Centre activities establish: (a) at street level on active street frontages; (b) a maximum of one level above street level.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
	<b>AO34.2</b> 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.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO35</b> Detailed building design: (a) enhances the visual amenity of the	<b>AO35</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.



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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><b>PO36</b></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</p>	<p><b>AO36</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not applicable</b></p> <p>The site is not located within sub-precinct 1b Waterfront North sub-precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
façade and/or the shape of the built form, where comprised of more than two storeys.		
<b>PO37</b> Roofs are not characterised by a cluttered display of plant and equipment, in particular: (a) building caps and rooftops contribute to the architectural distinction of the building and create a coherent roofscape for the Waterfront North sub-precinct; (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; (c) rooftops are not used for advertising.	<b>AO37</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO38</b> Windows and sun/rain control devices are used in the building form, in particular, sun shading devices are provided to:	<b>AO38</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
(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.		
<b>PO39</b> Buildings are finished with high quality materials, selected for: (a) their ability to contribute the character of Waterfront North sub-precinct; (b) easy maintenance, durability and an ability not to readily stain, discolour or deteriorate.	<b>AO39</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO40</b> Buildings do not incorporate any type of glass or other materials that are likely to reflect the sun's	<b>AO40</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b



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Performance outcomes	Acceptable outcomes	Compliance
rays in a manner that may create a nuisance, discomfort or a hazard.		Waterfront North sub-precinct.
<b>PO41</b> Façades and elevations do not include large blank walls and openings and setbacks are used to articulate vertical building surfaces.	<b>AO41.1</b> 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.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
	<b>AO41.2</b> Any break in the building façade varies the alignment by a 1 metre minimum deviation.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
	<b>AO41.3</b> 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: (a) a change in roof profile;	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.





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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> <li>(b) a change in parapet coping;</li> <li>(c) a change in awning design;</li> <li>(d) a horizontal or vertical change in the wall plane; or</li> <li>(e) a change in the exterior finishes and exterior colours of the development.</li> </ul>	
<p><b>PO42</b></p> <p>Building facades that face public spaces at ground level:</p> <ul style="list-style-type: none"> <li>(a) complement the appearance of the development and surrounding streetscape;</li> <li>(b) enhance the visual amenity of the public place;</li> <li>(c) include a variety of human scale architectural elements and details;</li> <li>(d) provide an opportunity for the casual and convenient surveillance of public space from within the development.</li> </ul>	<p><b>AO42</b></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"> <li>(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;</li> <li>(b) a visually prominent main entrance that faces the principal public place;</li> <li>(c) vertical architectural elements and features are incorporated at 3 metre or less intervals along the length of the façade.</li> </ul>	<p><b>Not applicable</b></p> <p>The site is not located within sub-precinct 1b Waterfront North sub-precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO43</b></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"><li>(a) extend and cover the footpath to provide protection from the sun and rain;</li><li>(b) include lighting under the awning;</li><li>(c) are continuous across pedestrian circulation areas;</li><li>(d) align to provide continuity with existing or future awnings on adjoining sites;</li><li>(e) are a minimum of 3 metres in width and generally not more than 3.5 metres above pavement height;</li><li>(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;</li><li>(g) are cantilevered from the main building with any posts within the footpath being non load-</li></ul>	<p><b>AO43</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Not applicable</b></p> <p>The site is not located within sub-precinct 1b Waterfront North sub-precinct.</p>



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Performance outcomes	Acceptable outcomes	Compliance
bearing.		
<b>PO44</b> The Balley Hooley rail line and turn-table is retained and incorporated into development and maintains its functionality.	<b>AO44.1</b> Bally Hooley rail line and turn-table is retained and incorporated into development to maintain its functionality.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
	<b>AO44.2</b> 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.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO45</b> 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: (a) noise;	<b>AO45</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
(b) odour; (c) hazardous materials; (d) waste and recyclable material storage.		
<b>PO46</b> Formalised public spaces and pedestrian paths/areas on freehold land are made accessible to the public.	<b>AO46</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO47</b> Buildings, civic spaces, roads and pedestrian links are enhanced by: (a) appropriate landscape design and planting; (b) themed planting that defines entry points, and creates strong 'entry corridors' into the waterfront; (c) lighting and well-considered discrete signage that complements building and landscape design; (d) public artwork and other similar features that	<b>AO47</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
reflect the heritage and character of the Port Douglas Waterfront.		
<b>PO48</b> Buildings are designed and sited to provide vistas along shared pedestrian/open space and movement areas in suitable locations.	<b>AO48</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO49</b> 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.	<b>AO49</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO50</b> Marine infrastructure to service the tourism, fishing and private boating community is provided.	<b>AO50</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not located within sub-precinct 1b Waterfront North sub-precinct.
<b>PO51</b> Changes to the Port Douglas Waterfront quay-line	<b>AO51</b> Development that results in changes to the Port	<b>Not applicable</b> The site is not located within sub-precinct 1b



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Performance outcomes	Acceptable outcomes	Compliance
do not cause adverse impacts to the environmentally sensitive Dickson Inlet.	Douglas Waterfront quay-line is only established where an Ecological assessment report provides support to the changes.  Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an ecological assessment report.	Waterfront North sub-precinct.
<b>Additional requirements for Sub-precinct 1c – Waterfront South sub-precinct</b>		
<b>PO52</b> The establishment of uses is consistent with the outcomes sought for Precinct 1c – Waterfront South.	<b>AO52</b> Uses identified as inconsistent uses Table 7.2.4.4.c – are not established in Precinct 1c – Waterfront South.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
<b>PO53</b> Development does not adversely impact on the natural environment, natural vegetation or watercourses.	<b>AO53.1</b> An Ecological assessment report is prepared identifying the environmental qualities of the surrounding natural and built features which are to be managed.  Note - Planning scheme policy SC6.8 – Natural environment provides guidance on preparing an	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
	ecological assessment report.	
	<b>AO53.2</b> An Environmental Management Plan is prepared to manage potential impacts of the operation of the development on surrounding natural areas. Note - Planning scheme policy SC6.4 – Environmental management plans contains information to demonstrate compliance and guidance on preparing an Environmental Management Plan.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
<b>PO54</b> Development of land at the end of Port Street adjacent to Dickson Inlet incorporates a slipway, or an alternative functioning facility, with capacity to service the Port Douglas marine and tourism industry.	<b>AO54</b> A master plan for the development is provided and implemented to demonstrate the integration of the slipway, or an alternative functioning facility, with other supporting service industry activities that service the marine and tourism industry of Port Douglas.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
<b>PO55</b> Buildings and structures are of a height and are set	<b>AO55.1</b> Development has a height of not more than 10	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront



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Performance outcomes	Acceptable outcomes	Compliance
back from side boundaries and other sensitive areas to ensure the scenic amenity and environmental qualities of the adjacent area are not adversely affected.	metres.	South sub-precinct.
	<b>AO55.2</b> Development is setback from all property boundaries not less than 3 metres.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
<b>PO56</b> The site coverage of all buildings and structures ensures development: (a) is sited in an existing cleared area or in an area approved for clearing; (b) has sufficient area for the provision of services; (c) development does not have an adverse effect on the environmental, habitat, conservation or landscape values of the on-site and surrounding sensitive areas.	<b>AO56</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
<b>PO57</b> Premises include adequate provision for service vehicles, to cater for generated demand. Loading	<b>AO57.1</b> Sufficient manoeuvring area is provided on-site to allow a Medium Rigid Vehicle to enter and leave	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.





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Performance outcomes	Acceptable outcomes	Compliance
areas for service vehicles are designed to: (a) be accommodated on-site; (b) maximise safety and efficiency of loading; (c) protect the visual and acoustic amenity of sensitive land use activities; (d) minimise adverse impacts on natural characteristics of adjacent areas.	the site in a forward gear.	
	<b>AO57.2</b> Development is designed to ensure all service vehicles are contained within the site when being loaded/unloaded.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
	<b>AO57.3</b> Driveways, parking and manoeuvring areas are constructed and maintained to: (a) minimise erosion from storm water runoff; (b) retain all existing vegetation.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
<b>PO58</b> Development ensures adverse impacts from service vehicles on the road network, external to the site, are minimised.	<b>AO58</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not in Sub-precinct 1c – Waterfront South sub-precinct.
<b>PO59</b>	<b>AO59</b>	<b>Not applicable</b>



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



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Performance outcomes	Acceptable outcomes	Compliance
<b>Additional requirements for Sub-precinct 1e – Community and recreation sub-precinct</b>		
<b>PO62</b> The precinct is developed for organised sporting activities and other community uses.	<b>AO62</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not in Sub-precinct 1e – Community and recreation sub-precinct.
<b>Additional requirements for Sub-precinct 1f – Flagstaff Hill sub-precinct</b>		
<b>PO63</b> 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.	<b>AO63</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not in Sub-precinct 1f – Flagstaff Hill sub-precinct.
<b>PO64</b> 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: (a) building design which minimises excavation	<b>AO64</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not in Sub-precinct 1f – Flagstaff Hill sub-precinct.



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Performance outcomes	Acceptable outcomes	Compliance
<p>and filling;</p> <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>		
<b>Additional requirements for Precinct 3 – Craiglie Commercial and Light Industry precinct</b>		
<p><b>PO65</b></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><b>AO65</b></p> <p>Development consists of service and light industries and associated small scale commercial activities.</p>	<p><b>Complies with AO65</b></p> <p>The proposed lots would contain existing and lawfully established industrial uses.</p>



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Performance outcomes	Acceptable outcomes	Compliance
Town Centre Precinct.		
<b>PO66</b> 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.	<b>AO66.1</b> 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.	<b>Not applicable</b> This application involves Reconfiguring a Lot only, no new buildings, structures or landscaping are proposed.
	<b>AO66.2</b> 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.	<b>Not applicable</b> The site does not front eth Captain Cook Highway.
	<b>AO66.3</b> Advertising signs are discreet in appearance with no large advertising signs, including tenancy signs, located on or near the Captain Cook Highway frontage, or within any landscaped setback area	<b>Not applicable</b> No advertising devices are proposed.



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO66.4</b> 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.	<b>Not applicable</b> The site does not have frontage to the Captain Cook Highway.
<b>Additional requirements for Precinct 6 – Very Low Residential Density / Low Scale Recreation / Low Scale Educational / Low Scale Entertainment Uses precinct</b>		
<b>PO67</b> No additional lots are created within the precinct.	<b>AO67</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 6.
<b>PO68</b> Reconfigured lots have a minimum lot size of 2 hectares, unless the lot reconfiguration transfers lots to the higher parts of the land, to avoid the need to fill existing lots to accommodate dwelling houses.	<b>AO68</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The site is not within Precinct 6.



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

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

**Table 7.2.4.4.c — Inconsistent uses in sub-precinct 1c - Waterfront South sub-precinct**

Inconsistent uses		
<ul style="list-style-type: none"> <li>• Adult store</li> <li>• Agricultural supplies store</li> <li>• Air services</li> <li>• Animal husbandry</li> </ul>	<ul style="list-style-type: none"> <li>• Hardware and trade supplies</li> <li>• Health care services</li> <li>• Home based business</li> <li>• Hospital</li> </ul>	<ul style="list-style-type: none"> <li>• Permanent plantation</li> <li>• Place of worship</li> <li>• Relocatable home park</li> <li>• Residential care facility</li> </ul>



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<ul style="list-style-type: none"> <li>• Animal keeping</li> <li>• Brothel</li> <li>• Bulk landscape supplies</li> <li>• Car wash</li> <li>• Cemetery</li> <li>• Child care centre</li> <li>• Community care centre</li> <li>• Community residence</li> <li>• Community use</li> <li>• Crematorium</li> <li>• Cropping</li> <li>• Detention facility</li> <li>• Dual occupancy</li> <li>• Dwelling house</li> <li>• Dwelling unit</li> <li>• Extractive industry</li> <li>• Function facility</li> <li>• Funeral parlour</li> <li>• Garden centre</li> </ul>	<ul style="list-style-type: none"> <li>• Hotel</li> <li>• Indoor sport and recreation</li> <li>• Intensive animal industry</li> <li>• Intensive horticulture</li> <li>• Major electricity infrastructure</li> <li>• Major sport, recreation and entertainment facility</li> <li>• Market</li> <li>• Motor sport facility</li> <li>• Multiple dwelling</li> <li>• Nature-based tourism</li> <li>• Nightclub entertainment facility</li> <li>• Outdoor sales</li> <li>• Outdoor sport and recreation</li> <li>• Outstation</li> </ul>	<ul style="list-style-type: none"> <li>• Resort complex</li> <li>• Retirement facility</li> <li>• Roadside stall</li> <li>• Rooming accommodation</li> <li>• Rural industry</li> <li>• Rural workers accommodation</li> <li>• Sales office</li> <li>• Shopping centre</li> <li>• Short-term accommodation</li> <li>• Showroom</li> <li>• Special industry</li> <li>• Theatre</li> <li>• Tourist attraction</li> <li>• Tourist park</li> <li>• Transport depot</li> <li>• Veterinary services</li> <li>• Warehouse</li> <li>• Wholesale nursery</li> <li>• Winery</li> </ul>
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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.
- (2) The purpose of the code will be achieved through the following overall outcomes:



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- (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 8.2.1.3.a – Acid sulphate soils overlay code –assessable development**

Performance outcomes	Acceptable outcomes	Compliance
<b>For assessable development</b>		
<b>PO1</b> The extent and location of potential or actual acid sulfate soils is accurately identified.	<b>AO1.1</b> No excavation or filling occurs on the site. Or <b>AO1.2</b> An acid sulfate soils investigation is undertaken. Note - Planning scheme policy SC 6.12– Potential and actual acid sulfate soils provides guidance on preparing an acid sulfate soils investigation.	<b>Complies with AO1.1</b> No excavation or filling is proposed.



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO2</b></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><b>AO2.1</b></p> <p>The disturbance of potential acid sulfate soils or actual acid sulfate soils is avoided by:</p> <ul style="list-style-type: none"> <li>(a) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulfate soils;</li> <li>(b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils;</li> <li>(c) not undertaking filling that results in:</li> <li>(d) actual acid sulfate soils being moved below the water table;</li> <li>(e) previously saturated acid sulfate soils being aerated.</li> </ul> <p>Or</p> <p><b>AO2.2</b></p> <p>The disturbance of potential acid sulfate soils or actual acid sulfate soils is undertaken in</p>	<p><b>Not applicable</b></p> <p>No excavation or filling is proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<p>accordance with an acid sulfate soils management plan and avoids the release of metal contaminants by:</p> <ul style="list-style-type: none"> <li>(a) neutralising existing acidity and preventing the generation of acid and metal contaminants;</li> <li>(b) preventing the release of surface or groundwater flows containing acid and metal contaminants into the environment;</li> <li>(c) preventing the in situ oxidisation of potential acid sulfate soils and actual acid sulfate soils through ground water level management;</li> <li>(d) appropriately treating acid sulfate soils before disposal occurs on or off site;</li> <li>(e) documenting strategies and reporting requirements in an acid sulfate soils environmental management plan.</li> </ul> <p>Note - Planning scheme policy SC 6.12 – Acid sulfate soils provides guidance on preparing an acid sulfate soils management plan.</p>	



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Performance outcomes	Acceptable outcomes	Compliance
<b>P03</b> No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.	<b>AO3</b> No acceptable outcomes are prescribed.	<b>Complies with AO3</b> No excavation or filling is proposed.



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## **8.2.7 Natural Areas overlay code**

### **8.2.7.1 Application**

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Natural areas 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 Natural areas overlay is identified on the Natural areas overlay map in Schedule 2 and includes the following sub-categories:
  - (a) MSES – Protected area;
  - (b) MSES – Marine park;
  - (c) MSES – Wildlife habitat;
  - (d) MSES – Regulated vegetation;
  - (e) MSES – Regulated vegetation (intersecting a Watercourse);
  - (f) MSES – High ecological significance wetlands;
  - (g) MSES – High ecological value waters (wetlands);
  - (h) MSES – High ecological value waters (watercourse);
  - (i) MSES – Legally secured off set area.

Note – MSES = Matters of State Environmental Significance.



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

#### **8.2.7.2 Purpose**

(1) The purpose of the Natural areas overlay code is to:

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

- (i) Theme 2: Environment and landscape values, Element 3.5.3 Biodiversity, 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.

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

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

(a) development is avoided within:

- (i) areas containing matters of state environmental significance (MSES);
- (ii) other natural areas;
- (iii) wetlands and wetland buffers;
- (iv) waterways and waterway corridors.

(b) where development cannot be avoided, development:



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- (i) protects and enhances areas containing matters of state environmental significance;
- (ii) provides appropriate buffers;
- (iii) protects the known populations and supporting habitat of rare and threatened flora and fauna species, as listed in the relevant State and Commonwealth legislation;
- (iv) ensures that adverse direct or indirect impacts on areas of environmental significance are minimised through design, siting, operation, management and mitigation measures;
- (v) does not cause adverse impacts on the integrity and quality of water in upstream or downstream catchments, including the Great Barrier Reef World Heritage Area;
- (vi) protects and maintains ecological and hydrological functions of wetlands, waterways and waterway corridors;
- (vii) enhances connectivity across barriers for aquatic species and habitats; Douglas Shire Planning Scheme 2018 Version 1.0 Part 8: Overlays Part 8: Page 35
- (viii) rehabilitates degraded areas to provide improved habitat condition, connectivity, function and extent;
- (ix) protects areas of environmental significance from weeds, pests and invasive species.

(c) strategic rehabilitation is directed to areas on or off site, where it is possible to achieve expanded habitats and increased connectivity.

### **8.2.7.3 Criteria for assessment**

**Table 8.2.7.3.a – Natural areas overlay code – assessable development**





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Performance outcomes	Acceptable outcomes	Compliance
<b>For self-assessable and assessable development</b>		
<b>Protection of matters of environmental significance</b>		
<b>PO1</b> Development protects matters of environmental significance.	<b>AO1.1</b> AO1.1 Development avoids significant impact on the relevant environmental values.	<b>Complies with AO1.1</b> The application relates to an existing developed site and no works would occur that would impact the any environmental values.
	or <b>AO1.2</b> A report is prepared by an appropriately qualified person demonstrating to the satisfaction of the assessment manager, that the development site does not contain any matters of state and local environmental significance.	<b>Complies with AO1.1</b> The application relates to an existing developed site and no works would occur that would impact the any environmental values.
	Or <b>AO1.3</b>	<b>Complies with AO1.1</b> The application relates to an existing developed



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Performance outcomes	Acceptable outcomes	Compliance
	Development is located, designed and operated to mitigate significant impacts on environmental values. For example, a report certified by an appropriately qualified person demonstrating to the satisfaction of the assessment manager, how the proposed development mitigates impacts, including on water quality, hydrology and biological processes.	site and no works would occur that would impact on any environmental values.
<b>Management of impacts on matters of environmental significance</b>		
<b>PO2</b> Development is located, designed and constructed to avoid significant impacts on matters of environmental significance.	<b>AO2</b> The design and layout of development minimises adverse impacts on ecologically important areas by: <ul style="list-style-type: none"> <li>(a) focusing development in cleared areas to protect existing habitat;</li> <li>(b) utilising design to consolidate density and preserve existing habitat and native vegetation;</li> </ul>	<b>Not applicable</b> The site does not contain any matters of environmental significance.



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Performance outcomes	Acceptable outcomes	Compliance
	<ul style="list-style-type: none"> <li>(c) aligning new property boundaries to maintain ecologically important areas;</li> <li>(d) ensuring that alterations to natural landforms, hydrology and drainage patterns on the development site do not negatively affect ecologically important areas;</li> <li>(e) ensuring that significant fauna habitats are protected in their environmental context; and</li> <li>(f) incorporating measures that allow for the safe movement of fauna through the site.</li> </ul>	
<b>PO3</b> An adequate buffer to areas of state environmental significance is provided and maintained.	<b>AO3.1</b> A buffer for an area of state environmental significance (Wetland protection area) has a minimum width of: <ul style="list-style-type: none"> <li>(a) 100 metres where the area is located outside Urban areas; or</li> <li>(b) 50 metres where the area is located within an Urban area.</li> </ul>	<b>Not applicable</b> The site does not contain or adjoin any matters of environmental significance.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>Or</p> <p><b>AO3.2</b></p> <p>A buffer for an area of state environmental significance is applied and maintained, the width of which is supported by an evaluation of environmental values, including the function and threats to matters of environmental significance.</p>	<p><b>Not applicable</b></p> <p>The site does not contain any matters of state environmental significance</p>
<p><b>PO4</b></p> <p>Wetland and wetland buffer areas are maintained, protected and restored.</p> <p>Note – Wetland buffer areas are identified in AO3.1.</p>	<p><b>AO4.1</b></p> <p>Native vegetation within wetlands and wetland buffer areas is retained.</p>	<p><b>Not applicable</b></p> <p>The site does not contain or adjoin a wetland.</p>
	<p><b>AO4.2</b></p> <p>Degraded sections of wetlands and wetland buffer areas are revegetated with endemic native plants in patterns and densities which emulate the relevant regional ecosystem.</p>	<p><b>Not applicable</b></p> <p>The site does not contain or adjoin a wetland.</p>
<b>PO5</b>	<b>AO5.1</b>	<b>Complies with AO5.1</b>



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Performance outcomes	Acceptable outcomes	Compliance
Development avoids the introduction of non-native pest species (plant or animal), that pose a risk to ecological integrity.	Development avoids the introduction of non-native pest species.	It is not proposed to introduce pest species.
	<b>AO5.2</b> The threat of existing pest species is controlled by adopting pest management practices for long-term ecological integrity.	<b>Complies with AO5.2</b> Pest species would be controlled and managed through the ordinary day to day operations.
<b>Ecological connectivity</b>		
<b>PO6</b> Development protects and enhances ecological connectivity and/or habitat extent.	<b>AO6.1</b> Development retains native vegetation in areas large enough to maintain ecological values, functions and processes.	<b>Not applicable</b> The site does not contain any native vegetation.
	And <b>AO6.2</b> Development within an ecological corridor rehabilitates native vegetation.	<b>Not applicable</b> The site does not contain an ecological corridor.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>And</p> <p><b>AO6.3</b></p> <p>Development within a conservation corridor mitigates adverse impacts on native fauna, feeding, nesting, breeding and roosting sites and native fauna movements.</p>	<p><b>Not applicable</b></p> <p>The site does not contain a conservation corridor.</p>
<p><b>PO7</b></p> <p>Development minimises disturbance to matters of state environmental significance (including existing ecological corridors).</p>	<p><b>AO7.1</b></p> <p>Development avoids shading of vegetation by setting back buildings by a distance equivalent to the height of the native vegetation.</p>	<p><b>Complies with AO7.1</b></p> <p>This proposal does not involve any development that would shade vegetation.</p>
	<p>and</p> <p><b>AO7.2</b></p> <p>Development does not encroach within 10 metres of existing riparian vegetation and watercourses.</p>	<p><b>Not applicable</b></p> <p>The site does not adjoin a watercourse.</p>
<b>Waterways in an urban area</b>		



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO8</b> Development is set back from waterways to protect and maintain: <ul style="list-style-type: none"> <li>(a) water quality;</li> <li>(b) hydrological functions;</li> <li>(c) ecological processes;</li> <li>(d) biodiversity values;</li> <li>(e) riparian and in-stream habitat values and connectivity;</li> <li>(f) in-stream migration</li> </ul>	<b>AO8.1</b> Where a waterway is contained within an easement or a reserve required for that purpose, development does not occur within the easement or reserve;	<b>Not applicable</b> The site does not contain or adjoin a waterway.
	or <b>AO8.2</b> Development does not occur on the part of the site affected by the waterway corridor. Note – Waterway corridors are identified within Table 8.2.7.3.b	<b>Not applicable</b> The site does not contain or adjoin a waterway.
<b>Waterways in a non-urban area</b>		
<b>PO9</b> Development is set back from waterways to protect and maintain: <ul style="list-style-type: none"> <li>(a) water quality;</li> <li>(b) hydrological functions;</li> </ul>	<b>AO9</b> Development does not occur on that part of the site affected by a waterway corridor. Note – Waterway corridors are identified within Table 8.2.7.3.b.	<b>Not applicable</b> The site is located in an urban area.



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Performance outcomes	Acceptable outcomes	Compliance
(c) ecological processes; (d) biodiversity values; (e) riparian and in-stream habitat values and connectivity; (f) in-stream migration.		





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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:
    - (i) Principal route;
    - (ii) Future principal route;



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- (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
<b>For assessable development</b>		
<b>PO1</b> Development supports the road hierarchy for the region.  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.	<b>AO1.1</b> 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.	<b>Complies with AO1.1</b> The proposal would result in industrial lots accessed from within an existing industrial estate with an established road network.
	<b>AO1.2</b> Development does not compromise the safety and efficiency of the transport network.	<b>Complies with AO1.2</b> The proposed development would not result in an increase in traffic generation that would impact on the local road network.
	<b>AO1.3</b> Development is designed to provide access via the lowest order road, where legal and practicable access can be provided to that road.	<b>Complies with AO1.3</b> Access to the proposed lots would be from the frontage to local roads only.



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Performance outcomes	Acceptable outcomes	Compliance
<p><b>PO2</b></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><b>AO2</b></p> <p>Development provides infrastructure (including improvements to existing infrastructure) in accordance with:</p> <p>(a) the Transport network overlay maps contained in Schedule 2;</p> <p>(a) any relevant Local Plan.</p> <p>Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.</p>	<p><b>Not applicable</b></p> <p>No road upgrades are required to facilitate the development.</p>
<p><b>PO3</b></p> <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><b>AO3</b></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><b>Not applicable</b></p> <p>No sensitive land uses are proposed.</p>
<p><b>PO4</b></p>	<p><b>AO4.1</b></p>	<p><b>Complies with AO4.1</b></p>



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Performance outcomes	Acceptable outcomes	Compliance
<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>Development is compatible with the role and function (including the future role and function) of major transport corridors.</p>	<p>The proposed lots would be accessed by existing roads designed to accommodate industrial development.</p>
	<p><b>AO4.2</b></p> <p>Direct access is not provided to a major transport corridor where legal and practical access from another road is available.</p>	<p><b>Complies with AO4.2</b></p> <p>No access would be provided from a major transport corridor.</p>
	<p><b>AO4.3</b></p> <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><b>Not applicable</b></p> <p>No intersection or access points associated with major transport corridors are involved with this application.</p>
	<p><b>AO4.4</b></p> <p>The layout of development and the design of the associated access is compatible with existing and</p>	<p><b>Not applicable</b></p> <p>This site does not adjoin a major transport corridor or transport facility.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	future boundaries of the major transport corridor or major transport facility.	
<b>PO5</b> 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.	<b>AO5</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> This site does not adjoin a major transport corridor.
<b>Pedestrian and cycle network</b>		
<b>PO6</b> Lot reconfiguration assists in the implementation of the pedestrian and cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.	<b>AO6.1</b> 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.	<b>Not applicable</b> The site is not subject to or adjacent to an element of pedestrian and cycle Movement network.



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Performance outcomes	Acceptable outcomes	Compliance
	<p><b>AO6.2</b></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><b>Not applicable</b></p> <p>The site is not subject to or adjacent to an element of pedestrian and cycle Movement network.</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 natural areas, rivers, dams, creeks and the foreshore, in a way that protects natural resources;





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- (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
<b>General lot design standards</b>		
<b>PO1</b> Lots comply with the lot reconfiguration outcomes of the applicable Zone code in Part 5	<b>AO1</b> No acceptable outcomes are prescribed.	<b>Complies with PO1</b> Refer to the assessment against the Zone Code.
<b>PO2</b> New lots are generally rectangular in shape with functional areas for land uses intended by the zone.	<b>AO2</b> Boundary angles are not less than 45 degrees.	<b>Complies with AO2</b> The proposed new lots are regularly shaped.



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Performance outcomes	Acceptable outcomes	Compliance
<b>P03</b> Lots have legal and practical access to a public road	<b>A03</b> Each lot is provided with: <ul style="list-style-type: none"> <li>(a) direct access to a gazetted road reserve; or</li> <li>(b) access to a gazetted road via a formal access arrangement registered on the title.</li> </ul>	<b>Complies with A03</b> Both new Lots would be accessed by existing crossovers.
<b>P04</b> Development responds appropriately to its local context, natural systems and site features.	<b>A04</b> Existing site features such as: <ul style="list-style-type: none"> <li>(a) significant vegetation and trees;</li> <li>(b) waterways and drainage paths;</li> <li>(c) vistas and vantage points are retained and/or are incorporated into open space, road reserves, near to lot boundaries or as common property.</li> </ul>	<b>Complies with A04</b> Existing site features, including landscaping, buffers and drainage, would be retained.
<b>P05</b> New lots which have the capability of being further reconfigured into smaller lots at a later date are designed to not compromise ultimate	<b>A05</b> The ability to further reconfigure land at a later date is demonstrated by submitting a concept plan that meets the planning scheme requirements for	<b>Not applicable</b> The proposed new lots would not be capable of further subdivision under the current planning



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Performance outcomes	Acceptable outcomes	Compliance
development outcomes permitted in the relevant zone.	the applicable Zone.	controls.
<p><b>PO6</b></p> <p>Where existing buildings or structures are to be retained, development results in:</p> <ul style="list-style-type: none"> <li>(a) boundaries that offer regular lot shapes and usable spaces;</li> <li>(b) existing improvements complying with current building and amenity standards in relation to boundary setbacks.</li> </ul> <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><b>AO6</b></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><b>Complies with PO6</b></p> <p>The proposed reconfiguration would result in development that is setback less than the accepted 6 metre front setback. Notwithstanding, the lots would be regularly shaped and would facilitate the continued use of the land for their existing use with the existing standard of amenity.</p>
<p><b>PO7</b></p> <p>Where rear lots are proposed, development:</p> <ul style="list-style-type: none"> <li>(a) provides a high standard of amenity for residents and other users of the site and adjoining properties;</li> </ul>	<p><b>AO7.1</b></p> <p>Where rear lots are to be established:</p> <ul style="list-style-type: none"> <li>(a) the rear lot is generally rectangular in shape, avoiding contrived sharp boundary angles;</li> </ul>	<p><b>Not applicable</b></p> <p>No rear lots are proposed.</p>



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Performance outcomes	Acceptable outcomes	Compliance
(b) positively contributes to the character of adjoining properties and the area; (c) does not adversely affect the safety and efficiency of the road from which access is gained.	(b) no more than 6 lots directly adjoin the rear lot; (c) no more than one rear lot occurs behind the road frontage lot; (d) no more than two access strips to rear lots directly adjoin each other; (e) access strips are located only on one side of the road frontage lot.	
	<b>A07.2</b> Access strips to the rear lot have a minimum width dimension of: (a) 4.0 metres in Residential Zones. (b) 8.0 metres in Industrial Zones category. (c) 5.0 metres in all other Zones. Note - Rear lots are generally not appropriate in non-Residential or non-Rural zones.	<b>Not applicable</b> No rear lots are proposed.
	<b>A07.3</b> Access strips are provided with a sealed	<b>Not applicable</b> No rear lots are proposed.



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Performance outcomes	Acceptable outcomes	Compliance
	<p>pavement of sufficient width to cater for the intended traffic, but no less than:</p> <ul style="list-style-type: none"> <li>(a) 3.0 metres in Residential Zone.</li> <li>(b) 6.0 metres in an Industrial Zone.</li> <li>(c) 3.5 metres in any other Zone.</li> </ul>	
<p><b>Structure plans Additional requirements for:</b></p> <ul style="list-style-type: none"> <li><b>(a) a site which is more than 5,000m<sup>2</sup> in any of the Residential zones; or within these zones, and</b></li> <li><b>(b) creates 10 or more lots; or</b></li> <li><b>(c) involves the creation of new roads and/or public use land. or</b></li> <li><b>(d) For a material change of use involving:</b> <ul style="list-style-type: none"> <li><b>(i) preliminary approval to vary the effect of the planning scheme;</b></li> <li><b>(ii) establishing alternative Zones to the planning scheme.</b></li> </ul> </li> </ul> <p>Note - This part is to be read in conjunction with the other parts of the code</p>		
<p><b>P08</b></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><b>AO8.1</b></p> <p>Neighbourhood design, lot and street layout, and open space provides for, and integrates with, any:</p> <ul style="list-style-type: none"> <li>(a) approved structure plan;</li> </ul>	<p><b>Not applicable</b></p> <p>The subject site does not have an area of 5,000m<sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.</p>



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Performance outcomes	Acceptable outcomes	Compliance
open space recognises previous planning for the area and its surroundings and integrates appropriately into its surroundings.	(b) the surrounding pattern of existing or approved subdivision.  Note - Planning scheme policy SC14– Structure planning provides guidance on meeting the performance outcomes.	
	<b>AO8.2</b> Neighbourhood design, lot and street layouts enable future connection and integration with adjoining undeveloped land.	<b>Not applicable</b>  The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>PO9</b> Neighbourhood design results in a connected network of walkable streets providing an easy choice of routes within and surrounding the neighbourhood.	<b>AO9.1</b> Development does not establish cul-de-sac streets unless:  (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.	<b>Not applicable</b>  The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
	<b>AO9.2</b>	<b>Not applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
	Where a cul-de-sac street is used, it: <ul style="list-style-type: none"> <li>(a) is designed to be no longer than 150 metres in length;</li> <li>(b) is designed so that the end of the cul-de-sac is visible from its entrance;</li> <li>(c) provides connections from the top of the cul-de-sac to other streets for pedestrians and cyclists, where appropriate.</li> </ul>	The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
	<b>AO9.3</b> No more than 6 lots have access to the turning circle or turning-tee at the end of a cul-de-sac street	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>PO10</b> 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.	<b>PO10</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.



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Performance outcomes	Acceptable outcomes	Compliance
<b>PO11</b> Provision of physical and social infrastructure in developing residential neighbourhoods is facilitated through the orderly and sequential development of land.  Note - Part 4 – Local government infrastructure plan may identify specific levels of infrastructure to be provided within development sites.	<b>AO11.1</b> New development adjoins adjacent existing or approved urban development.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
	<b>AO11.2</b> New development is not established beyond the identified Local government infrastructure plan area.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>Urban parkland and environmental open space</b>		
<b>PO12</b> Where appropriate development maintains and enhances public access and use of natural areas, rivers, dams, creeks and the foreshore.	<b>AO12</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>PO13</b> Development provides land to: (a) meet the recreation needs of the community;	<b>AO13</b> No acceptable outcomes are prescribed.  Note - Part 4 – Priority infrastructure plan and Planning scheme policy SC14 – Structure Plans provides	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.





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Performance outcomes	Acceptable outcomes	Compliance
<p>(b) provide an amenity commensurate with the structure of neighbourhoods and land uses in the vicinity; and adjacent to open space areas;</p> <p>(c) provide for green corridors and linkages.</p>	<p>guidance in providing open space and recreation land.</p>	
<p><b>AO14</b></p> <p>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><b>AO14.1</b></p> <p>Urban parkland is regular in shape</p>	<p><b>Not applicable</b></p> <p>The subject site does not have an area of 5,000m<sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.</p>
	<p><b>AO14.2</b></p> <p>At least 75% of the urban parkland's frontage is provided as road.</p>	<p><b>Not applicable</b></p> <p>The subject site does not have an area of 5,000m<sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.</p>
	<p><b>AO14.3</b></p> <p>Urban parkland and environmental open space areas are positioned to be capable of being overlooked by surrounding development.</p>	<p><b>Not applicable</b></p> <p>The subject site does not have an area of 5,000m<sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.</p>



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Performance outcomes	Acceptable outcomes	Compliance
	<b>AO14.4</b> Surrounding lots are orientated so that facades will front and overlook the urban parkland and environmental open space.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
	<b>AO14.5</b> The number of lots that back onto, or are side orientated to the urban parkland and environmental open space is minimised.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>Private subdivisions (gated communities)</b>		
<b>PO15</b> Private subdivisions (gated communities) do not compromise the establishment of connected and integrated infrastructure and open space networks.	<b>PO15</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>Additional requirements for reconfiguration involving the creation of public streets or roads</b>		
<b>PO16</b>	<b>AO16</b>	<b>Not applicable</b>



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Performance outcomes	Acceptable outcomes	Compliance
The function of new roads is clearly identified and legible and provides integration, safety and convenience for all users.	No acceptable outcomes are prescribed. 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	The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>PO17</b> Street design supports an urban form that creates walkable neighbourhoods. Street design: <ul style="list-style-type: none"> <li>(a) is appropriate to the function(s) of the street;</li> <li>(b) meets the needs of users and gives priority to the needs of vulnerable users.</li> </ul>	<b>AO17</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.
<b>Public transport network</b>		
<b>PO18</b> 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.	<b>AO18</b> No acceptable outcomes are prescribed.	<b>Not applicable</b> The subject site does not have an area of 5,000m <sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.



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Performance outcomes	Acceptable outcomes	Compliance
<b>Pest Plants</b>		
<p><b>PO19</b></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 Protection (Pest and Stock Route Management) Act 2002.</p>	<p><b>AO19</b></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. Declared pest plants include locally declared and State declared pest plants.</p>	<p><b>Not applicable</b></p> <p>The subject site does not have an area of 5,000m<sup>2</sup> or more, and the proposal would create 2 Lots only and does not involve new roads.</p>



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