

## MOWBRAY HELIPAD

### PLANNING REPORT FOR MATERIAL CHANGE OF USE (AIR SERVICES & ANCILLIARY USE (Pilots Accommodation))

Lot 78 SR416



PR149569\_ID\_R80388

1

26 May 2021

## REPORT

### Document status

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### Approval for issue

Ian Doust



26 May 2021

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# SUMMARY

Site Details	
Site Address:	Captain Cook Highway, Mowbray
Real Property Description:	Lot 78 on SR416
Site Area:	5.26 ha
Owner(s):	Algona Developments Pty Ltd
Application Details	
Permit Type Sought:	Development Permit
Application Type/Description:	Material Change of Use (Air Services )
Assessment Manager:	Douglas Shire Council
Level of Assessment:	Impact
Referrals:	SARA (DTMR, DES)
Consultation	
Entity name and representative (including role):	
Applicant Contact Details	
Applicant Contact Person:	+61 7 408216606 lan.doust@rpsgroup.com.au

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# 1 INTRODUCTION

RPS Australia East Pty Ltd (RPS) has been engaged by Algona Developments Pty Ltd (Des Davey/Helibiz) to seek development approval for the establishment of a "private helipad and pilot accommodation", with permission to fly in/out by helicopter, on land located at Captain Cook Highway, Mowbray.

The subject site is more properly described as Lot 78 on SR416.

This development application seeks:

- Development Permit for Material Change of Use (Air Services and Ancillary Use (Pilots Accommodation))

The purpose of the development is to provide a base for helicopters to land and refuel, and provide accommodation for approximately 2 pilots. The helicopters are for use in airlifting materials for the construction of the Wangetti trail although it is important to note that those construction materials will not be stored on this site, but will be airlifted from other designated storage points as part of the Wangetti project.

The works a range of different forms of development, including:

- Construction of a Helipad , Helicopter hanger and accommodation for 2 pilots
- On-site effluent treatment facility

The Douglas Planning Scheme contains a specific definition of “**Air Services**”, which includes

...Premises used for any of the following:

- the arrival and departure of aircraft;
- the housing, servicing, refuelling, maintenance and repair of aircraft;
- the assembly and dispersal of passengers or goods on or from an aircraft;
- any ancillary activities directly serving the needs of passengers and visitors to the use;
- associated training and education facilities;
- aviation facilities

Preliminary investigations reveal that:-

- The site is within the “Rural” zone under the Planning Scheme.
- The site is effected by a number of Planning Scheme Overlays
- Under the Table of Assessment applicable to this zone, the defined use of “air services” is identified as being Impact Assessable.
- The application needs referral for
  - 10.9.4.2.4 Material change of use near a State transport corridor or a future State transport corridor
  - 10.20.4.4.3 Material change of use of premises in wetland protection area

This report provides greater detail on the nature of the proposal and provides an assessment of the proposal against the intents and code requirements of relevant statutory planning documents. Technical issues associated with the proposal are addressed in appended technical reports.

Based on these assessments, the proposal is recommended for approval subject to reasonable and relevant conditions.

## 2 SITE DETAILS

### 2.1 Site Particulars

**Table 1: Site particulars**

<b>Address</b>	Captain Cook Highway, Mowbray
<b>Real Property Description</b>	Lot 78 on SR416
<b>Site Area</b>	5.26 ha
<b>Encumbrances</b>	Nil
<b>Existing use of site</b>	Farm
<b>Contaminated land Register</b>	N/A
<b>Topography</b>	Relatively flat with minor undulations, sloping from the highway down to the east
<b>Vegetation</b>	The majority of site has been historically cleared for agricultural production and is predominately category X. However, the site has a mapped stands of Category B Remnant Vegetation in the western corner which is unaffected by this development. The site contains a mapped Category R Reef Regrowth across it.
<b>Waterways</b>	There are no mapped waterways on the land.
<b>Road frontages</b>	Captain Cook Highway – Approximately 350 metres
<b>Services</b>	The only reticulated services currently connected to the site lan electricity pole on the Highway frontage. It is proposed that services required to meet the demands of the proposed development will be provided by on-site water harvesting, wastewater treatment/disposal and either connection to electricity or solar electricity generation.
<b>Surrounding land uses</b>	<b>North:</b> USL and Rural land <b>South:</b> Agricultural production <b>East:</b> Great Barrier Reef Coast Marine Park - Port Douglas beach <b>West:</b> Captain Cook Highway and undeveloped land

Site location and extent is shown in **Figure 1**.



**Figure 1 Site Location**

**Source:** Queensland Globe 2021.

Certificates of title confirming site ownership details and landowners' consent are included for reference in **Appendix B**.

## 2.2 Planning context

The planning context of the site can be summarised as follows :-

**Table 2: Planning context**

Instrument	Designation
<b>Far North Queensland Regional Plan 2009 - 2031</b>	
Regional Plan designation:	Regional Landscape and Rural Production Area
<b>Douglas Shire Council Planning Scheme 2018</b>	
Strategic framework designation:	Rural Area
Zoning:	Rural
Overlays:	<ul style="list-style-type: none"> <li>• Acid Sulfate Soils Overlay <ul style="list-style-type: none"> <li>– Land below 5m AHD</li> <li>– Land above 5m AHD and Below 20m AHD</li> </ul> </li> <li>• Bushfire <ul style="list-style-type: none"> <li>– Potential Impact Buffer</li> <li>– Very High Potential Bushfire Intensity</li> <li>– High Potential Bushfire Intensity</li> </ul> </li> <li>• Coastal Environment Overlay <ul style="list-style-type: none"> <li>– Erosion Prone Area</li> </ul> </li> <li>• Flood and Storm Tide Inundation Overlay <ul style="list-style-type: none"> <li>– Storm Tide – High Hazard</li> <li>– Storm Tide – Medium Hazard</li> <li>– Floodplain Assessment Overlay</li> </ul> </li> <li>• Hillslopes <ul style="list-style-type: none"> <li>– Area Affected by Hillslopes</li> </ul> </li> <li>• Landscape Values Overlay <ul style="list-style-type: none"> <li>– Scenic route buffer</li> <li>– High landscape values</li> <li>– Medium Landscape Value</li> </ul> </li> <li>• Natural Areas Overlay <ul style="list-style-type: none"> <li>– MSES - Wildlife Habitat</li> <li>– MSES - Regulated Vegetation</li> <li>– MSES - Marine Park</li> </ul> </li> <li>• Transport Network (Road Hierarchy) Overlay <ul style="list-style-type: none"> <li>– Arterial Road</li> <li>– Major Transport Corridor Buffer Area (State Controlled Road)</li> </ul> </li> <li>• Transport Network (Transport Noise Corridors) Overlay <ul style="list-style-type: none"> <li>– Category 1: 58 dB(A) =&lt; Noise Level &lt; 63 dB(A)</li> <li>– Category 2: 63 dB(A) &lt; Noise Level &lt; 68 dB(A)</li> <li>– Category 3: 68 dB(A) =&lt; Noise Level &lt; 73 dB(A)</li> </ul> </li> <li>• Transport Pedestrian Cycle <ul style="list-style-type: none"> <li>– Iconic Recreation Route</li> </ul> </li> </ul>



Instrument	Designation
<b>State Referral Mapping</b>	
<b>Applicable State Mapping:</b>	<ul style="list-style-type: none"> <li>Coastal Management District - Not applicable as per State Coastal Hazard Map Search</li> <li>Coastal area - erosion prone area</li> <li>Coastal area - medium storm tide inundation area</li> <li>Coastal area - high storm tide inundation area</li> <li>Wetland protection area trigger area</li> <li>Regulated vegetation management map (Category A and B extract)</li> <li>State-controlled road</li> <li>Area within 25m of a State-controlled road</li> </ul>

## 2.3 Planning Scheme Zoning and Overlays

Zoning of the subject site and surrounding lands is shown on **Figure 2**.

### 2.3.1 Zoning

The site is located within the Rural Zone, refer to **Figure 2**.



**Figure 2 Zoning**

Source: Douglas Shire Planning Scheme 2018

### 2.3.2 Acid Sulfate Soils

The Overlay Code has revealed that a large portion of the subject site is mapped as containing land that is below 5m AHD. This assessment has also revealed that the western portion of the site, immediately adjacent to the Captain Cook Highway contains land between 5m AHD and 20 m AHD. These mapping designations are intended to provide a broad-scale indication that ASS may be present on the site.

The Planning Scheme's stated intent in respect to areas where ASS may be present is to either avoid or mitigate adverse impacts from disturbance of these soils.

The proposed development is located above RL3.0m AHD, with a nominal floor level of RL4.5m AHD. The earthworks for the development are minor, and involve earthworks in the order of 1m cut and 1m fill.

Any impacts from Acid Sulphate Soil (if found) will be managed by standard building earthworks management techniques.

Refer To **Appendix L Site Soil investigation by Dirt Professionals**

This report advised:

- To investigate subsurface conditions bore holes were excavated to depths of 2.0m. The location of these holes were at diagonal corners of the approximate building area.
- Dynamic Cone Penetrometer Tests were carried out at these locations.
- A disturbed sample was taken for laboratory testing.
- There is a layer of **gravely sand clay silt with cobbles to the depth of holes.**
- A Plasticity Indices Test was carried out on a sample of gravely sand clay silt from the area.
- The Footing should be designed by a Professional Registered Engineer.



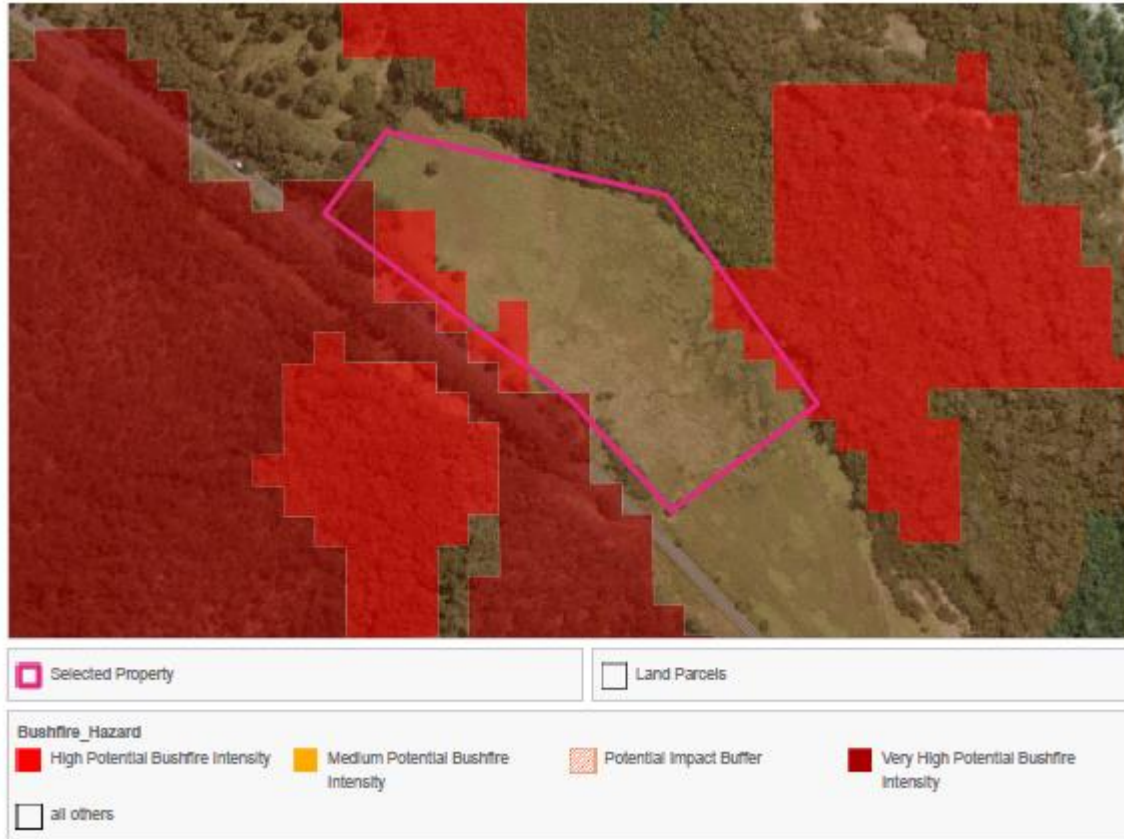
**Figure 3: Acid Sulfate Soils Overlay Map**

Source: Douglas Shire Planning Scheme 2018 via Property Report

### 2.3.3 Bushfire Overlay

A small portion of the site is mapped as High Potential Bushfire Intensity, presumably to reflect the vegetation to the west of the Captain Cook Highway. The Captain Cook Highway provides an adequate separate road between the development and the vegetation to the west to allow fire fighting access.

The Wetland to the east is also mapped as High Potential Bushfire Intensity and is 91m from the concrete slab to the actual vegetation.



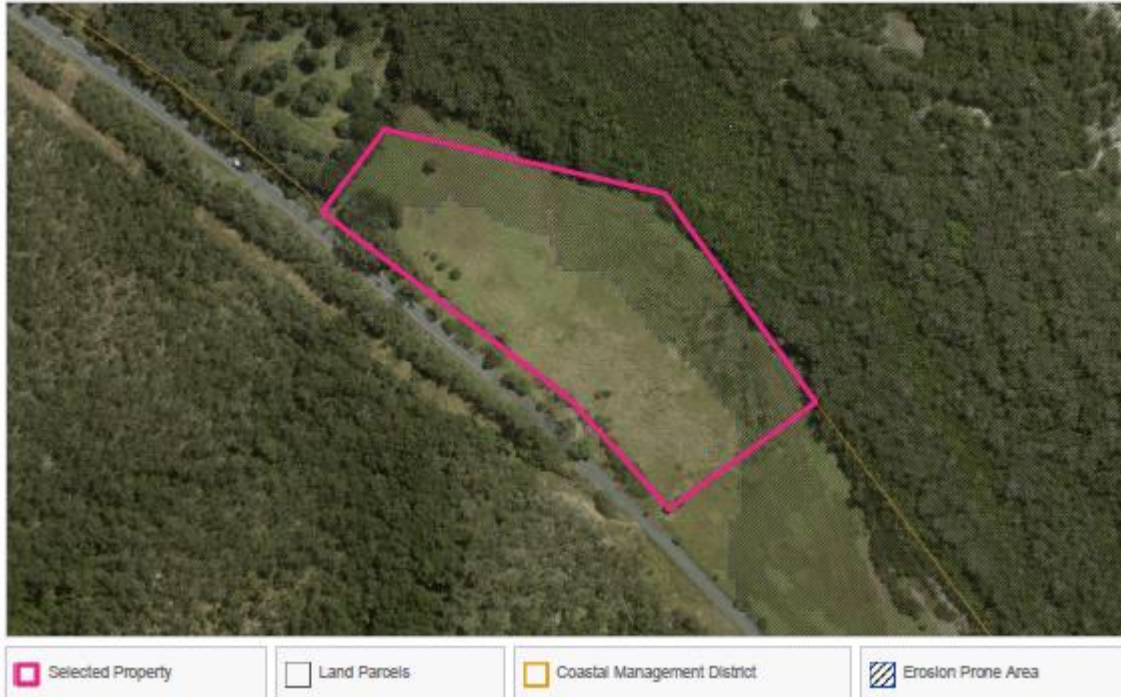
**Figure 3 Bushfire Overlay**

Source: Douglas Shire Planning Scheme 2018 via Property Report

## 2.3.4 Coastal Environment Overlay

The Coastal Environment Overlay Code shows: :

- The site is partly located within the Erosion Prone Area;
- The erosion prone area is the width of the coast that is considered to be vulnerable to coastal erosion and tidal inundation, factoring in a sea level rise of 0.8 metres resulting from the impacts of climate change.



**Figure 4 Planning Scheme Coastal Processes Overlay ( Erosion Prone Area)**

Source: Douglas Shire Planning Scheme 2018 via Property Report



### 2.3.5 Flood and Storm Tide Hazard Overlay

The Flood and Storm Tide Hazard Overlay Code shows the site:

- mapped as being within the medium and high hazard storm tide area; and
- mapped as being within the Floodplain Assessment Overlay (Mossman River)

The proposed development is located with a nominal floor level of RL4.5m AHD.

The earthworks for the development are minor, and involve earthworks in the order of 1m cut and 1m fill.



**Figure 4: Flood Storm Overlay Map**

Source: Douglas Shire Planning Scheme 2018 via property report

The site is located at the base of ridgelines running from the hills to the west of the highway, midway between the Mossman river and Yule Point. There are no formed waterways nor gullies across the site.





**Figure 5 Site Context in relation to Ridgelines and Floodwater Inundation**

Source: Douglas Shire Planning Scheme 2018 via property report

Note location of ridgelines and absence of major rivers or watercourses affecting the site.

### 2.3.6 Stormtide Level

The Storm tide level is considered more relevant, and the floor level of RL4.5m AHD is above the predicted Stormtide levels (including freeboard) of 3.58m below:

**Table 1. – Present day storm tide level range for key communities, including 0.5m freeboard**

Locality	Storm tide level range (present day, 1% AEP), mAHD	Faceboard level (storm tide for present day, 1% AEP, plus 0.5m), mAHD	Storm tide level range (2100 0.8m SLR, 1% AEP), mAHD	Freeboard level (storm tide for 2100 0.8m SLR, 1% AEP, plus 0.5m), mAHD
Port Douglas	1.21 – 3.06	1.71 – 3.56	2.66 – 3.08	3.16 – 3.58

**Figure 6 Stormtide levels**

Source: Douglas Shire Council report, 27 Jan 2021 Minutes

### 2.3.7 Hillslopes

The property is not affected by the Hillslopes overlay.



**Figure 7 Hillslopes Overlay**

Source: Douglas Shire Planning Scheme 2018 via property report

### 2.3.8 Landscape Values Overlay

The site is located within the Rural Zone and that current land use is farming, with the result that the majority of the site has been cleared and is devoid of any natural vegetation.

The land immediately adjacent to the Captain Cook Highway is mapped as “Scenic Route Buffer / View Corridor” within the Landscape Values Overlay. This effectively requires that landscape values are maintained or enhanced immediately adjacent to the Captain Cook Highway.

There is no change or clearing to the strip of vegetation along the highway.



**Figure 8 Landscape Values Overlay**

Source: Douglas Shire Planning Scheme 2018 via property report



### 2.3.9 Natural Areas Overlay

The Natural Areas Overlay Code shows mapped MSES\_Regulation traversing the site. This mapping reflects the Mapped Category R Reef Regrowth Vegetation, which in turn reflects a perceived watercourse through the site.

In reality there is no watercourse or gully through the site.

Stormwater flows from the middle of the from the Captain Cook Highway northerly along frontage boundary and the dissipates over the site approximately 100m to the west of the mapped watercourse. The stormwater flow will not be affected by the works.



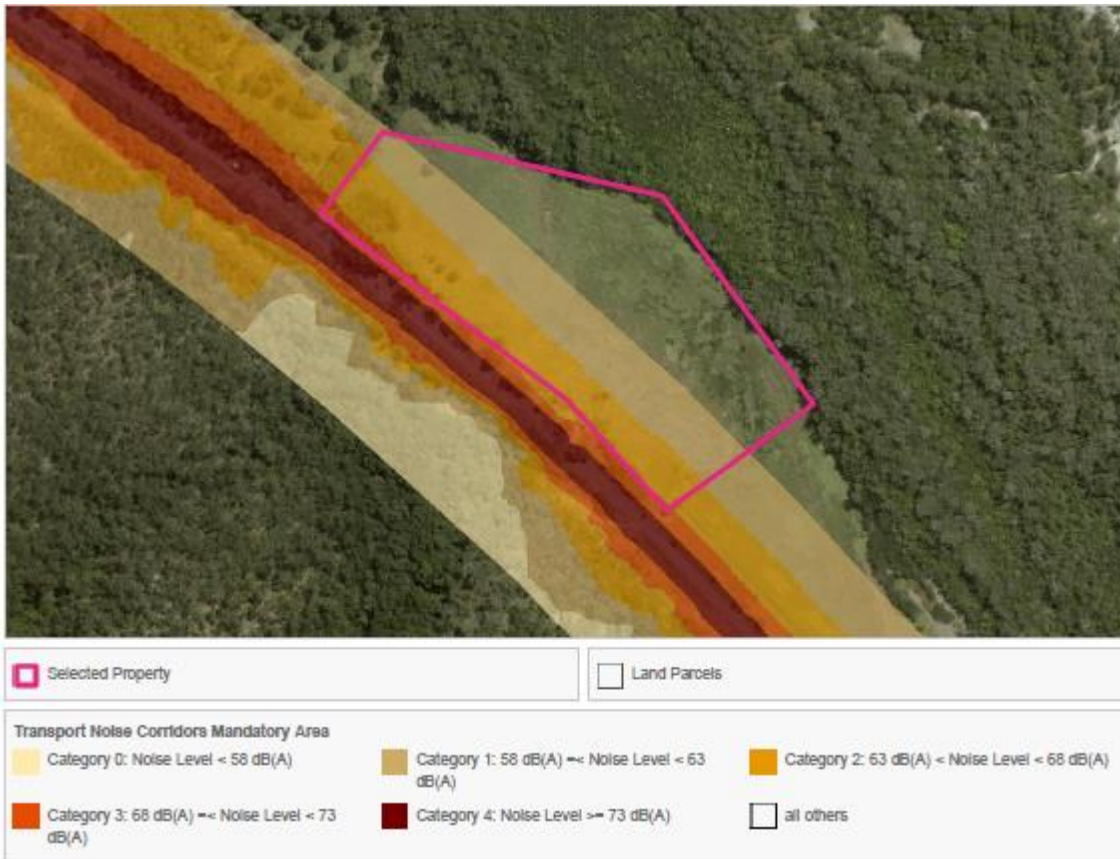
**Figure 9 Natural Areas Overlay Mapping**

Source: Douglas Shire Planning Scheme 2018

### 2.3.9.1 Transport Noise, Pedestrian Cycle and Network Overlay

The Transport Network Overlay Code shows

- Transport Noise Corridor Overlays
- Pedestrian Cycle Route
- Arterial Road (Captain Cook Highway)



**Figure 10 Transport Network (Transport Noise Corridors) Overlay Map**

Source: Douglas Shire Planning Scheme 2018 via Property Map





Figure 11 Transport Network (Pedestrian Cycle) Overlay Map



Figure 12 Transport Network (Road Hierarchy) Overlay Map

Source: Douglas Shire Planning Scheme 2018 via Property report



## 2.3 BACKGROUND

### 2.4 Site History

The subject site is currently vacant having been used for Rural farming.

Current and access to the site is via a sealed turn in off the Captain Cook Highway opposite Lot 1 SP270340, approximately 160 metres south of the southern boundary of the site.

There is no proposed change to this access.



Figure 13 Existing Access to the site

## 2.5 Pre-lodgement History

### 2.5.1 Local Authority Engagement

Our client sought pre-lodgement advice from Council, who advised by email dated 18-2-2021, Rebecca Taranto that:

- a Dwelling house and domestic outbuilding (shed) is accepted development in the Rural Zone
- the Works Depot and Aircraft Services component of the proposal would be considered an “Undefined Use”, which would trigger an impact assessable development application that would be assessed against the Whole of the Planning Scheme. The application would require public notification.
- Captain Cook Highway, a State controlled road, a referral to the State Assessment and Referral Agency (SARA) is triggered
- Matters of State Environmental Significance (MSES) exists,
- part of the site is zoned as a Marine Park (highly protected areas).
- Civil Aviation Safety Authority (CASA) with regards to the proposed air route and regulations relating to the Cairns to Mossman Emergency Services flight paths
- it is recommended that you obtain a soil test that comes with a wastewater report to identify the type and position of wastewater treatment that would be necessary for the site.

Actions since that advice include:

- Deletion of the dwelling house component

### 2.5.2 CASA Engagement

We enquired with CASA regarding their requirements for the proposed works and the proposed air route and regulations relating to the Cairns to Mossman Emergency Services flight paths

CASA's advised by email 6 April 2021 that (see Appendix )

- CASA currently does not regulate helicopter landing sites outside an aerodrome.
- The responsibility for approvals and conditions is a matter for the relevant planning authority.
- Civil Aviation Regulations 1988 (CAR) 92 emphasise that the responsibility for operating safely in and out of a helicopter landing site rests with the pilot of the aircraft.
- The pilot in command of a helicopter is responsible for ensuring that a site used for landing and taking off is suitable for the purpose and can be conducted with safety at the time of the flight.

We could find no evidence of statutory Cairns to Mossman Emergency Services flight paths, and suggest that these exist informally.

### 2.5.3 State Authority Engagement

Formal Pre-lodgement Advice was obtained from the State Assessment and Referral Agency (SARA) dated 5 May 2021 ( see Appendix )

TMR

- The subject site is impacted by a category 1 noise level mapping; QDC requirements should be sufficient.
- The Department of Transport and Main Roads (DTMR) have no issue with the proposed positioning of the house, shed or hanger/helipad. The subject site is screened by vegetation along the road boundary.
- The proposed development for air services, domestic house, helipad, hanger and accommodation is required to utilise the existing sealed shared vehicular access via the Captain Cook Highway, a state-controlled road.

- Additional access works will not be required to be undertaken at the existing shared access. This is based on confirmation that the proposed development is for private use only and no commercial component is being proposed.
- The subject site is a vacant lot and the proposed development is not increasing traffic generation; the proposed development will utilise existing vehicle movement rates (8 - 10 vehicle movements per day) afforded to any titled and registered lot.
- However, if there is a change, whereby the proposed development will include a commercial component such as scenic or joy flights or a reliance on visiting customers, the existing shared access will be required to be upgraded to accommodate increased traffic generation from the proposed commercial development.

## 3 PROPOSAL

### 3.1 Overview

The applicant seeks to establish a "private helipad and pilot accommodation", with permission to fly in/out by helicopter, on land located at Captain Cook Highway, Mowbray.

The purpose of the development is to provide a base for helicopters to land and refuel, and provide accommodation for approximately 2 pilots. The helicopters are for use in airlifting materials for the construction of the Wangetti trail although it is important to note that those construction materials will not be stored on this site, but will be airlifted from other designated storage points as part of the Wangetti project.

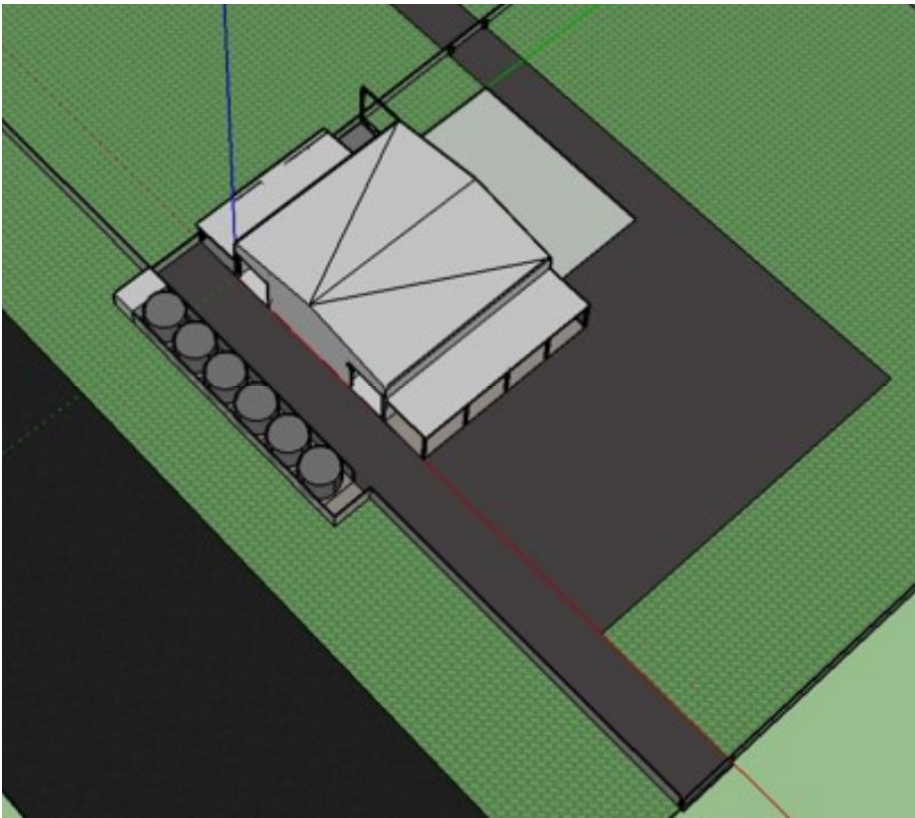
The works a range of different forms of development, including:

- Construction of a Helipad , Helicopter hanger and accommodation for 2 pilots
- On-site effluent treatment facility
- Components (Approx dimensions)
  - Hanger 24x24
  - Pilot Accom 20x5.3
  - Awning 24x6 for undercover storgae.
  - Landing area
  - Access at hangar to tanks 6m maximum width
  - Tanks Area 29.3x4.5 save
  - Area outside workshop - Hardstand and turnaround
  - From edge of landing area to Highway is 54.5m OK
  - From edge of landing area to southern boundary is 69m. OK
  - Setback Tanks to highway is 20m OK
  - Floor Level of the hanger and pad and pilot accommodation is on the RL4.5m contour, allowing for 1m cut and 1m fill each side.





### 3.1.1 Built Form



**Figure 15 Conceptual 3d image**

### 3.1.2 Pilots Accommodation

The Pilots Accommodation will be attached to the Hangar and will provide self-contained accommodation for 2 pilots.

### 3.1.3 Access

Vehicular access to the proposed development utilise the existing sealed shared vehicular access via the Captain Cook Highway, a state-controlled road.

The access will be upgraded to allow for all -weather access and a monthly fuel tanker visit.

TMR have advise that

- additional access works will not be required to be undertaken at the existing shared access. This is based on confirmation that the proposed development is for private use only.
- The subject site is a vacant lot and the proposed development is not increasing traffic generation; the proposed development will utilise existing vehicle movement rates (8 - 10 vehicle movements per day) afforded to any titled and registered lot.
- However, if there is a change, whereby the proposed development will include a commercial component such as scenic or joy flights or a reliance on visiting customers, the existing shared access will be required to be upgraded to accommodate increased traffic generation from the proposed commercial development.

### 3.1.4 Carparking

Required by Access Parking and Servicing Code

Component	Required by Code	Provided	Comment
<b>Air Services</b>			
Reception Area	1 car space per 20m <sup>2</sup> of covered reception area	Nil	There is no reception Area
Staff	1 car space per 2 staff	2	Total of 2 staff
Bus	covered bus setdown area adjacent to the entry of the reception area and 2 bus parking spaces.	Nil	No buses are proposed for the facility.
Bicycle Spaces	n/a	Nil	Space available within Hangar or Pilots Accommodation for bicycles
End of trip facilities	n/a	Nil	

There is no reception area as there will only be 2 pilots using the facility. As such 2 carspaces have been provide, although there is ample room on-site.

No buses are proposed for the facility.

### 3.1.5 Water Supply

Water supply will be provided by rainwater tanks harvesting roof water from the Hangar.

### 3.1.6 Power

Power supply will be either from the existing (but unused) power pole located on the eastern side of the Captain Cook Highway, or by Solar system.

### 3.1.7 Stormwater Management

There will be no change to stormwater storage on the site. Earthworks are minimal cut/fill style and will not decrease the floodwater storage area available.

### 3.1.8 Managing Flood Risk

Given the minor nature of the earthworks there has been no flood modelling undertaken for the site.

### 3.1.9 Earthworks

The house, hanger and landing area will require some cut/fill to create a level building platform

The floor Level of the hanger and pad and pilot accommodation is on the RL4.5m contour, allowing for 1m cut and 1m fill each side.

The Estimated volume of earthworks will be in the order of 1000m<sup>3</sup> ( say 1500m<sup>2</sup> by 0.5 to 1m cut/fill).

### 3.1.10 Vegetation

The category R mapped area is shown (yellow hatch).

The actual water invert derived from Lidar contours appears to be about farther to the west (purple hatch).

There appears to be no vegetation on either area, as the existing use of the land is grazing (see Globe)

The location of the hangar is logical, generally on the highest part of the site and over 90m away from the wetland to the north and east.

### 3.1.11 Wetland

All of the site is within a wetland trigger area.

There are no wetlands within the site itself.

The Hangar hardstand is setback 92m from the edge of wetland, allowing the existing natural vegetation (Grass) to act as an appropriate buffer to the wetland itself.

### 3.1.12 On-Site Effluent Treatment and Disposal

Given the subject land is located outside the area serviced by the Douglas Shire Council reticulated sewerage treatment system, the applicant will be required to provide a sufficient on-site effluent treatment and disposal system for the proposed development.



## 4 KEY PLANNING ISSUES

### 4.1 Helicopter Operations

Refer to the sections above where CASA advise that they do not regulate the site and there is no specified helicopter corridor for emergency services.

The applicant owns and operates a Helicopter Business, Helibiz at Airlie Beach.

*Helibiz is a family owned Australian business serving the aviation industry since 1994. Helibiz provides a full service to the industry including:*

- *New & Pre Owned Helicopter Sales – ROBINSON \* AIRBUS \* BELL \* AGUSTA \**
- *Authorised ROBINSON Dealer (since 1997)*
- *Spare Parts*
- *Aircraft Maintenance*
- *Pilot Flight Training – PPLH, CPLH*
- *Helicopter Safaris*
- *Brokerage, Finance & Insurance*

*In 2006 Helibiz introduced the helicopter safari program, designed for new owners and pilots to participate in a safe flying environment, gaining invaluable experience under the supervision and control of the Helibiz safari team. More than 20,000 safe flying hours have been completed and enjoyed by more than 1,000 participants. Helibiz also introduced the first R44 advanced training course in Australia, created to improve the competency and proficiency of a pilots skill level, incorporating a full understanding of the critical theory elements which a pilot must know. In 2014, the advanced course has been extended to include the R66 and AS350 class helicopters. Contact us for detail.*

*Helibiz specialise in helicopter sales and training – Helibiz owner Des Davey is also the Company Chief Pilot, Chief Flying Instructor and also is a Flight Examiner..... needless to say when you are considering a helicopter purchase you will be in safe/experienced hands.*

*Source: Helibiz.com*

Helibiz advise that there will be no night time activities, and that flight paths in/out from the helipad will originate/depart from the eastern (coastal) side rather than directly over the Captain Cook Highway.

Not that there are no designated flight paths for helicopters, however

- Civil Aviation Regulations 1988 (CAR) 92 emphasise that the responsibility for operating safely in and out of a helicopter landing site rests with the pilot of the aircraft.
- The pilot in command of a helicopter is responsible for ensuring that a site used for landing and taking off is suitable for the purpose and can be conducted with safety at the time of the flight.

### 4.2 Wetland

All of the site is within a wetland trigger area, however there are no wetlands within the site itself.

The Hangar hardstand is setback 92m from the edge of wetland, allowing the existing natural vegetation (Grass) to act as an appropriate buffer to the wetland itself.

### 4.3 Mapped Cat R Reef regrowth Vegetation Corridor

Whilst the State strives to ensure the accuracy of the spatial data layer *Queensland Waterways for Waterway Barrier Works*, anomalies may still occur and subsequently the burden for ensuring the appropriate determination of mapping rests solely with the proponent.

The category R mapped area does not follow any discernible watercourse or gully.

The actual water invert derived from Lidar contours appears to be located farther to the west.

There appears to be no vegetation on either area, as the existing use of the land is grazing (see Globe)

The location of the hangar is logical, generally on the highest part of the site and over 90m away from the wetland to the north and east.

## 5 STATE, REGIONAL & LOCAL ASSESSMENT BENCHMARKS

### 5.1 Applicable Act/s

The *Planning Act 2016* and its subordinate legislation is the applicable act for the assessment of this development application.

### 5.2 State Planning Policy

Section 26(2)(a)(ii) of the *Planning Regulation 2017* requires that the code assessment must be carried out against the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as having been appropriately integrated.

A review of the changes within the SPP are not considered to impact the proposals compliance with the SPP.

### 5.3 Temporary State Planning Policy

Section 26(2)(a)(iii) of the *Planning Regulation 2017* requires that the code assessment must be carried out against any temporary State Planning Policy applying to the premises.

In this instance no temporary State planning policies apply.

### 5.4 Regional Plan

Section 30 of the *Planning Regulation 2017* requires that the code assessment of this application must be carried out against the assessment benchmarks stated in the regional plan, to the extent the regional plan is not identified in the planning scheme as having been appropriately integrated.

The subject is located with the Far North Qld Regional Plan and it has been acknowledged by the Minister that the Douglas Shire Planning Scheme (2018 v1.0) advances this Regional Plan appropriately

### 5.5 State interests that apply (referrals)

In accordance with Schedule 10 of the *Planning Regulation 2017*, the follow referrals apply.

**Table 3: Schedule 10 Referral Matters**

Schedule 10	Referral topic and reason	Referral Agency
10.9.4.2.4	Material change of use near a State transport corridor or a future State transport corridor	SARA, TMR
10.20.4.4.3	Material change of use of premises in wetland protection area	SARA, Department of Science

### 5.6 Particular State interests that do not apply (no referrals)

For clarity, the follow referrals do not apply.

#### 5.6.1 Vegetation Clearing

There is no actual clearing of vegetation on the site.

The of concern regional ecosystem within the category R area, which will be impacted by the development, is mapped as RE 7.2.3 (sparse) – *Corymbia tessellaris* and/or *Acacia crassicarpa* and/or *C. intermedia* and/or *C. clarksoniana* woodland to closed forest on beach ridges (predominantly Holocene). There is no essential habitat on this property.

In reality the Cat R area has no vegetation nor waterway, watercourse or gully in that location.

For the construction of the helipad and helicopter hanger, the proposed works will not require referral as this may be undertaken as accepted development under schedule 21, part 2, section 2(h)(i) of the Planning Regulation 2017.

### **5.6.2 Marine Plants**

An inspection by our environmental scientist did not disclose any Marine Plants on site.

### **5.6.3 Waterway barrier**

No Waterway barrier on site, nor any waterway barrier works

### **5.6.4 Coastal**

The site is not in a Coastal management district

### **5.6.5 Marine Park Permits**

The site is not in a Marine Park. Inspection of Qld Globe mapping indicates an obvious shift in the mapped data layer.



## 5.7 Development Assessment under Schedule 10 (SDAP)

Schedule 10 of the *Planning Regulation 2017* identify the matters that the assessment manager and/or referral agency assessment must have regard to.

The State Development Assessment Provisions (SDAP) nominate applicable State Codes based on the referral triggers. The current State Codes (Version 2.6) applicable to the proposal are identified in **Table 4**.

**Table 4: Relevant SDAP State Codes**

Section of Regulation	Referral topic	State Code	Response
10.9.4.2.4	Material change of use near a State transport corridor or a future State transport corridor	SARA, TMR	Appendix Q
10.20.4.4.3	Material change of use of premises in wetland protection area	SARA, Department of Science	Appendix Q

## 5.8 Local Planning Assessment Provisions

### 5.8.1 Applicable Assessment Instrument

The Douglas Shire Council Planning Scheme (2018 v1.0) is the applicable Local Categorising Instrument for this development application.

In accordance with Schedule 8 of the *Planning Regulation 2017*, the assessment manager for this application is Douglas Shire Council.

### 5.8.2 Defined Use

This application seeks a material change of use for uses defined pursuant to the *Douglas Shire Planning Scheme (2018) v1.0*.

- Air Services

Premises used for any of the following:

- the arrival and departure of aircraft;
- the housing, servicing, refuelling, maintenance and repair of aircraft;
- the assembly and dispersal of passengers or goods on or from an aircraft;
- any ancillary activities directly serving the needs of passengers and visitors to the use;
- associated training and education facilities;
- aviation facilities

- Ancillary Use (Pilot Accommodation)

### 5.8.3 Zone

The subject site is located within the Rural zone of the Douglas Shire Council Planning Scheme 2018 v1.0.

### 5.8.4 Level of Assessment

Pursuant to the Tables of Assessment for the Rural Zone with the Planning Scheme, the proposal triggers Impact Assessment.

### 5.8.5 Overlays

Overlays affecting the site are listed in section 2.3. Detailed responses to relevant Overlay Codes are provided in Section 6.7.6 and **Table 5** below.

### 5.8.6 Codes

The Planning Scheme Codes considered applicable to the proposal, and the location of the relevant code response, are identified in **Table 5**.

**Table 5: Planning scheme code responses**

Planning scheme codes	Response
<b>Zone and Neighbourhood Plan codes</b>	
Rural Zone Code	<b>Appendix J</b> – prepared by RPS
<b>Use Codes</b>	
Dwelling Unit Code	<b>Appendix J</b> – prepared by RPS
<b>Development Codes</b>	
Access Parking and Servicing Code	<b>Appendix J</b> – prepared by RPS
Environmental Performance Code	<b>Appendix J</b> – prepared by RPS
Filling and Excavation Code	<b>Appendix I</b> – prepared by RPS
Infrastructure Design Code	<b>Appendix J</b> – prepared by RPS
Landscaping Code	<b>Appendix J</b> – prepared by RPS
Vegetation Management Code	<b>Appendix J</b> – prepared by RPS
<b>Overlay Codes</b>	
Acid Sulfate Soils Overlay Code	<b>Appendix J</b> – prepared by RPS <b>Appendix L</b> - Site Soil investigation prepared by Dirt Professionals
Bushfire Overlay	<b>Appendix J</b> – prepared by RPS <b>Appendix K</b> - prepared by RPS
Coastal Hazard Overlay Code	<b>Appendix J</b> – prepared by RPS
Flood and Storm Tide Hazard Overlay Code	<b>Appendix J</b> – prepared by RPS
Hillslopes Overlay	<b>Appendix J</b> – prepared by RPS
Landscape Values Overlay Code	<b>Appendix J</b> – prepared by RPS
Natural Areas Overlay Code	<b>Appendix J</b> – prepared by RPS
Transport Network Overlay Code	<b>Appendix J</b> – prepared by RPS

## 6 CONCLUSION

RPS Australia East Pty Ltd (RPS) has been engaged by Des Davey (Algona Developments Pty Ltd /Helibiz) to seek development approval for the establishment of a "private helipad and pilot accommodation", with permission to fly in/out by helicopter, on land located at Captain Cook Highway, Mowbray.

The subject site is more properly described as Lot 78 on SR416.

This development application seeks:

- Development Permit for Material Change of Use (Air Services and Ancillary Use (Pilots Accommodation))

The purpose of the development is to provide a base for helicopters to land and refuel, and provide accommodation for approximately 2 pilots. The helicopters are for use in airlifting materials for the construction of the Wangetti trail although it is important to note that those construction materials will not be stored on this site, but will be airlifted from other designated storage points as part of the Wangetti project.

The works a range of different forms of development, including:

- Construction of a Helipad , Helicopter hanger and accommodation for 2 pilots
- On-site effluent treatment facility

The application is subject to impact assessment.

This report has demonstrated the proposal's consistency with the intents and code requirements of Douglas Shire Planning Scheme and has sought to provide appropriate justification for aspects that do not fully adhere to the acceptable outcomes.

Consideration should involve the following:

- There is no impact to the existing road network as the development uses the existing access constructed by the highway.
- The helicopter operations are not regulated by CASA and will have minimal impact on any surrounding land uses.
- The land is substantially cleared and use for agricultural purposes and the existing vegetation along the highway is not affected by the works.
- The works are above the DSC Stormtide level.
- There is no wetland area within the site, and proposed works are between 82-100m from the actual wetland located on land adjoining to the east.
- The works support the construction of the Wangetti trail

Approval is sought subject to reasonable and relevant conditions.

## Appendix A

### DA Form



# 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)	Algona Developments Pty Ltd ATF Davey Family Trust ACN: 068 770 632 c/o RPS Australia East Pty Ltd
Contact name (only applicable for companies)	Ian Doust – RPS Australia East Pty Ltd
Postal address (P.O. Box or street address)	PO Box 1949
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4031 1336
Email address (non-mandatory)	ian.doust@rpsgroup.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	PR149569

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input type="checkbox"/> No – proceed to 3)	

## PART 2 – LOCATION DETAILS

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

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

#### 3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
			Captain Cook highway	Mowbray
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	78	SR416	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:	

#### I Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
340097	8168039	<input type="checkbox"/> 54 <input checked="" type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input checked="" type="checkbox"/> GDA94 <input type="checkbox"/> Other:	Douglas

#### 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

<input type="checkbox"/> In or adjacent to a water body or watercourse or in or above an aquifer
Name of water body, watercourse or aquifer:
<input type="checkbox"/> On strategic port land under the <i>Transport Infrastructure Act 1994</i>
Lot on plan description of strategic port land:
Name of port authority for the lot:
<input type="checkbox"/> In a tidal area
Name of local government for the tidal area (if applicable):
Name of port authority for tidal area (if applicable):
<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
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):*

Material Change of Use for Air Services and Ancillary Use (Pilots Accommodation)

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

### Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m <sup>2</sup> ) (if applicable)
Helipad and Pilots accommodation	Air Services	N/A	820m <sup>2</sup>
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input type="checkbox"/> Yes			
<input checked="" 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?	
9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)	
<input 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				
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input 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

### 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 checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and 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.dsdmp.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.dsdmp.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:	
-----------------------------	--	-----------	--

### **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	

## Appendix B

### Searches

Department of Resources  
ABN 59 020 847 551

<b>Title Reference:</b>	<b>20961002</b>	<b>Search Date:</b>	26/05/2021 07:31
<b>Date Title Created:</b>	29/08/1974	<b>Request No:</b>	37327927
<b>Creating Dealing:</b>			

**ESTATE AND LAND**

Estate in Fee Simple

LOT 78 CROWN PLAN SR416  
Local Government: DOUGLAS

**REGISTERED OWNER**

Dealing No: 720793745 14/05/2021

ALGONA DEVELOPMENTS PTY LTD A.C.N. 068 770 632  
UNDER INSTRUMENT 720793745

TRUSTEE

**EASEMENTS, ENCUMBRANCES AND INTERESTS**

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 20961002 (POR 78)

**ADMINISTRATIVE ADVICES**

NIL

**UNREGISTERED DEALINGS**

NIL

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



FOR OPENING NOTIFICATIONS-SEE BACK

Pos No	Farm No	Selector	Band & placed on	Remarks	Pos No	Farm No	Selector	Band & placed on	Remarks
78	161222	F. 24.243 (5.25/10)							
79	161222	F. 24.243 (5.25/10)							
84	161222	F. 24.243 (5.25/10)							
79	161222	F. 24.243 (5.25/10)							

Line	Bearing	Dist.
1	180° 35'	52.1
6		
11		
13	357° 30'	43.3
17	133° 10'	78.8
18	33°	41.6

Road to be opened in Por. 78  
 (16-19-15) 28<sup>+</sup> per

C. 153.19  
 N. 157.202

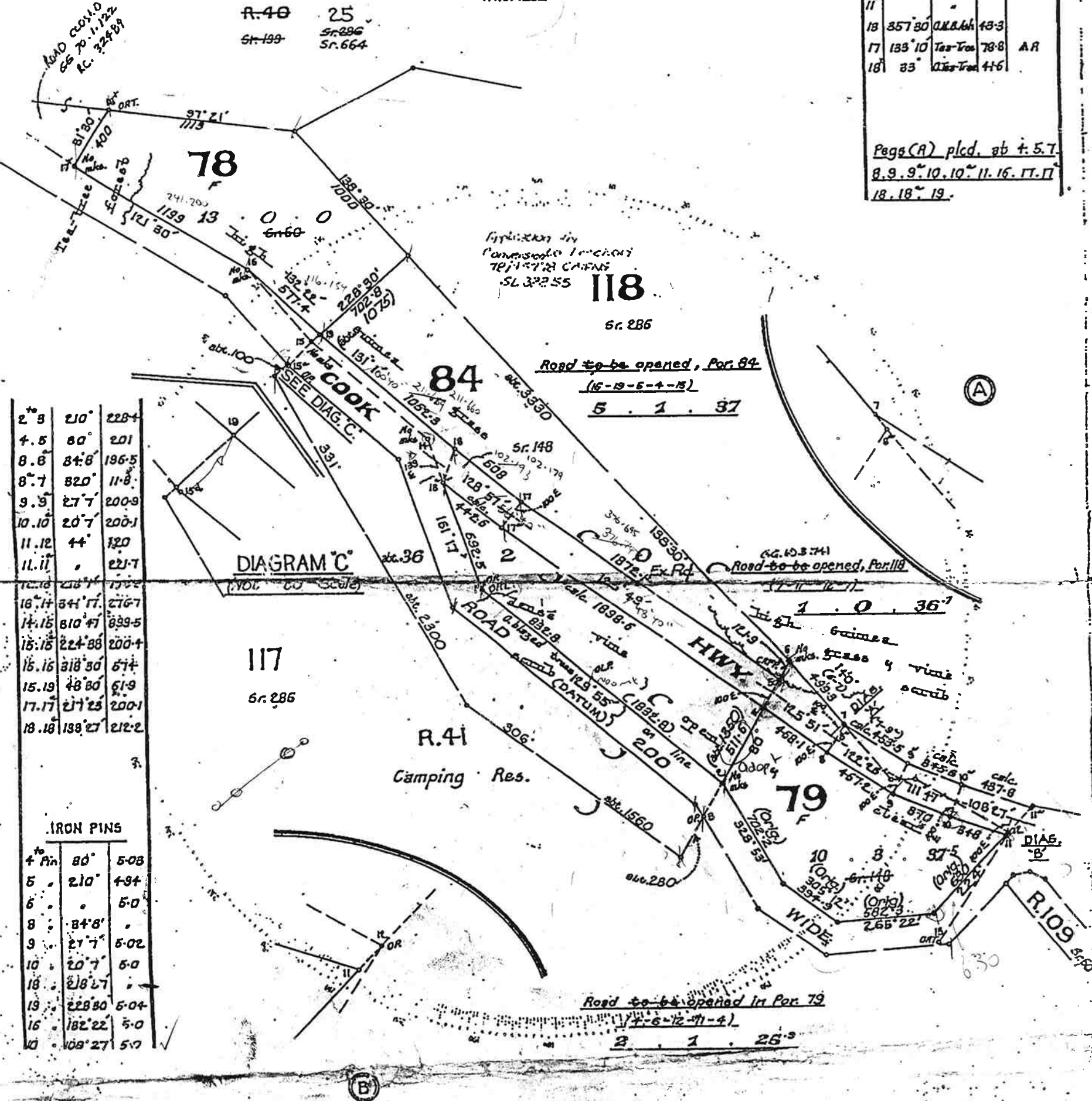
R. 40 25  
 Sr. 199 Sr. 286  
 Sr. 664

SURVEY OFFICE  
 No. 1110 L.S.C.  
 Date 15.2.66  
 QUEENSLAND

Reference to Corners

Cor	Bearing	From	Dist.	Marks
1	180° 35'	Old Tree	52.1	A.R.
6		Page		
11				
13	357° 30'	Old Tree	43.3	
17	133° 10'	Old Tree	78.8	A.R.
18	33°	Old Tree	41.6	

Page (A) plcd. at 4.5.7  
 8.9.9.10.10.11.16.17.17  
 18.18.19.



Noted on Sr. 60, 148 & 286  
 Adjustments

Pos	Reference	Previous Area	Date	Charted
84	RC16703	42.0.0.0	16.6.61	6.3.61
78		13.0.29	22.6.61	
79		11.1.0		

I hereby certify that I, in person, made and on the 15.2.1966, completed the survey represented by this plan, which was written, the bearings and lengths of the lines surveyed by me, and that the survey has been executed in accordance with the existing regulations of the Surveyor General's Department.

G.E. Chapman  
 Surveyor

For Additional Plan & Document Notings Refer to CISP

CROWN COPYRIGHT RESERVED

Meridian Observations

Pos	Date	Lat.	Long.	Correction
84				
78				
79				

Date of Instructions 19.12.62  
 Date of transmission of plans to B.L. 66  
 Examined by B.L. 67  
 Voucher No. 1110  
 Chartered by 16/11/67  
 Sales Register Vol. 101

Road in PLAN OF

PORTION Nos. 18, 19, 84, 118  
 PARISH OF MOWBRAY  
 County of SALANDER  
 Land Agents Cairns  
 District of  
 Cal. No. Sr. 416

Scale 5 Chains to an inch  
 Diagrams 50 ft. to an inch

## 2018 Douglas Shire Council Planning Scheme Property Report

The following report has been automatically generated to provide a general indication of development related information applying to the premise.

For more information and to determine if the mapping layers are applicable, refer to the [2018 Douglas Shire Council Planning Scheme](#). This report is not intended to replace the need for carrying out a detailed assessment of Council and State controls or the need to seek your own professional advice on any town planning instrument, local law or other controls that may impact on the existing or intended use of the premise mentioned in this report. For further information please contact Council by phone: [07 4099 9444](tel:0740999444) or [1800 026 318](tel:1800026318) or email [enquiries@douglas.qld.gov.au](mailto:enquiries@douglas.qld.gov.au).

Visit Council's website to apply for an [official property search or certificate](#), or contact the [Department of Natural Resources, Mines and Energy](#) to undertake a title search to ascertain how easements may affect a premise.

### Property Information

Property Address

Lot Plan [78SR416](#) (Freehold - 52610m<sup>2</sup>)



☒ Selected Property

☐ Easements

☐ Land Parcels

### Douglas Shire Planning Scheme 2018 version 1.0

The table below provides a summary of the Zones and Overlays that apply to the selected property.

#### Zoning











**Applicable Zone**  
Rural

#### More Information

- [View Section 6.2.10 Rural Zone Code](#)
- [View Section 6.2.10 Rural Zone Compliance table](#)
- [View Section 6.2.10 Rural Zone Assessment table](#)

## Douglas Shire Planning Scheme 2018 version 1.0

The table below provides a summary of the Zones and Overlays that apply to the selected property.

 <a href="#">Acid Sulfate Soils</a>	<b>Applicable Precinct or Area</b> Acid Sulfate Soils (< 5m AHD) Acid Sulfate Soils (5-20m AHD)	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.1 Acid Sulfate Soils Overlay Code</a></li> <li><a href="#">View Section 8.2.1 Acid Sulfate Soils Overlay Compliance table</a></li> </ul>
 <a href="#">Bushfire Hazard</a>	<b>Applicable Precinct or Area</b> Potential Impact Buffer Very High Potential Bushfire Intensity High Potential Bushfire Intensity	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.2 Bushfire Hazard Overlay Code</a></li> <li><a href="#">View Section 8.2.2 Bushfire Hazard Overlay Compliance table</a></li> </ul>
 <a href="#">Coastal Processes</a>	<b>Applicable Precinct or Area</b> Erosion Prone Area	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.3 Coastal Environment Overlay Code</a></li> <li><a href="#">View Section 8.2.3 Coastal Environment Overlay Compliance table</a></li> </ul>
 <a href="#">Flood Storm</a>	<b>Applicable Precinct or Area</b> Medium Storm Tide Hazard High Storm Tide Hazard Floodplain Assessment Overlay (Mossman River)	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.4 Flood and Storm Tide Hazard Overlay Code</a></li> <li><a href="#">View Section 8.2.4 Flood and Storm Tide Hazard Overlay Compliance table</a></li> </ul>
 <a href="#">Hillslopes</a>	<b>Applicable Precinct or Area</b> Area Affected by Hillslopes	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.5 Hillslopes Overlay Code</a></li> <li><a href="#">View Section 8.2.5 Hillslopes Overlay Compliance table</a></li> </ul>
 <a href="#">Landscape Values</a>	<b>Scenic Buffer Area</b> Scenic route buffer <b>Landscape Values</b> High landscape values Medium Landscape Value	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.6 Landscape Values Overlay Code</a></li> <li><a href="#">View Section 8.2.6 Landscape Values Overlay Compliance table</a></li> </ul>
 <a href="#">Natural Areas</a>	<b>Applicable Precinct or Area</b> MSES - Wildlife Habitat MSES - Regulated Vegetation MSES - Marine Park	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.7 Natural Areas Overlay Code</a></li> <li><a href="#">View Section 8.2.7 Natural Areas Overlay Compliance table</a></li> </ul>
 <a href="#">Transport Noise Corridors</a>	<b>Applicable Precinct or Area</b> Category 1: 58 dB(A) =< Noise Level < 63 dB(A) Category 2: 63 dB(A) < Noise Level < 68 dB(A) Category 3: 68 dB(A) =< Noise Level < 73 dB(A)	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.10 Transport Network Overlay Code</a></li> <li><a href="#">View Section 8.2.10 Transport Network Overlay Compliance table</a></li> </ul>
 <a href="#">Transport Pedestrian Cycle</a>	<b>Applicable Precinct or Area</b> Iconic Recreation Route	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.10 Transport Network Overlay Code</a></li> <li><a href="#">View Section 8.2.10 Transport Network Overlay Compliance table</a></li> </ul>
 <a href="#">Transport Road Hierarchy</a>	<b>Applicable Precinct or Area</b> Arterial Road Major Transport Corridor Buffer Area (State Controlled Road)	<b>More Information</b> <ul style="list-style-type: none"> <li><a href="#">View Section 8.2.10 Transport Network Overlay Code</a></li> <li><a href="#">View Section 8.2.10 Transport Network Overlay Compliance table</a></li> </ul>



Zoning

**Applicable Zone**  
Rural

- More Information**
- [View Section 6.2.10 Rural Zone Code](#)
  - [View Section 6.2.10 Rural Zone Compliance table](#)
  - [View Section 6.2.10 Rural Zone Assessment table](#)



☒ Selected Property

☐ Land Parcels

<input type="checkbox"/> Centre	<input type="checkbox"/> Community Facilities	<input type="checkbox"/> Conservation	<input type="checkbox"/> Environmental Management
<input type="checkbox"/> Industry	<input type="checkbox"/> Low Density Residential	<input type="checkbox"/> Low-medium Density Residential	<input type="checkbox"/> Medium Density Residential
<input type="checkbox"/> Recreation and Open Space	<input type="checkbox"/> Rural	<input type="checkbox"/> Rural Residential	<input type="checkbox"/> Special Purpose
<input type="checkbox"/> Tourism	<input type="checkbox"/> Tourist Accommodation		

Acid Sulfate Soils

Applicable Precinct or Area

Acid Sulfate Soils (< 5m AHD)  
Acid Sulfate Soils (5-20m AHD)

More Information

- [View Section 8.2.1 Acid Sulfate Soils Overlay Code](#)
- [View Section 8.2.1 Acid Sulfate Soils Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

**Acid Sulfate Soils**

☒ Acid Sulfate Soils (< 5m AHD)

☒ Acid Sulfate Soils (5-20m AHD)

☐ all others



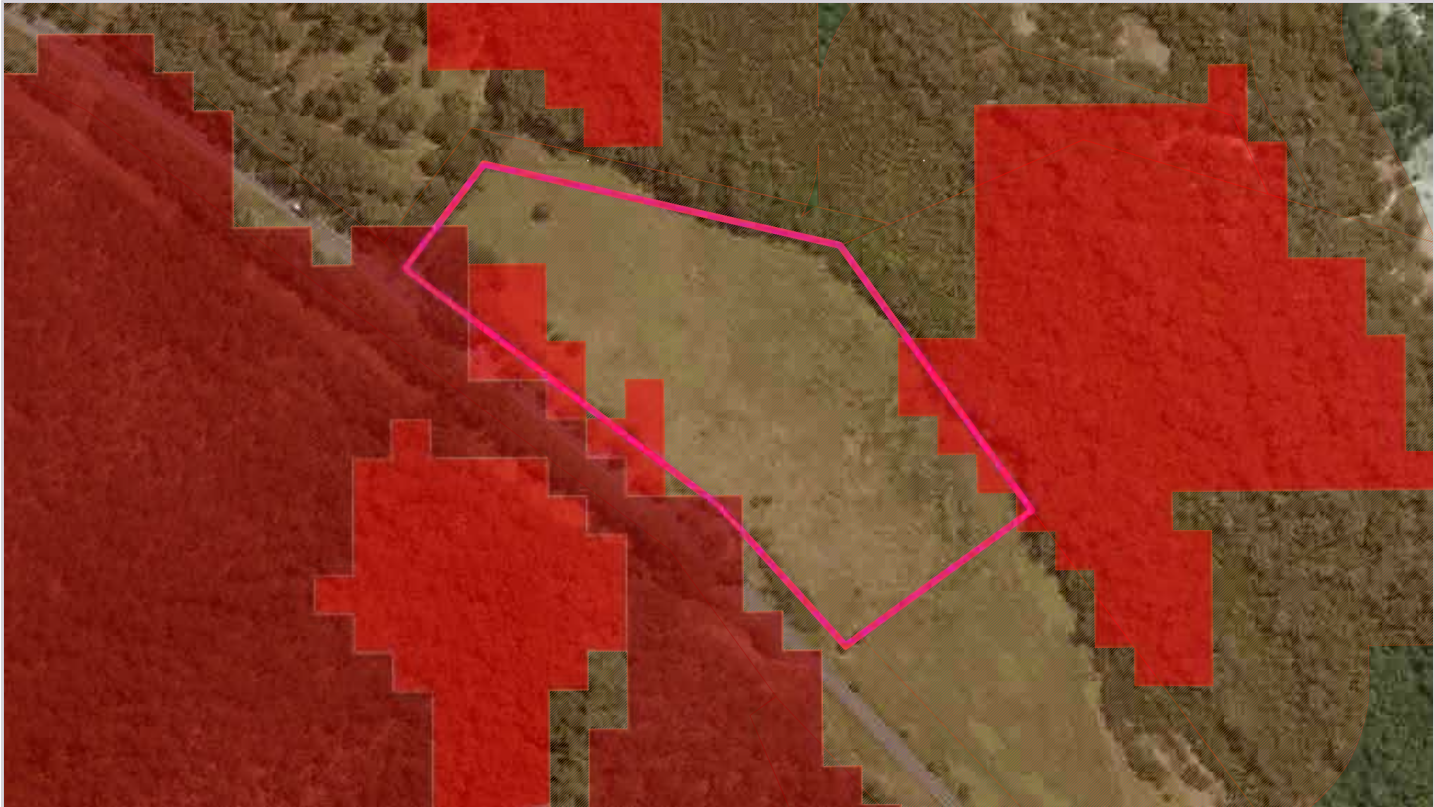
Bushfire Hazard

Applicable Precinct or Area

- Potential Impact Buffer
- Very High Potential Bushfire Intensity
- High Potential Bushfire Intensity

More Information

- [View Section 8.2.2 Bushfire Hazard Overlay Code](#)
- [View Section 8.2.2 Bushfire Hazard Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Bushfire\_Hazard

- |   |   |   |  |
|---|---|---|--|
| <input checked="" type="checkbox"/> High Potential Bushfire Intensity | <input checked="" type="checkbox"/> Medium Potential Bushfire Intensity | <input checked="" type="checkbox"/> Potential Impact Buffer | <input checked="" type="checkbox"/> Very High Potential Bushfire Intensity |
| <input type="checkbox"/> all others                                   |   |   |  |

Coastal Processes

Applicable Precinct or Area  
Erosion Prone Area

- More Information
- [View Section 8.2.3 Coastal Environment Overlay Code](#)
  - [View Section 8.2.3 Coastal Environment Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

☐ Coastal Management District

☒ Erosion Prone Area



Flood Storm

Applicable Precinct or Area

Medium Storm Tide Hazard  
High Storm Tide Hazard  
Floodplain Assessment Overlay (Mossman River)


More Information


- [View Section 8.2.4 Flood and Storm Tide Hazard Overlay Code](#)
- [View Section 8.2.4 Flood and Storm Tide Hazard Overlay Compliance table](#)





☒ Selected Property

☐ Land Parcels

 Medium Storm Tide Hazard

 High Storm Tide Hazard

 100 Year ARI - Mossman Port Douglas and Daintree Flood Studies

 Floodplain Assessment Overlay

Hillslopes

**Applicable Precinct or Area**  
Area Affected by Hillslopes

- More Information**
- [View Section 8.2.5 Hillslopes Overlay Code](#)
  - [View Section 8.2.5 Hillslopes Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

☐ Area Affected by Hillslopes

Landscape Values

Scenic Buffer Area

Scenic route buffer

Landscape Values

High landscape values

Medium Landscape Value

More Information

- [View Section 8.2.6 Landscape Values Overlay Code](#)
- [View Section 8.2.6 Landscape Values Overlay Compliance table](#)



<div> <div>Selected Property</div> <div>Land Parcels</div> </div>		<p><b>Scenic Buffer Area</b></p> <div> <div>Gateway</div> <div>View corridor</div> <div>Lookout</div> <div>all others</div> <div>Scenic route</div> <div>Scenic route buffer</div> </div>			
---	--	---	--	--	--

<p><b>Landscape Values</b></p> <div> <div>Coastal scenery</div> <div>High landscape values</div> <div>Medium Landscape Value</div> <div>all others</div> </div>			
---	--	--	--



## Natural Areas

### Applicable Precinct or Area

MSES - Wildlife Habitat

MSES - Regulated Vegetation

MSES - Marine Park

### More Information

- [View Section 8.2.7 Natural Areas Overlay Code](#)
- [View Section 8.2.7 Natural Areas Overlay Compliance table](#)



Selected Property	Land Parcels	MSES - Regulated Vegetation (Intersecting a Watercourse)
MSES - High Ecological Value Waters (Watercourse)	MSES - Wildlife Habitat	MSES - Regulated Vegetation
MSES - Protected Area	MSES - Marine Park	MSES - Legally Secured Offset Area
MSES - High Ecological Value Waters (Wetland)	MSES - High Ecological Significance Wetlands	

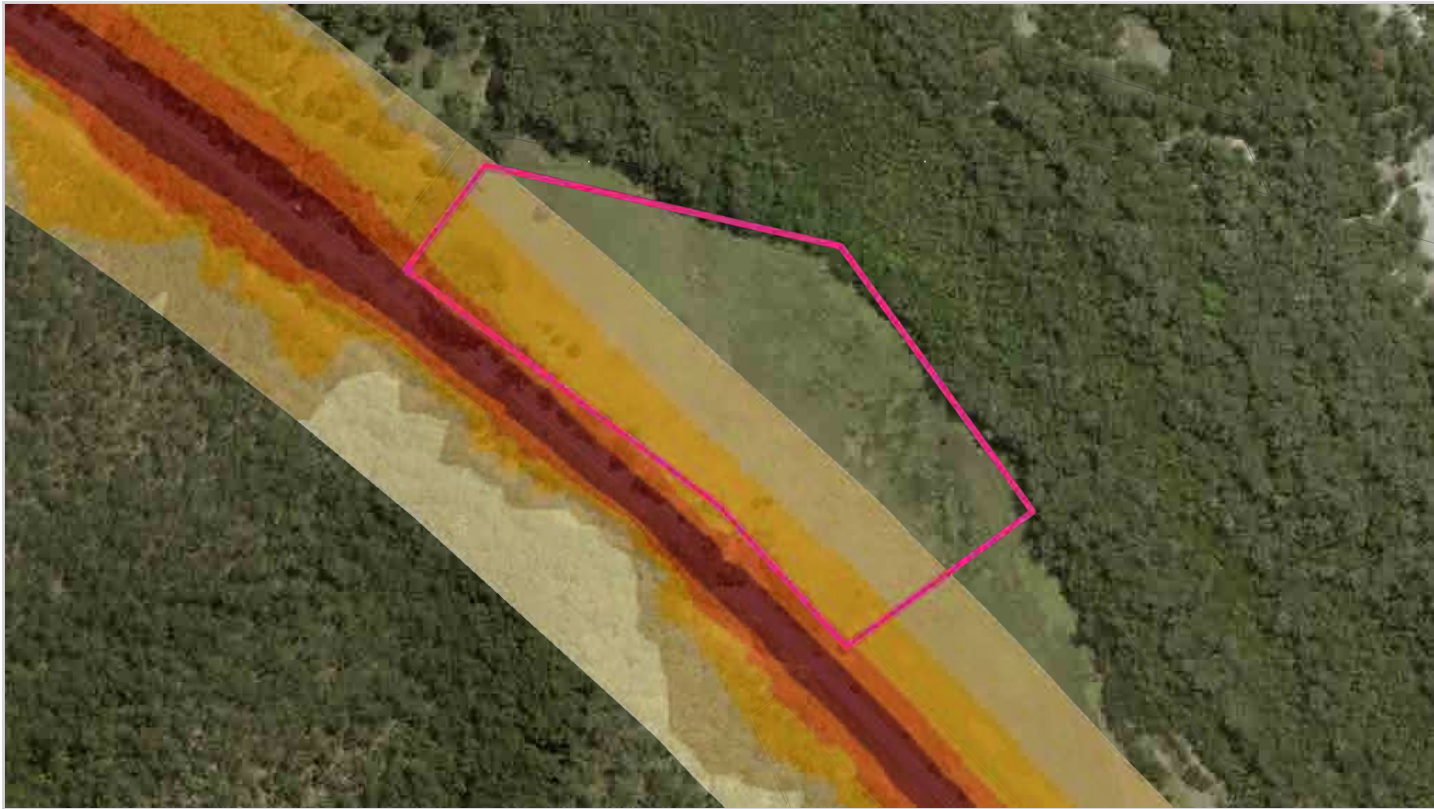
Transport Noise Corridors

Applicable Precinct or Area

- Category 1: 58 dB(A) ≤ Noise Level < 63 dB(A)
- Category 2: 63 dB(A) < Noise Level < 68 dB(A)
- Category 3: 68 dB(A) ≤ Noise Level < 73 dB(A)

More Information

- [View Section 8.2.10 Transport Network Overlay Code](#)
- [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

Transport Noise Corridors Mandatory Area

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Category 0: Noise Level < 58 dB(A)            | <input type="checkbox"/> Category 1: 58 dB(A) ≤ Noise Level < 63 dB(A) | <input type="checkbox"/> Category 2: 63 dB(A) < Noise Level < 68 dB(A) |
| <input type="checkbox"/> Category 3: 68 dB(A) ≤ Noise Level < 73 dB(A) | <input type="checkbox"/> Category 4: Noise Level ≥ 73 dB(A)            | <input type="checkbox"/> all others                                    |

Transport Noise Corridors Voluntary Area

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Category 0: Noise Level < 58 dB(A)            | <input type="checkbox"/> Category 1: 58 dB(A) ≤ Noise Level < 63 dB(A) | <input type="checkbox"/> Category 2: 63 dB(A) < Noise Level < 68 dB(A) |
| <input type="checkbox"/> Category 3: 68 dB(A) ≤ Noise Level < 73 dB(A) | <input type="checkbox"/> Category 4: Noise Level ≥ 73 dB(A)            | <input type="checkbox"/> all others                                    |

Transport Pedestrian Cycle

**Applicable Precinct or Area**  
Iconic Recreation Route

- More Information**
- [View Section 8.2.10 Transport Network Overlay Code](#)
  - [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

**Pedestrian and Cycle Network**

- |                 |                               |                         |                     |
|-----------------|-------------------------------|-------------------------|---------------------|
| District Route  | Future Principal Route        | Iconic Recreation Route | Neighbourhood Route |
| Principal Route | Strategic Investigation Route | all others              |                     |



## Transport Road Hierarchy

### Applicable Precinct or Area

Arterial Road

Major Transport Corridor Buffer Area (State Controlled Road)

### More Information

- [View Section 8.2.10 Transport Network Overlay Code](#)
- [View Section 8.2.10 Transport Network Overlay Compliance table](#)



☒ Selected Property

☐ Land Parcels

### Road Hierarchy

— Access Road

— Arterial Road

— Collector Road

— Industrial Road

— Major Rural Road

— Minor Rural Road

— Sub Arterial Road

— Unformed Road

— all others

☐ Major Transport Corridor Buffer Area

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# State Assessment and Referral Agency

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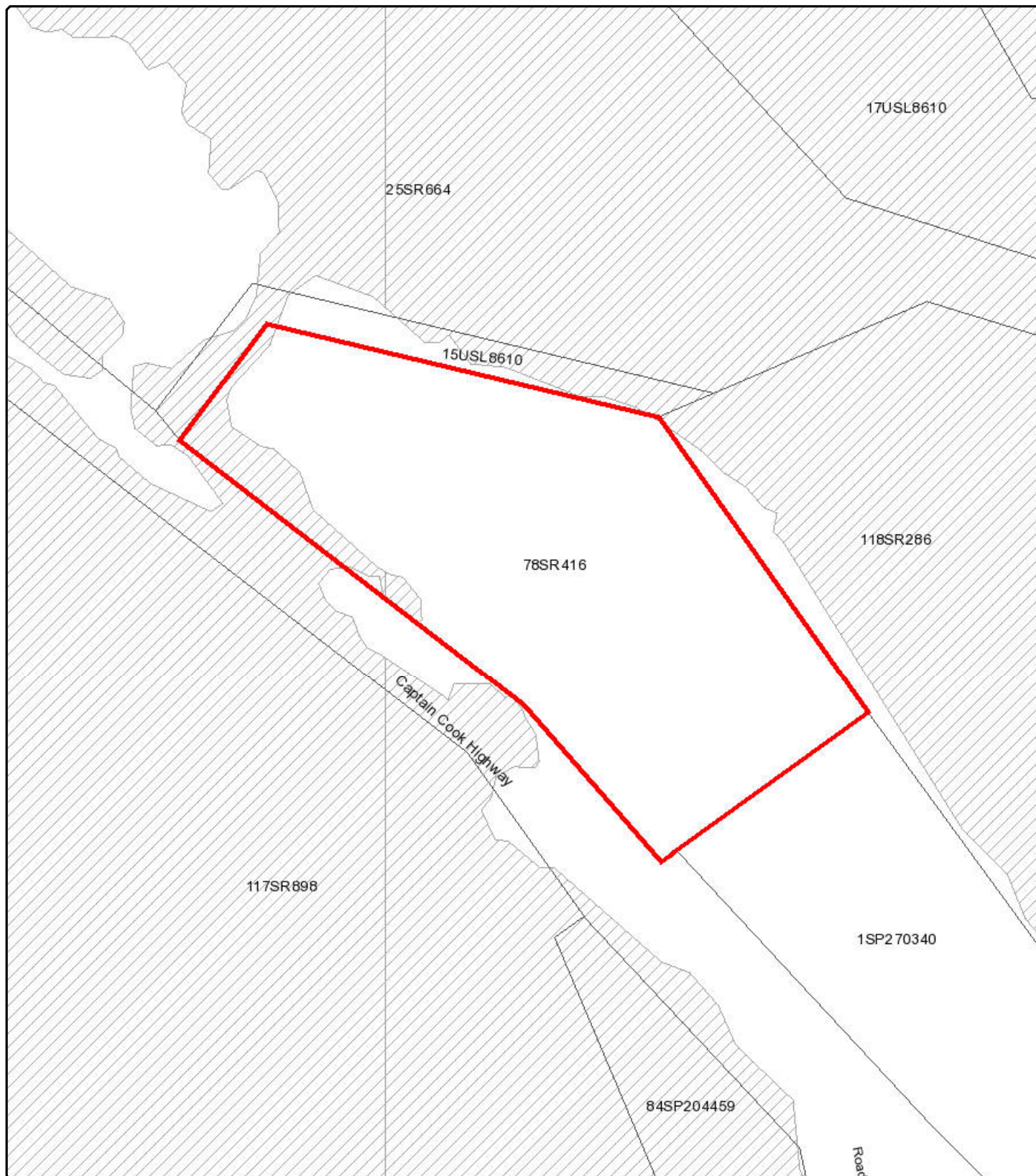
## Matters of Interest for all selected Lot Plans

*Coastal management district*  
*Coastal area - erosion prone area*  
*Coastal area - medium storm tide inundation area*  
*Coastal area - high storm tide inundation area*  
*Wetland protection area trigger area*  
*Regulated vegetation management map (Category A and B extract)*  
*State-controlled road*  
*Area within 25m of a State-controlled road*

## Matters of Interest by Lot Plan

**Lot Plan: 78SR416 (Area: 52610 m<sup>2</sup>)**  
*Coastal management district*  
*Coastal area - erosion prone area*  
*Coastal area - medium storm tide inundation area*  
*Coastal area - high storm tide inundation area*  
*Wetland protection area trigger area*  
*Regulated vegetation management map (Category A and B extract)*  
*State-controlled road*  
*Area within 25m of a State-controlled road*





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### Legend

Regulated vegetation management map  
(Category A and B extract)

-  Category A on the regulated vegetation management map
-  Category B on the regulated vegetation management map

0 50 100 150 200  
Metres

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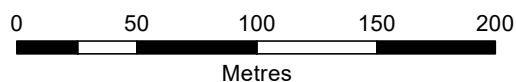


### Legend

Coastal management district



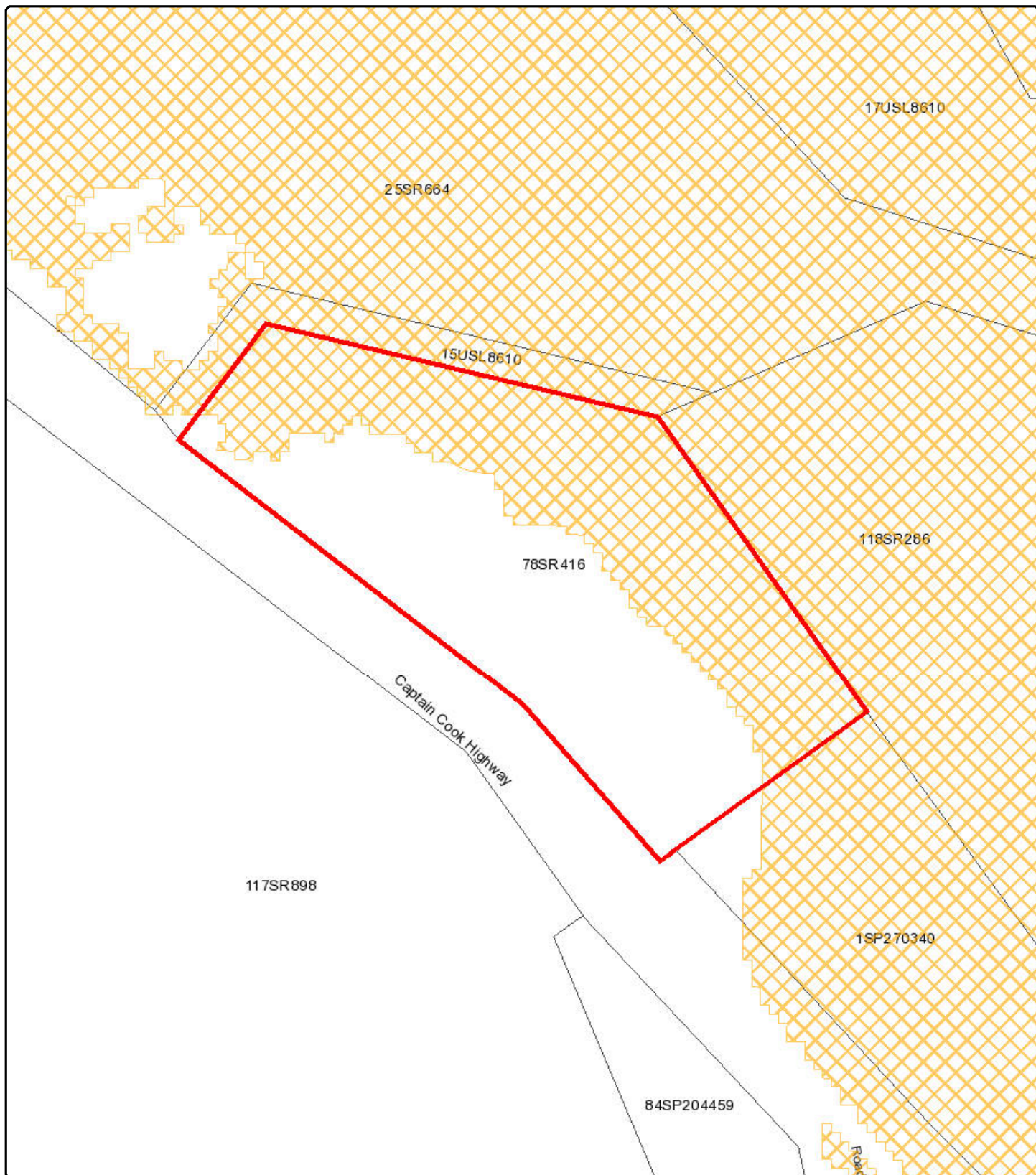
Coastal management district



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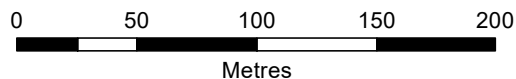


### Legend

Coastal area - erosion prone area

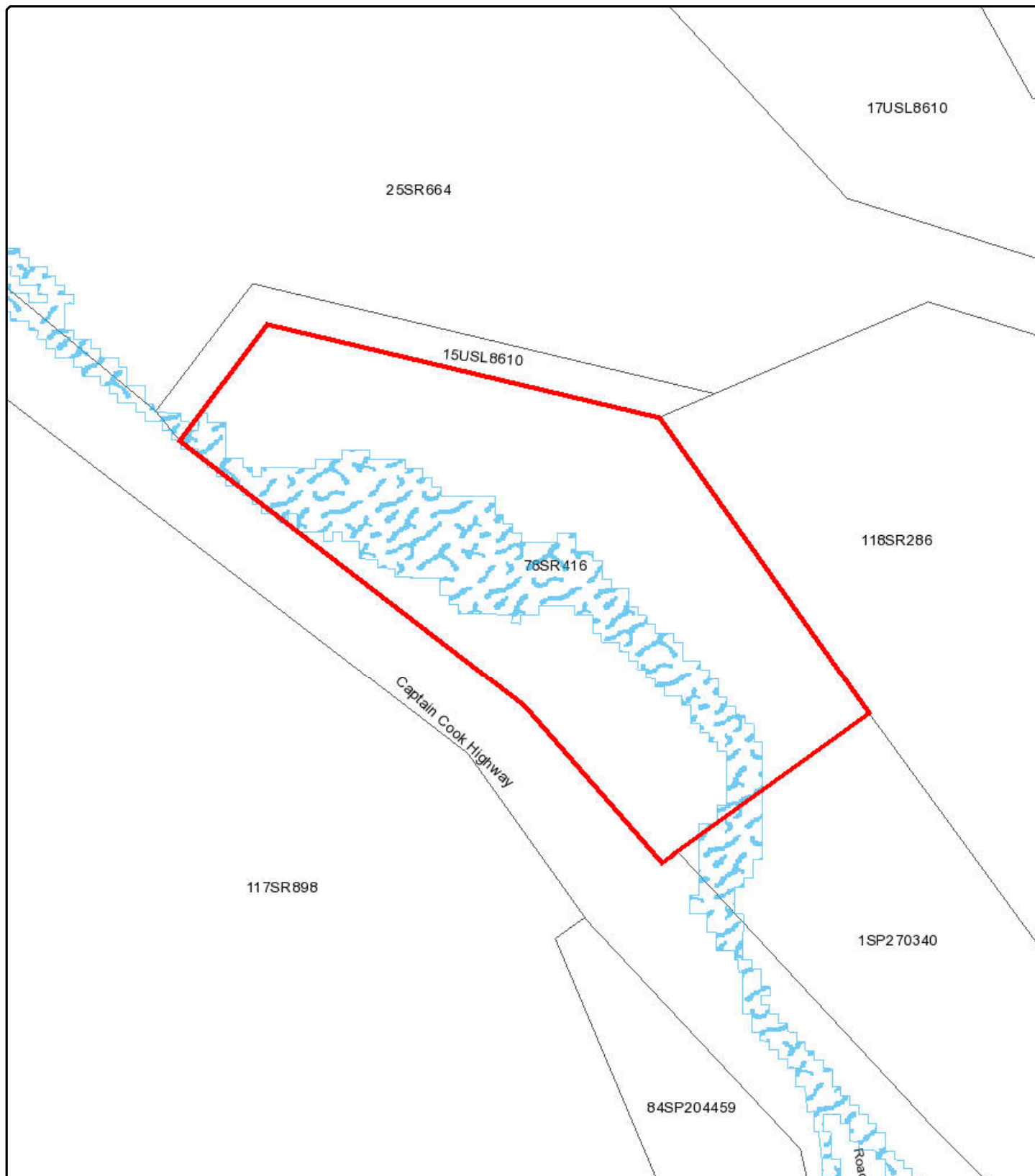


Coastal area - erosion prone area



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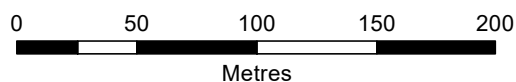
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### Legend

Coastal area - medium storm tide inundation area



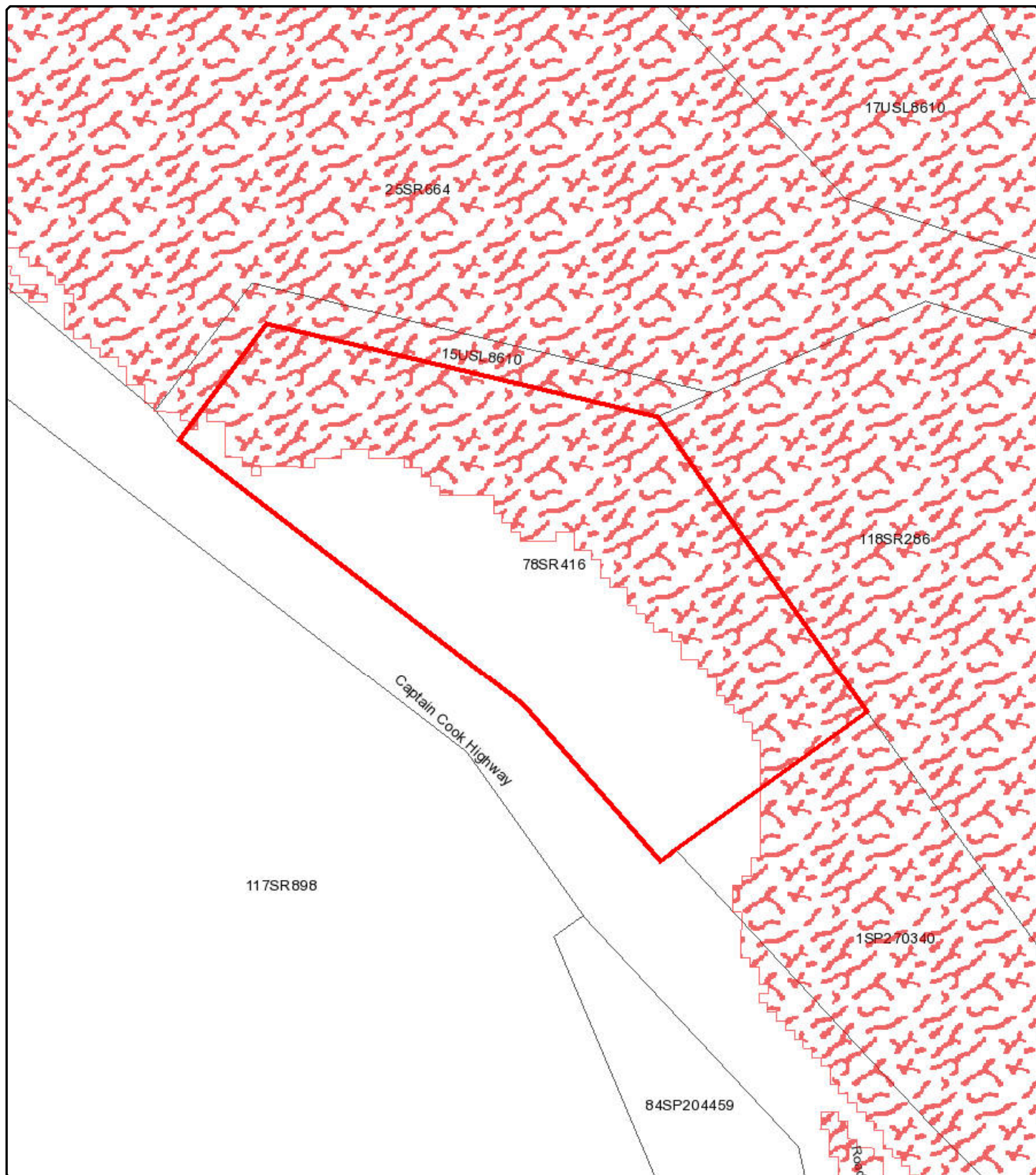
Coastal area - medium storm tide inundation area



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### Legend

Coastal area - high storm tide inundation area



Coastal area - high storm tide inundation area

0 50 100 150 200  
Metres

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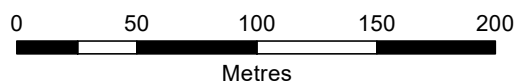


### Legend

Wetland protection area trigger area



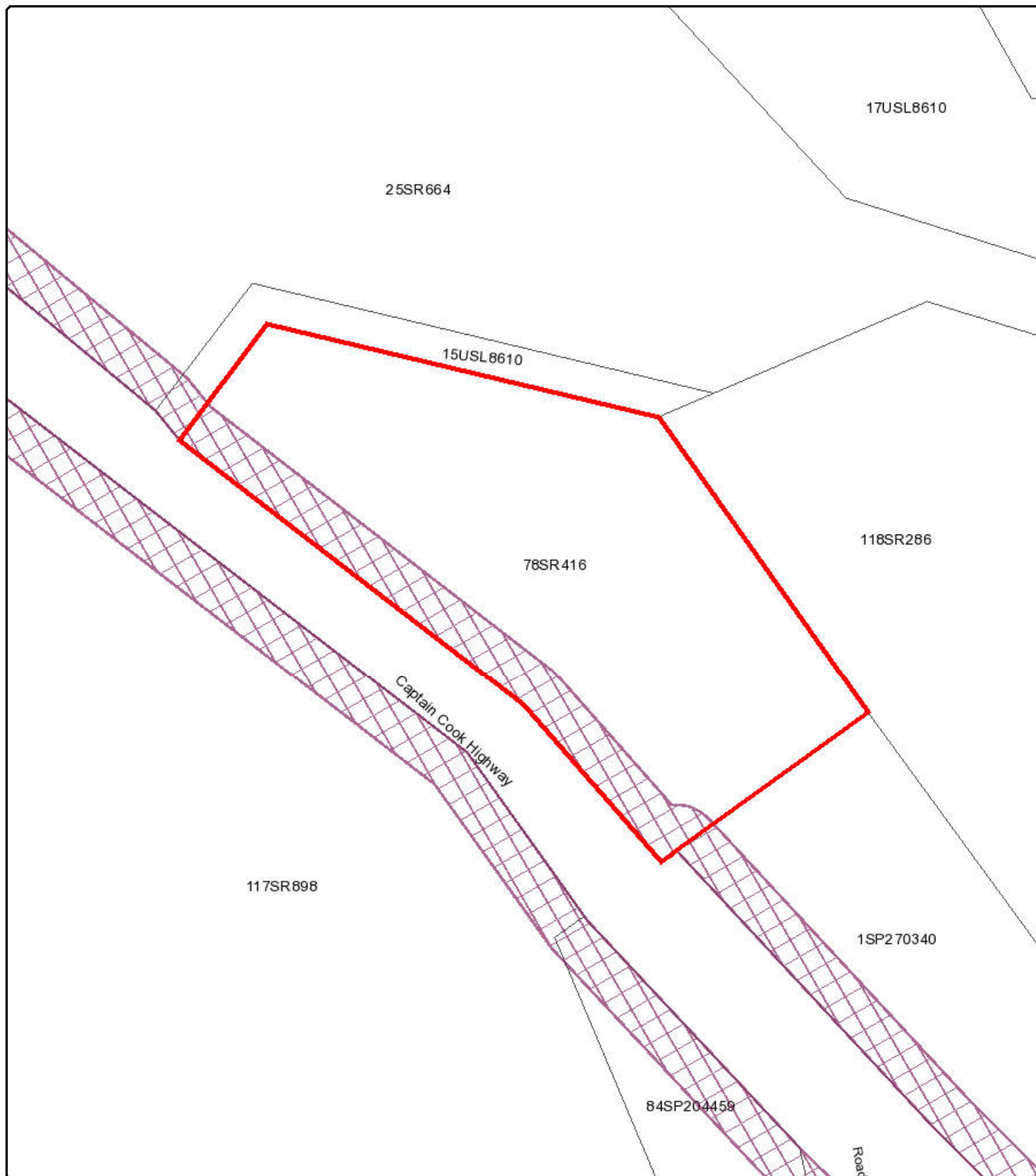
Wetland protection area trigger area



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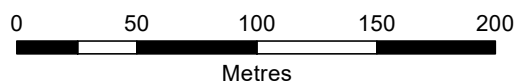


### Legend

Area within 25m of a State-controlled road



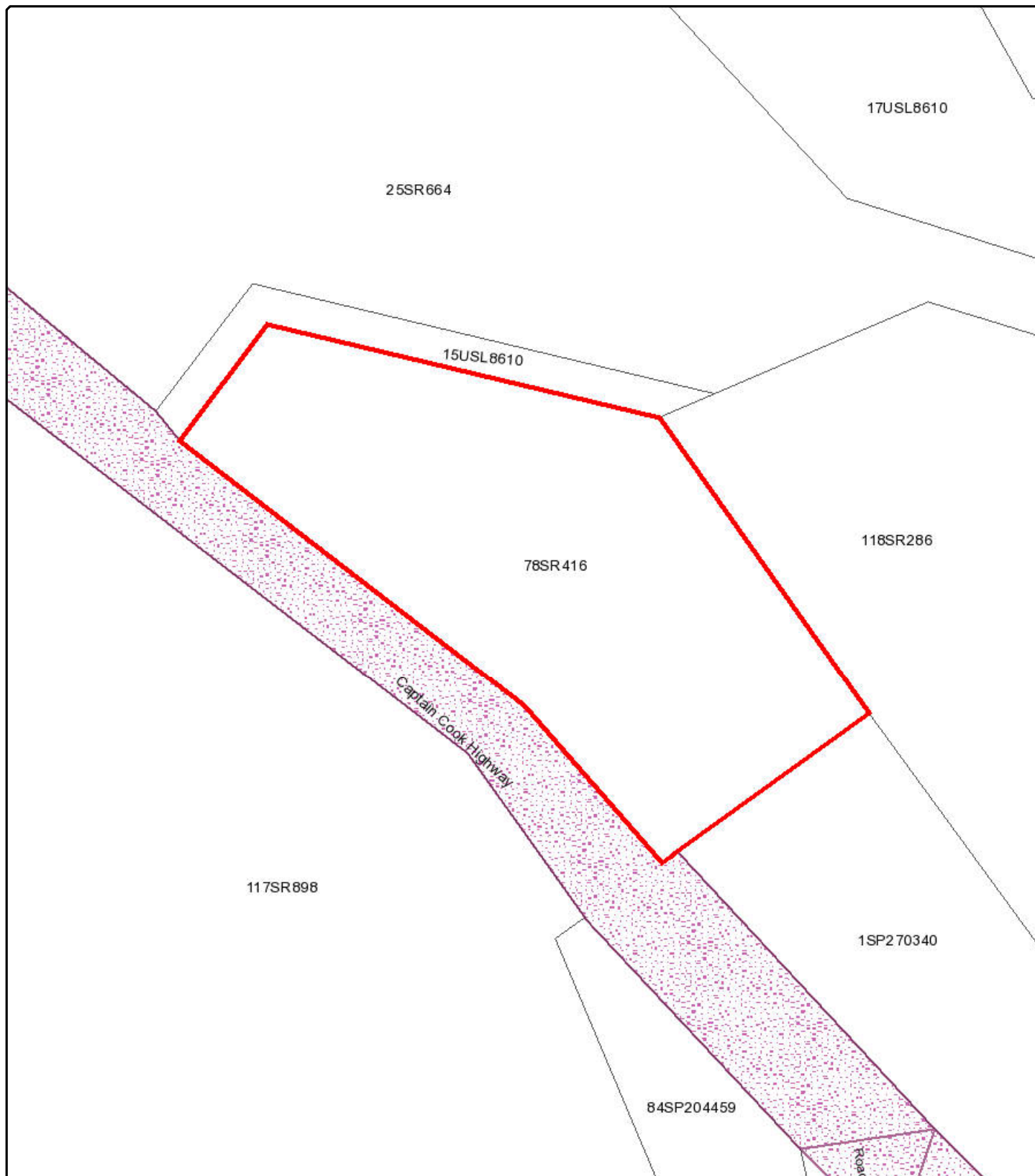
Area within 25m of a State-controlled road



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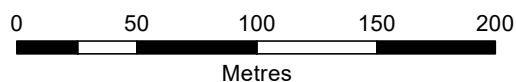


### Legend

State-controlled road

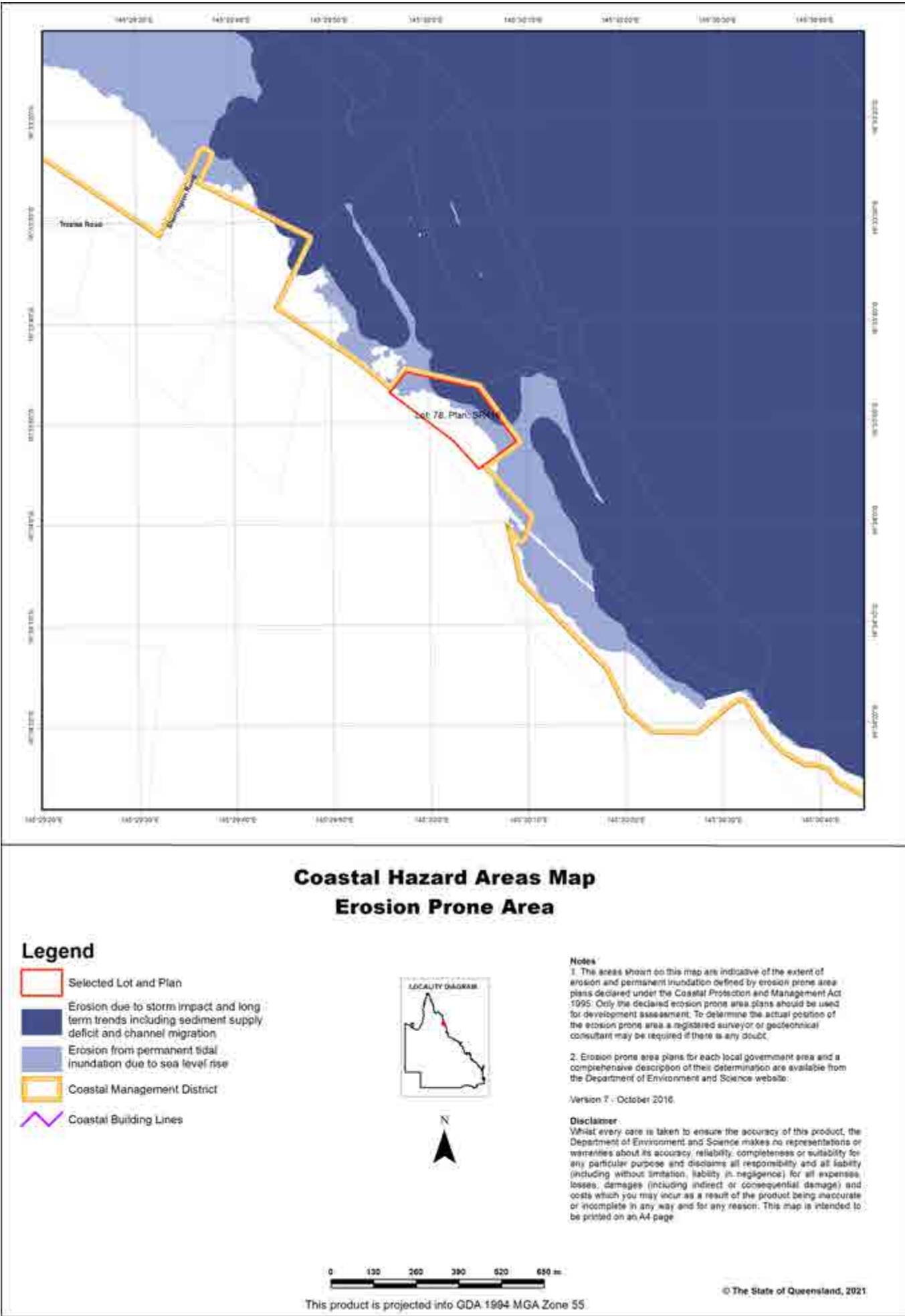


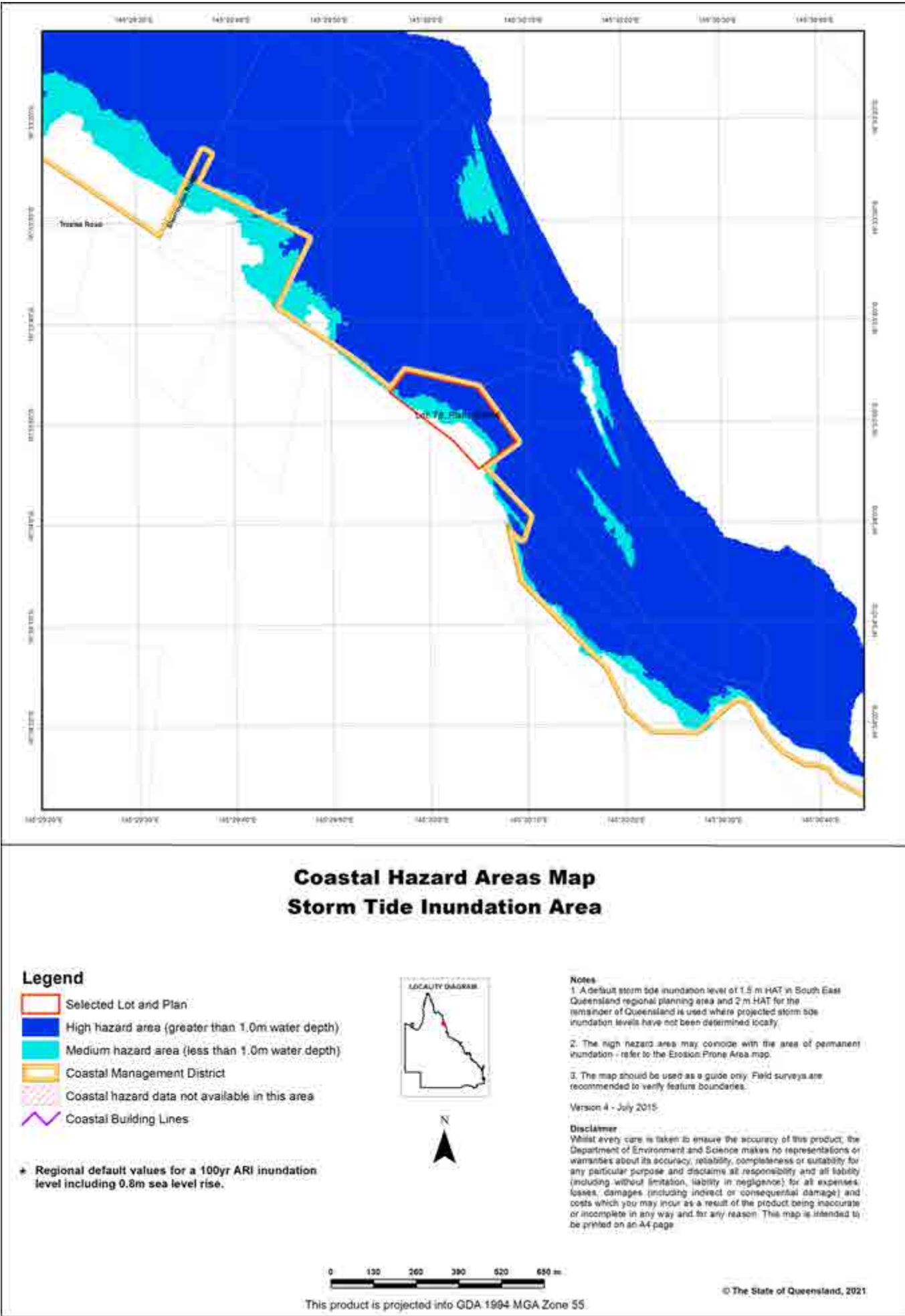
State-controlled road

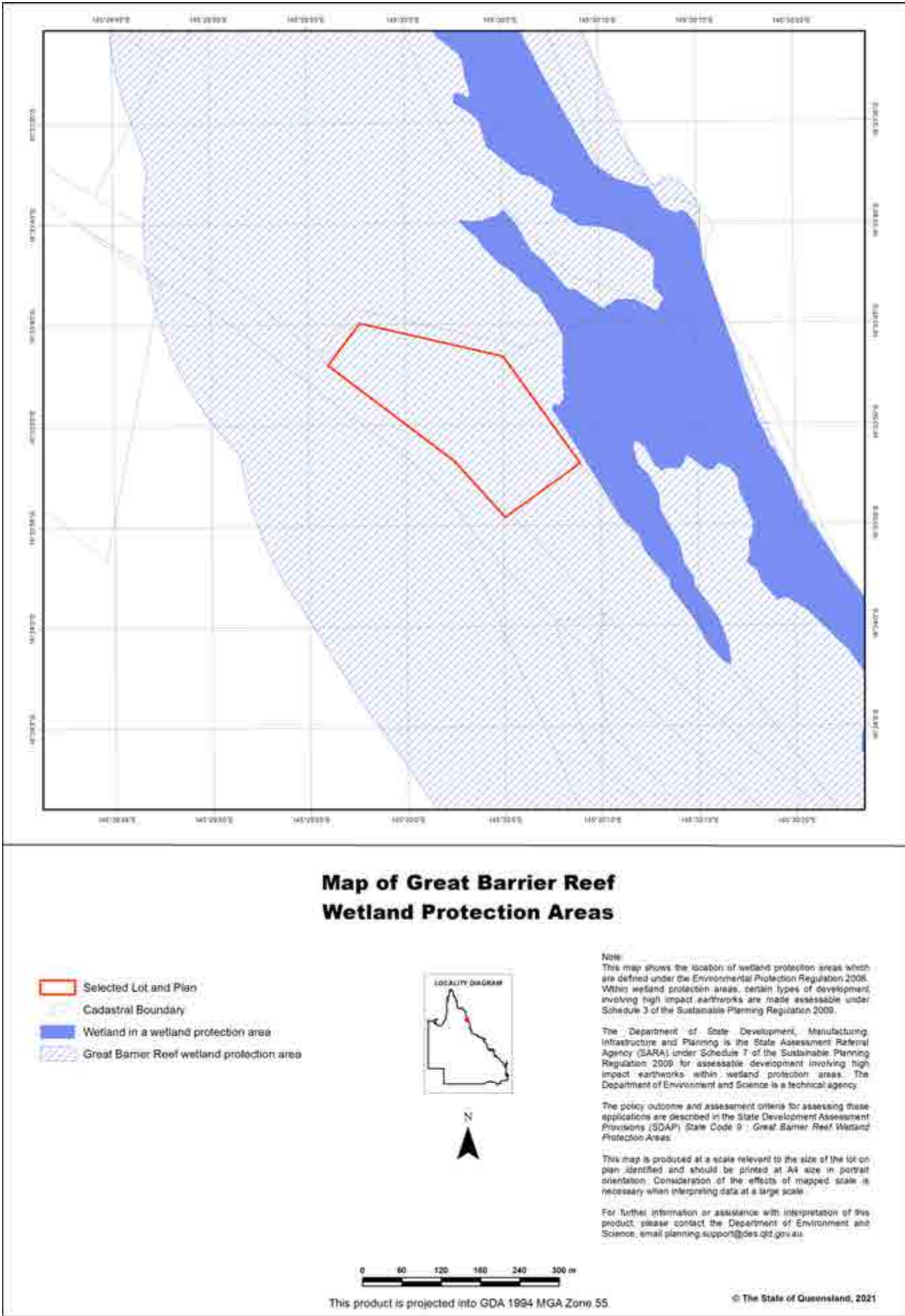


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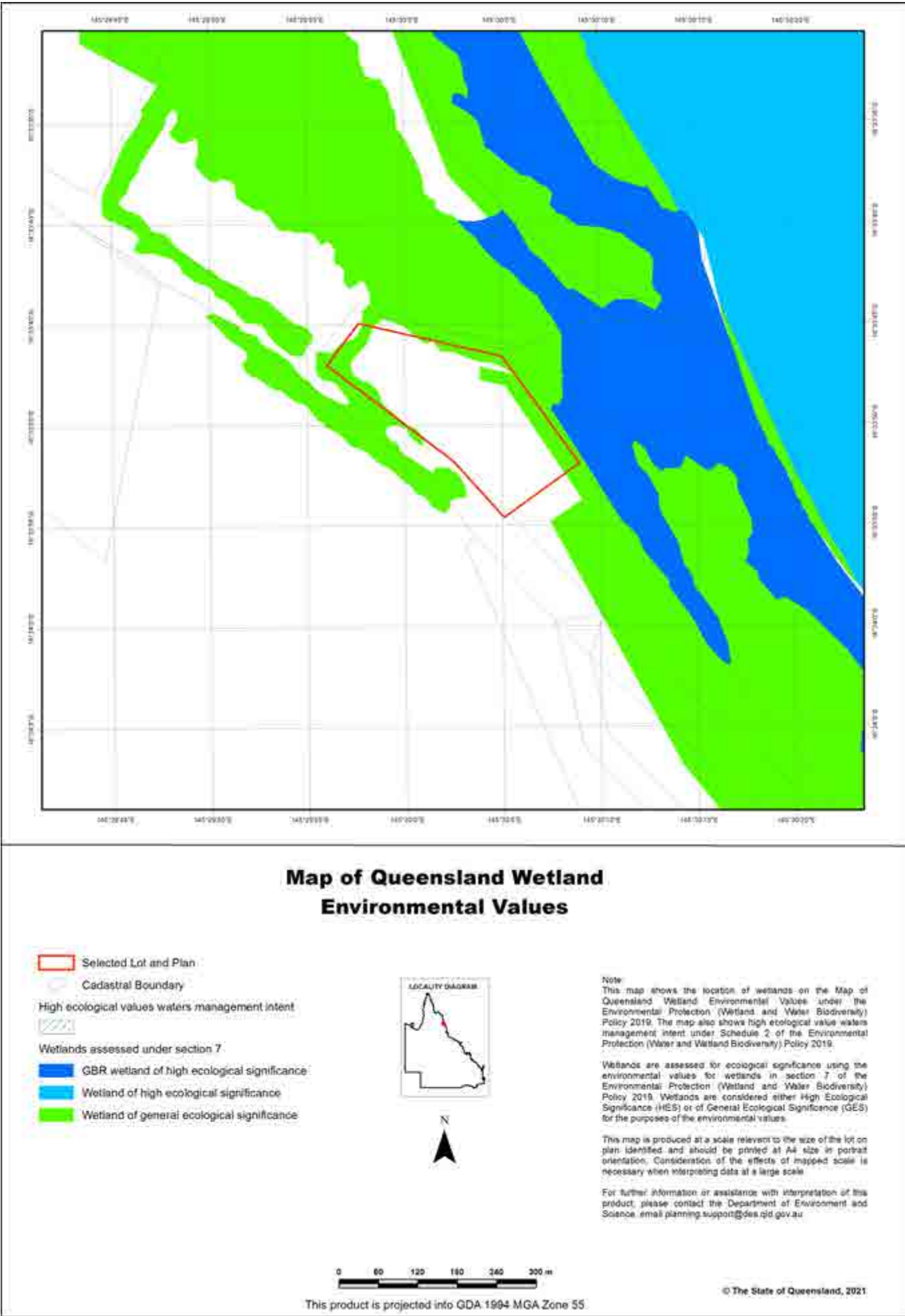
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Queensland Government

Department of Environment and Science

Environmental Reports

## **Matters of State Environmental Significance**

For the selected area of interest  
Lot: 78 Plan: SR416

## Environmental Reports - General Information

The Environmental Reports portal provides for the assessment of selected matters of interest relevant to a user specified location, or area of interest (AOI). All area and derivative figures are relevant to the extent of matters of interest contained within the AOI unless otherwise stated. Please note, if a user selects an AOI via the "central coordinates" option, the resulting assessment area encompasses an area extending for a 2km radius from the point of interest.

All area and area derived figures included in this report have been calculated via reprojecting relevant spatial features to Albers equal-area conic projection (central meridian = 146, datum Geocentric Datum of Australia 1994). As a result, area figures may differ slightly if calculated for the same features using a different co-ordinate system.

Figures in tables may be affected by rounding.

The matters of interest reported on in this document are based upon available state mapped datasets. Where the report indicates that a matter of interest is not present within the AOI (e.g. where area related calculations are equal to zero, or no values are listed), this may be due either to the fact that state mapping has not been undertaken for the AOI, that state mapping is incomplete for the AOI, or that no values have been identified within the site.

The information presented in this report should be considered as a guide only and field survey may be required to validate values on the ground.

Please direct queries about these reports to: [Planning.Support@des.qld.gov.au](mailto:Planning.Support@des.qld.gov.au)

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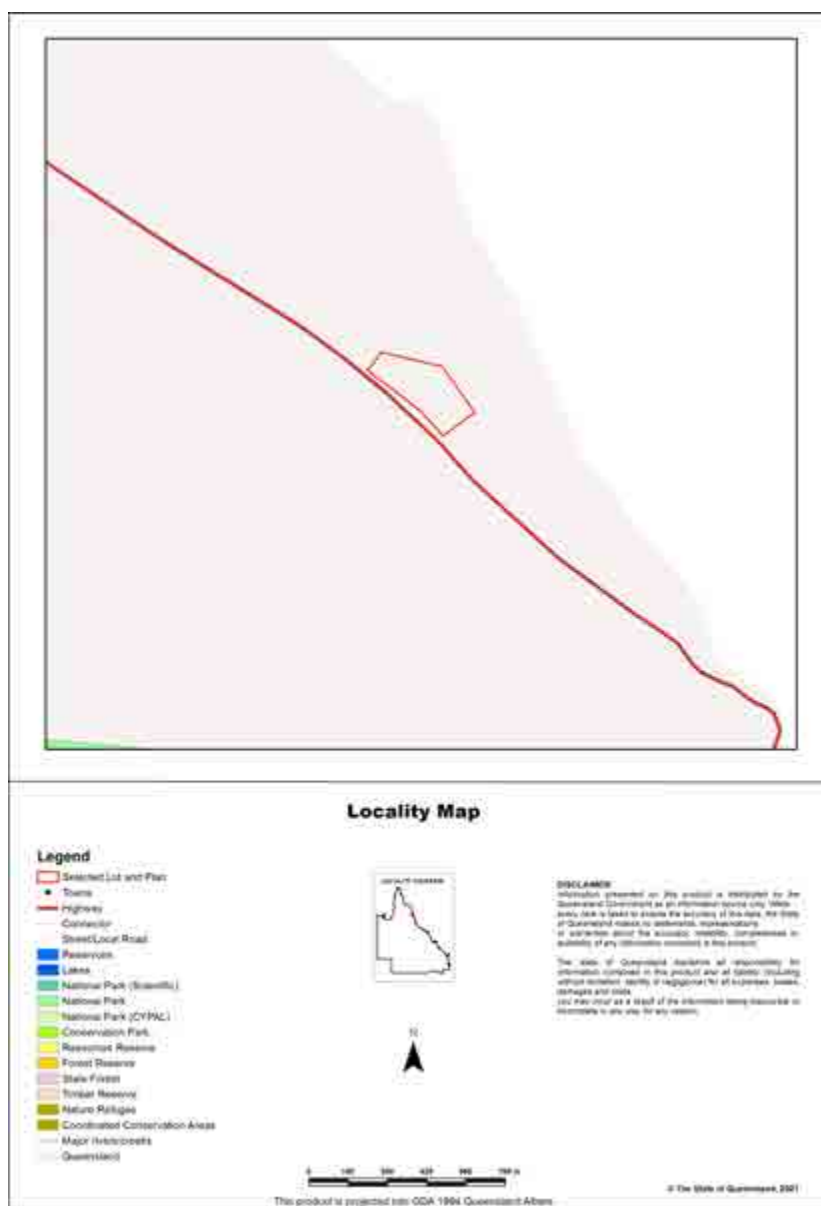
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## Assessment Area Details

The following table provides an overview of the area of interest (AOI) with respect to selected topographic and environmental values.

**Table 1: Summary table, details for AOI Lot: 78 Plan: SR416**

Size (ha)	5.26
Local Government(s)	Douglas Shire
Bioregion(s)	Wet Tropics
Subregion(s)	Daintree - Bloomfield
Catchment(s)	Mossman



## Matters of State Environmental Significance (MSES)

### MSES Categories

Queensland's State Planning Policy (SPP) includes a biodiversity State interest that states:

'The sustainable, long-term conservation of biodiversity is supported. Significant impacts on matters of national or state environmental significance are avoided, or where this cannot be reasonably achieved; impacts are minimised and residual impacts offset.'

The MSES mapping product is a guide to assist planning and development assessment decision-making. Its primary purpose is to support implementation of the SPP biodiversity policy. While it supports the SPP, the mapping does not replace the regulatory mapping or environmental values specifically called up under other laws or regulations. Similarly, the SPP biodiversity policy does not override or replace specific requirements of other Acts or regulations.

The SPP defines matters of state environmental significance as:

- Protected areas (including all classes of protected area except coordinated conservation areas) under the *Nature Conservation Act 1992* ;
- Marine parks and land within a 'marine national park', 'conservation park', 'scientific research', 'preservation' or 'buffer' zone under the *Marine Parks Act 2004* ;
- Areas within declared fish habitat areas that are management A areas or management B areas under the Fisheries Regulation 2008;
- Threatened wildlife under the *Nature Conservation Act 1992* and special least concern animals under the Nature Conservation (Wildlife) Regulation 2006;
- Regulated vegetation under the *Vegetation Management Act 1999* that is:
  - Category B areas on the regulated vegetation management map, that are 'endangered' or 'of concern' regional ecosystems;
  - Category C areas on the regulated vegetation management map that are 'endangered' or 'of concern' regional ecosystems;
  - Category R areas on the regulated vegetation management map;
  - Regional ecosystems that intersect with watercourses identified on the vegetation management watercourse and drainage feature map;
  - Regional ecosystems that intersect with wetlands identified on the vegetation management wetlands map;
- Strategic Environmental Areas under the *Regional Planning Interests Act 2014* ;
- Wetlands in a wetland protection area of wetlands of high ecological significance shown on the Map of Queensland Wetland Environmental Values under the Environment Protection Regulation 2019;
- Wetlands and watercourses in high ecological value waters defined in the Environmental Protection (Water) Policy 2009, schedule 2;
- Legally secured offset areas.



## MSES Values Present

The MSES values that are present in the area of interest are summarised in the table below:

**Table 2: Summary of MSES present within the AOI**

1a Protected Areas- estates	0.0 ha	0.0 %
1b Protected Areas- nature refuges	0.0 ha	0.0 %
1c Protected Areas- special wildlife reserves	0.0 ha	0.0 %
2 State Marine Parks- highly protected zones	0.5 ha	9.5%
3 Fish habitat areas (A and B areas)	0.0 ha	0.0 %
4 Strategic Environmental Areas (SEA)	0.0 ha	0.0 %
5 High Ecological Significance wetlands on the map of Referable Wetlands	0.0 ha	0.0 %
6a High Ecological Value (HEV) wetlands	0.0 ha	0.0 %
6b High Ecological Value (HEV) waterways **	0.0 km	Not applicable
7a Threatened (endangered or vulnerable) wildlife	0.34 ha	6.5%
7b Special least concern animals	0.34 ha	6.5%
7c i Koala habitat area - core (SEQ)	0.0 ha	0.0 %
7c ii Koala habitat area - locally refined (SEQ)	0.0 ha	0.0 %
8a Regulated Vegetation - Endangered/Of concern in Category B (remnant)	0.34 ha	6.5%
8b Regulated Vegetation - Endangered/Of concern in Category C (regrowth)	0.0 ha	0.0 %
8c Regulated Vegetation - Category R (GBR riverine regrowth)	1.72 ha	32.7%
8d Regulated Vegetation - Essential habitat	0.31 ha	5.9%
8e Regulated Vegetation - intersecting a watercourse **	0.2 km	Not applicable
8f Regulated Vegetation - within 100m of a Vegetation Management Wetland	1.13 ha	21.5%
9a Legally secured offset areas- offset register areas	0.0 ha	0.0 %
9b Legally secured offset areas- vegetation offsets through a Property Map of Assessable Vegetation	0.0 ha	0.0 %

## Additional Information with Respect to MSES Values Present

### MSES - State Conservation Areas

#### 1a. Protected Areas - estates

(no results)

#### 1b. Protected Areas - nature refuges

(no results)

#### 1c. Protected Areas - special wildlife reserves

(no results)

#### 2. State Marine Parks - highly protected zones

Marine Park Name	Zone
Great Barrier Reef Coast Marine Park	Conservation Park Zone

#### 3. Fish habitat areas (A and B areas)

(no results)

Refer to **Map 1 - MSES - State Conservation Areas** for an overview of the relevant MSES.

### MSES - Wetlands and Waterways

#### 4. Strategic Environmental Areas (SEA)

(no results)

#### 5. High Ecological Significance wetlands on the Map of Queensland Wetland Environmental Values

(no results)

#### 6a. Wetlands in High Ecological Value (HEV) waters

(no results)

#### 6b. Waterways in High Ecological Value (HEV) waters

(no results)

Refer to **Map 2 - MSES - Wetlands and Waterways** for an overview of the relevant MSES.

### MSES - Species

#### 7a. Threatened (endangered or vulnerable) wildlife

Values are present

## 7b. Special least concern animals

Values are present

## 7c i. Koala habitat area - core (SEQ)

Not applicable

## 7c ii. Koala habitat area - locally refined (SEQ)

Not applicable

## Threatened (endangered or vulnerable) wildlife habitat suitability models

Species	Common name	NCA status	Presence
<i>Boronia keysii</i>		V	None
<i>Calyptorhynchus lathami</i>	Glossy black cockatoo	V	None
<i>Casuarus casuarus johnsonii</i>	Sthn population cassowary	E	Core
<i>Crinia tinnula</i>	Wallum froglet	V	None
<i>Denisonia maculata</i>	Ornamental snake	V	None
<i>Litoria freycineti</i>	Wallum rocketfrog	V	None
<i>Litoria olongburensis</i>	Wallum sedgefrog	V	None
<i>Melaleuca irbyana</i>		E	None
<i>Petaurus gracilis</i>	Mahogany Glider	E	None
<i>Petrogale persephone</i>	Proserpine rock-wallaby	E	None
<i>Phascolarctos cinereus</i>	Koala - outside SEQ*	V	None
<i>Pezoporus wallicus wallicus</i>	Eastern ground parrot	V	None
<i>Taudactylus pleione</i>	Kroombit tinkerfrog	E	None
<i>Xeromys myoides</i>	Water Mouse	V	None

\*For koala model, this includes areas outside SEQ. Check 7c SEQ koala habitat for presence/absence.

## Threatened (endangered or vulnerable) wildlife species records

Scientific name	Common name	NCA status	EPBC status	Migratory status
<i>Limosa lapponica baueri</i>	Western Alaskan bar-tailed godwit	V	V	M-C/J/R/B/E
<i>Numenius madagascariensis</i>	eastern curlew	E	CE	M-C/J/R/B/E
<i>Charadrius leschenaultii</i>	greater sand plover	V	V	M-C/J/R/B/E
<i>Charadrius mongolus</i>	lesser sand plover	E	E	M-C/J/R/B/E

## Special least concern animal species records

Scientific name	Common name	Migratory status
<i>Numenius phaeopus</i>	whimbrel	M-C/J/R/B/E
<i>Pluvialis fulva</i>	Pacific golden plover	M-C/J/R/B/E
<i>Calidris ruficollis</i>	red-necked stint	M-C/J/R/B/E

Scientific name	Common name	Migratory status
<i>Tringa brevipes</i>	grey-tailed tattler	M-C/J/R/B/E
<i>Actitis hypoleucos</i>	common sandpiper	M-C/J/R/B/E
<i>Tringa nebularia</i>	common greenshank	M-C/J/R/B/E

\*Nature Conservation Act 1992 (NCA) Status- Endangered (E), Vulnerable (V) or Special Least Concern Animal (SL).  
Environment Protection and Biodiversity Conservation Act 1999 (EPBC) status: Critically Endangered (CE) Endangered (E), Vulnerable (V)

Migratory status (M) - China and Australia Migratory Bird Agreement (C), Japan and Australia Migratory Bird Agreement (J), Republic of Korea and Australia Migratory Bird Agreement (R), Bonn Migratory Convention (B), Eastern Flyway (E)

To request a species list for an area, or search for a species profile, access Wildlife Online at:

<https://www.qld.gov.au/environment/plants-animals/species-list/>

Refer to **Map 3a - MSES - Species - Threatened (endangered or vulnerable) wildlife and special least concern animals** and **Map 3b - MSES - Species - Koala habitat area (SEQ)** for an overview of the relevant MSES.

## MSES - Regulated Vegetation

For further information relating to regional ecosystems in general, go to:

<https://www.qld.gov.au/environment/plants-animals/plants/ecosystems/>

For a more detailed description of a particular regional ecosystem, access the regional ecosystem search page at:

<https://environment.ehp.qld.gov.au/regional-ecosystems/>

### 8a. Regulated Vegetation - Endangered/Of concern in Category B (remnant)

Regional ecosystem	Vegetation management polygon	Vegetation management status
7.3.25a	O-dom	rem_oc

### 8b. Regulated Vegetation - Endangered/Of concern in Category C (regrowth)

Not applicable

### 8c. Regulated Vegetation - Category R (GBR riverine regrowth)

Regulated vegetation map category	Map number	RVM rule
R	8064	4

### 8d. Regulated Vegetation - Essential habitat

Values are present

### 8e. Regulated Vegetation - intersecting a watercourse\*\*

A vegetation management watercourse is mapped as present

### 8f. Regulated Vegetation - within 100m of a Vegetation Management wetland



---

Regulated vegetation map category	Map number	RVM rule
B	8064	2
R	8064	4
B	7964	2

Refer to **Map 4 - MSES - Regulated Vegetation** for an overview of the relevant MSES.

### **MSES - Offsets**

#### **9a. Legally secured offset areas - offset register areas**

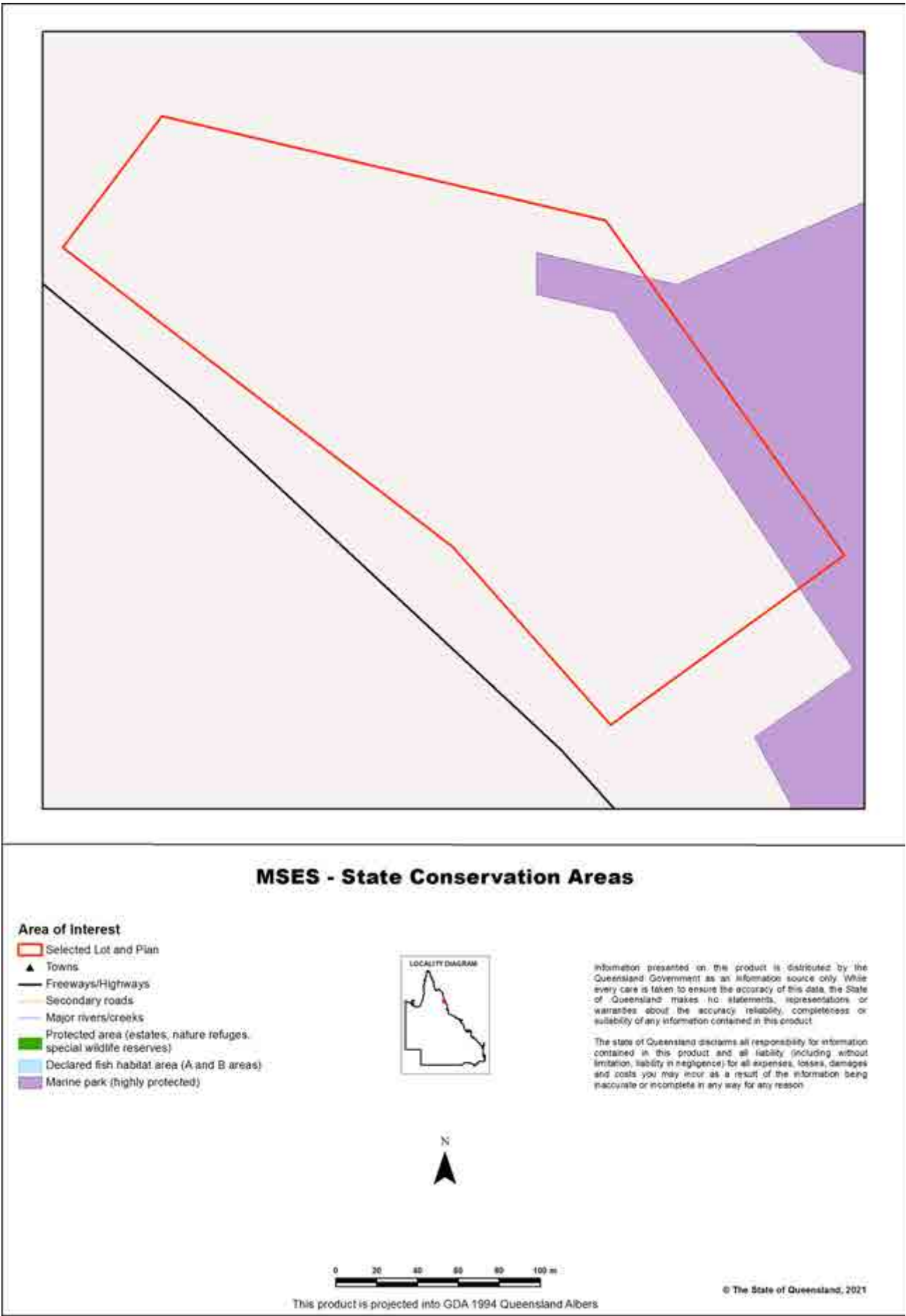
(no results)

#### **9b. Legally secured offset areas - vegetation offsets through a Property Map of Assessable Vegetation**

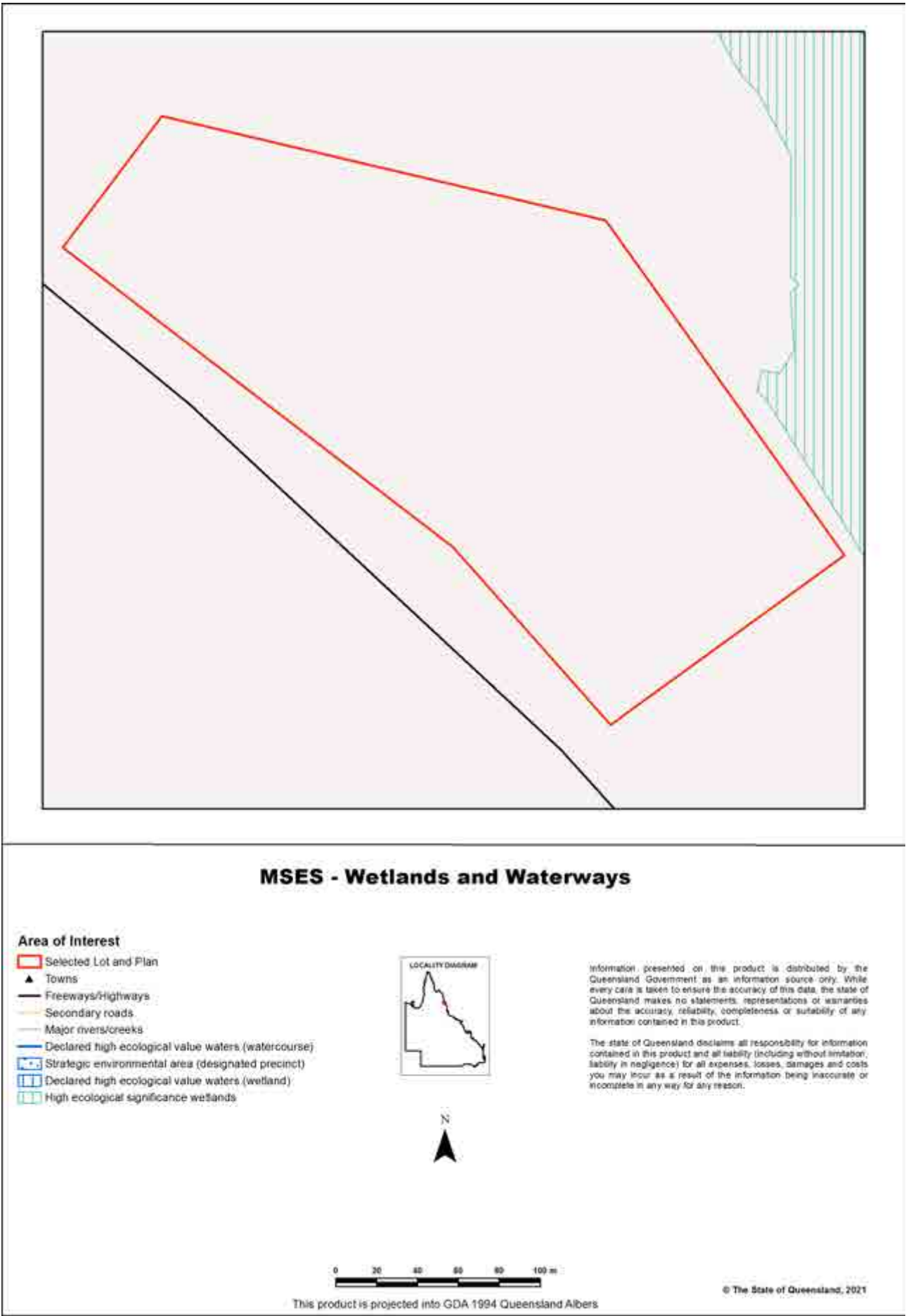
(no results)

Refer to **Map 5 - MSES - Offset Areas** for an overview of the relevant MSES.

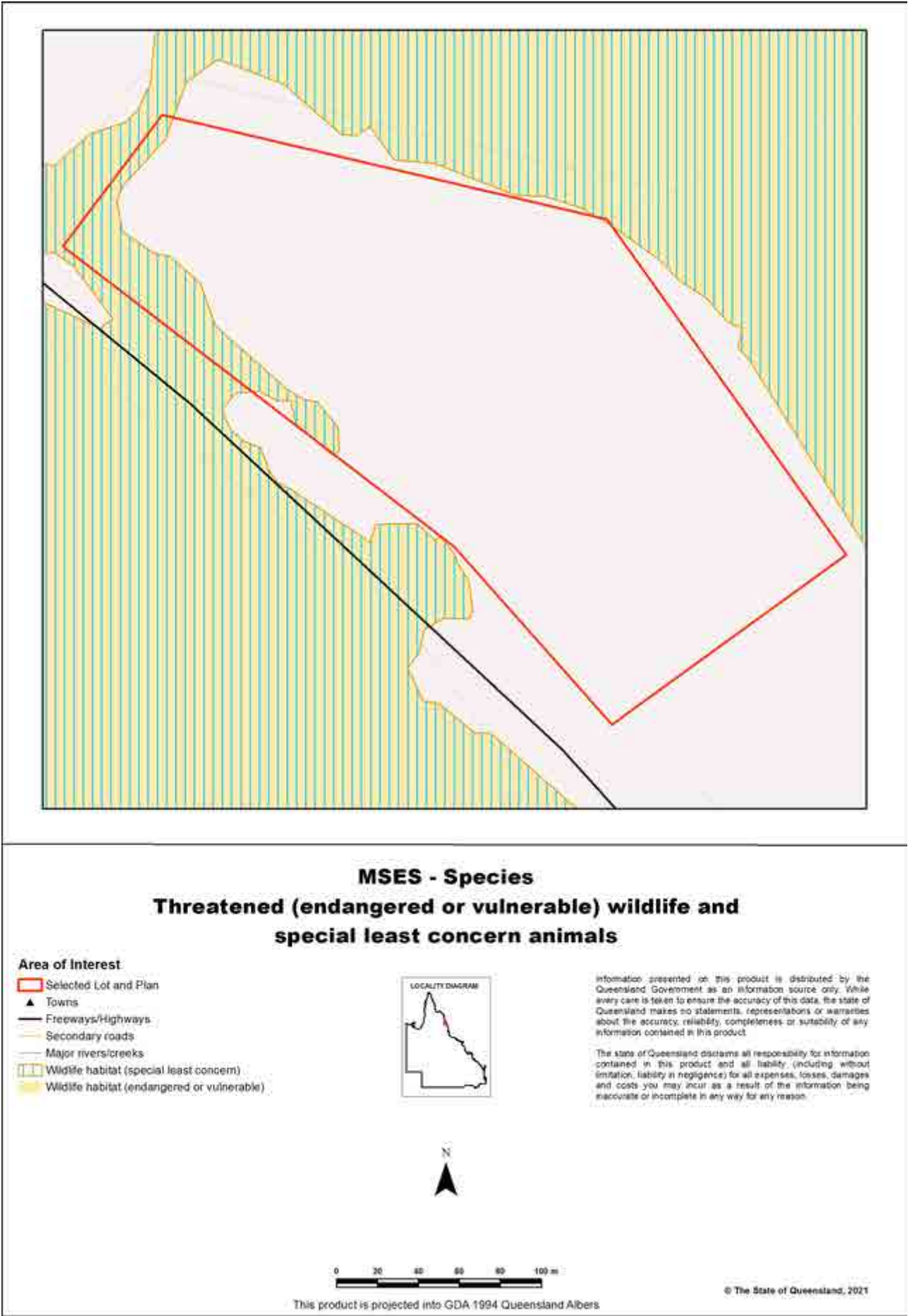
Map 1 - MSES - State Conservation Areas



Map 2 - MSES - Wetlands and Waterways

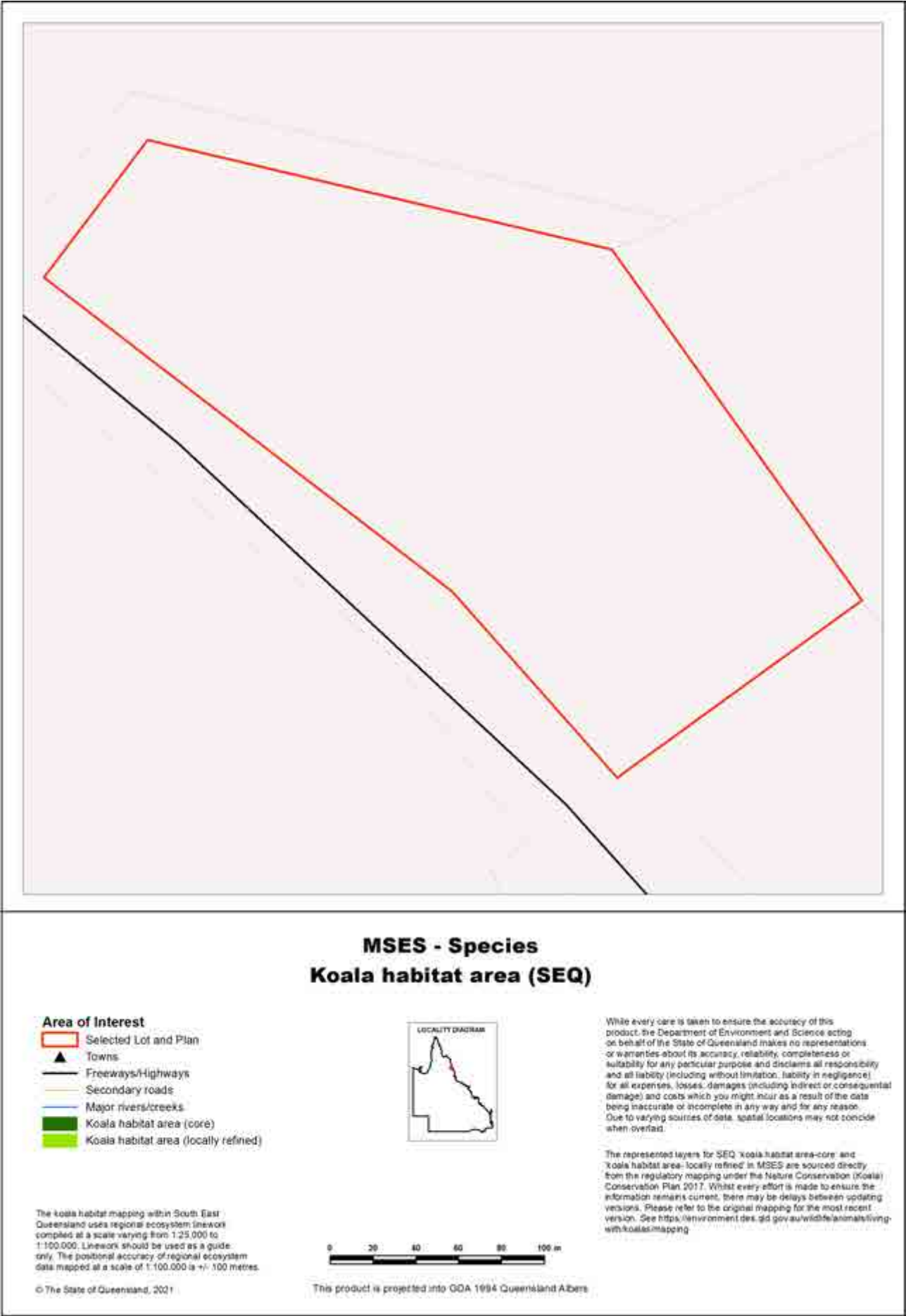


Map 3a - MSES - Species - Threatened (endangered or vulnerable) wildlife and special least concern animals

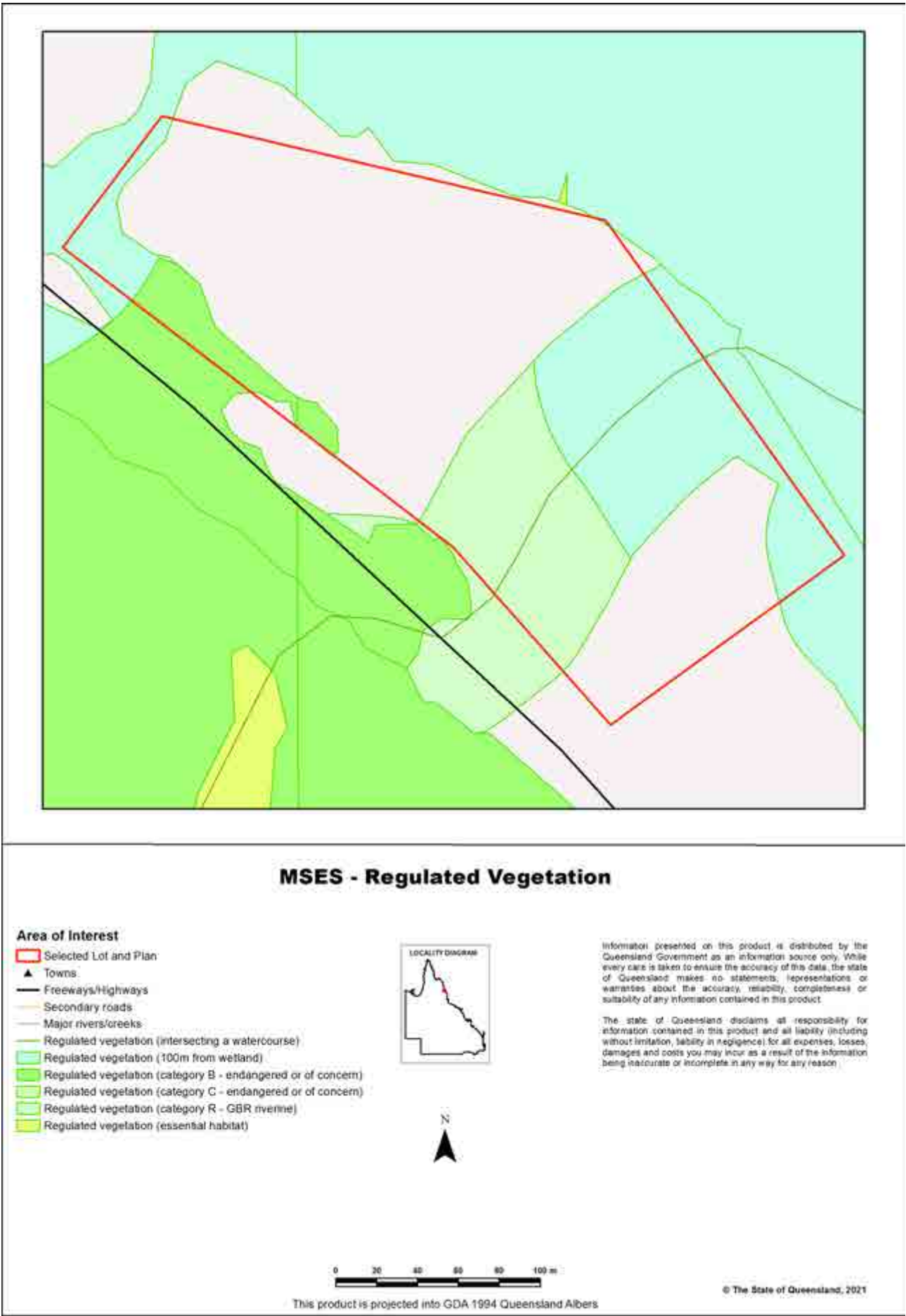




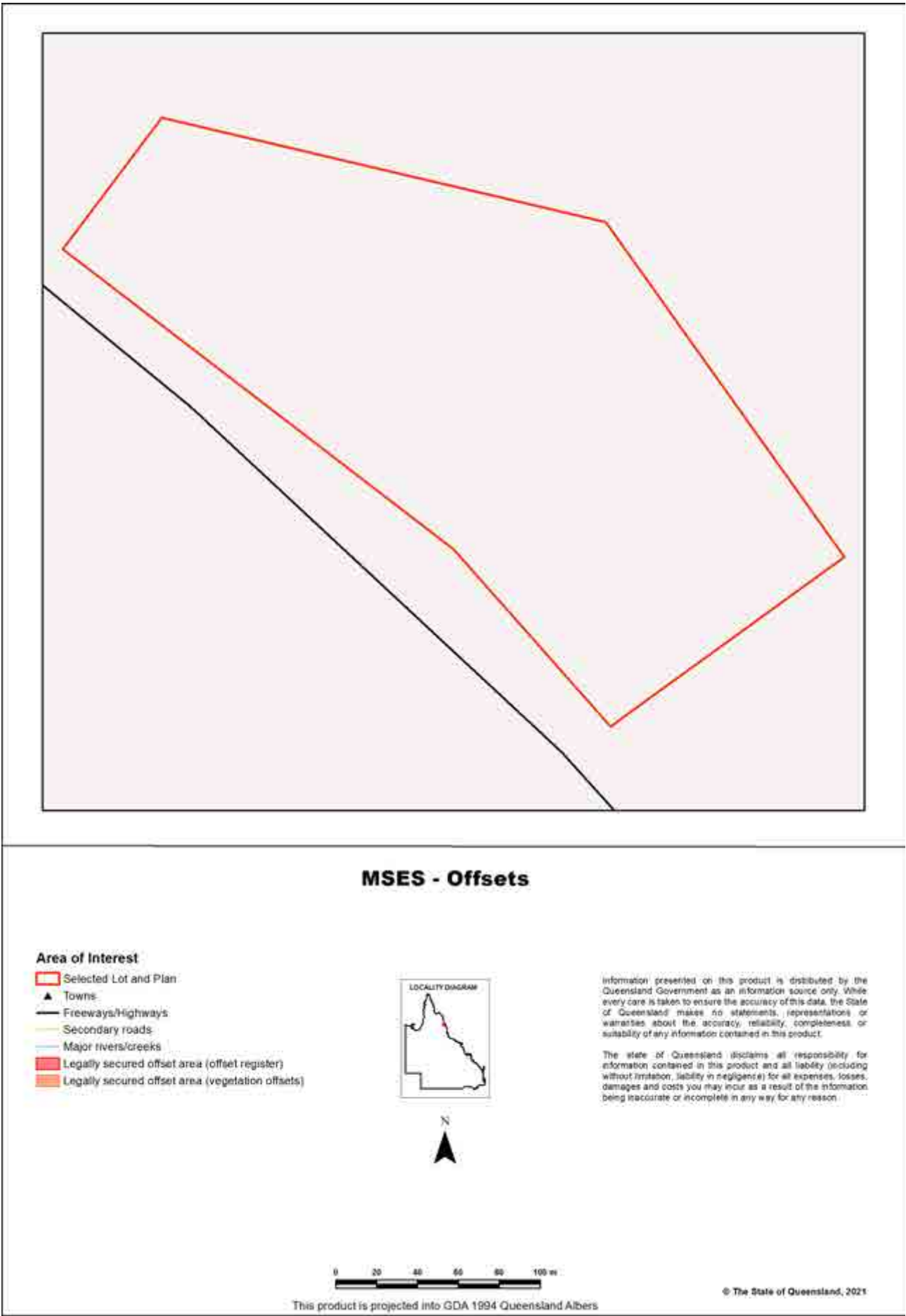
Map 3b - MSES - Species - Koala habitat area (SEQ)



Map 4 - MSES - Regulated Vegetation



Map 5 - MSES - Offset Areas



## Appendices

### Appendix 1 - Matters of State Environmental Significance (MSES) methodology

MSES mapping is a regional-scale representation of the definition for MSES under the State Planning Policy (SPP). The compiled MSES mapping product is a guide to assist planning and development assessment decision-making. Its primary purpose is to support implementation of the SPP biodiversity policy. While it supports the SPP, the mapping does not replace the regulatory mapping or environmental values specifically called up under other laws or regulations. Similarly, the SPP biodiversity policy does not override or replace specific requirements of other Acts or regulations.

The Queensland Government's "Method for mapping - matters of state environmental significance for use in land use planning and development assessment" can be downloaded from:

<http://www.ehp.qld.gov.au/land/natural-resource/method-mapping-mses.html> .



## Appendix 2 - Source Data

The datasets listed below are available on request from:

<http://qldspatial.information.qld.gov.au/catalogue/custom/index.page>

- Matters of State environmental significance

Note: MSES mapping is not based on new or unique data. The primary mapping product draws data from a number of underlying environment databases and geo-referenced information sources. MSES mapping is a versioned product that is updated generally on a twice-yearly basis to incorporate the changes to underlying data sources. Several components of MSES mapping made for the current version may differ from the current underlying data sources. To ensure accuracy, or proper representation of MSES values, it is strongly recommended that users refer to the underlying data sources and review the current definition of MSES in the State Planning Policy, before applying the MSES mapping.

Individual MSES layers can be attributed to the following source data available at QSpatial:

MSES layers	current QSpatial data ( <a href="http://qspatial.information.qld.gov.au">http://qspatial.information.qld.gov.au</a> )
Protected Areas-Estates, Nature Refuges, Special Wildlife Reserves	- Protected areas of Queensland - Nature Refuges - Queensland - Special Wildlife Reserves- Queensland
Marine Park-Highly Protected Zones	Moreton Bay marine park zoning 2008
Fish Habitat Areas	Queensland fish habitat areas
Strategic Environmental Areas-designated	Regional Planning Interests Act - Strategic Environmental Areas
HES wetlands	Map of Queensland Wetland Environmental Values
Wetlands in HEV waters	HEV waters: - EPP Water intent for waters Source Wetlands: - Queensland Wetland Mapping (Current version 5) Source Watercourses: - Vegetation management watercourse and drainage feature map (1:100000 and 1:250000)
Wildlife habitat (threatened and special least concern)	-WildNet database species records - habitat suitability models (various) - SEQ koala habitat areas under the Koala Conservation Plan 2019
VMA regulated regional ecosystems	Vegetation management regional ecosystem and remnant map
VMA Essential Habitat	Vegetation management - essential habitat map
VMA Wetlands	Vegetation management wetlands map
Legally secured offsets	Vegetation Management Act property maps of assessable vegetation. For offset register data-contact DES
Regulated Vegetation Map	Vegetation management - regulated vegetation management map

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## Appendix 3 - Acronyms and Abbreviations

AOI	- Area of Interest
DES	- Department of Environment and Science
EP Act	- <i>Environmental Protection Act 1994</i>
EPP	- Environmental Protection Policy
GDA94	- Geocentric Datum of Australia 1994
GEM	- General Environmental Matters
GIS	- Geographic Information System
MSES	- Matters of State Environmental Significance
NCA	- <i>Nature Conservation Act 1992</i>
RE	- Regional Ecosystem
SPP	- State Planning Policy
VMA	- <i>Vegetation Management Act 1999</i>



## **Vegetation management report**

For Lot: 78 Plan: SR416

06/04/2021

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# Recent changes

## Updated mapping

Updated vegetation mapping was released on 6 April 2020 and includes the most recent Queensland Herbarium scientific updates to the Regulated Vegetation Management Map, regional ecosystems, wetland, high-value regrowth and essential habitat mapping.

Improvements to the format of the report were made in July 2020 to more clearly delineate the three regulatory frameworks of vegetation management, protected plants and koala habitat protection. The Vegetation Management Pre-clear Regional Ecosystem map was also removed from the Vegetation Management Report but can still be requested as a separate map.

## Overview

Based on the lot on plan details you have supplied, this report provides the following detailed information:

**Property details** - information about the specified Lot on Plan, lot size, local government area, bioregion(s), subregion(s) and catchment(s);

**Vegetation management framework** - an explanation of the application of the framework and contact details for the Department of Resources who administer the framework;

**Vegetation management framework details for the specified Lot on Plan** including:

- the vegetation management categories on the property;
- the vegetation management regional ecosystems on the property;
- vegetation management watercourses or drainage features on the property;
- vegetation management wetlands on the property;
- vegetation management essential habitat on the property;
- whether any area management plans are associated with the property;
- whether the property is coastal or non-coastal; and
- whether the property is mapped as Agricultural Land Class A or B;

**Protected plant framework** - an explanation of the application of the framework and contact details for the Department of Environment and Science who administer the framework, including:

- high risk areas on the protected plant flora survey trigger map for the property;

**Koala protection framework** - an explanation of the application of the framework and contact details for the Department of Environment and Science who administer the framework; and

**Koala protection framework details for the specified Lot on Plan** including:

- the koala district the property is located in;
- koala priority areas on the property;
- core and locally refined koala habitat areas on the property;
- whether the lot is located in an identified koala broad-hectare area; and
- koala habitat regional ecosystems on the property for core koala habitat areas.

This information will assist you to determine your options for managing vegetation under:

- the vegetation management framework, which may include:

- exempt clearing work;
- accepted development vegetation clearing code;
- an area management plan;
- a development approval;

- the protected plant framework, which may include:

- the need to undertake a flora survey;
- exempt clearing;
- a protected plant clearing permit;

- the koala protection framework, which may include:

- exempted development;
- a development approval;
- the need to undertake clearing sequentially and in the presence of a koala spotter.

## Other laws

The clearing of native vegetation is regulated by both Queensland and Australian legislation, and some local governments also regulate native vegetation clearing. You may need to obtain an approval or permit under another Act, such as the Commonwealth Government's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Section 8 of this guide provides contact details of other agencies you should confirm requirements with, before commencing vegetation clearing.

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# 1. Property details

## 1.1 Tenure and title area

All of the lot, plan, tenure and title area information associated with property Lot: 78 Plan: SR416, are listed in Table 1.

**Table 1: Lot, plan, tenure and title area information for the property**

Lot	Plan	Tenure	Property title area (sq metres)
78	SR416	Freehold	52,610

The tenure of the land may affect whether clearing is considered exempt clearing work or may be carried out under an accepted development vegetation clearing code.

## 1.2 Property location

Table 2 provides a summary of the locations for property Lot: 78 Plan: SR416, in relation to natural and administrative boundaries.

**Table 2: Property location details**

Local Government(s)
Douglas Shire

Bioregion(s)	Subregion(s)
Wet Tropics	Daintree - Bloomfield

Catchment(s)
Mossman

## 2. Vegetation management framework (administered by the Department of Resources)

The *Vegetation Management Act 1999* (VMA), the Vegetation Management Regulation 2012, the *Planning Act 2016* and the Planning Regulation 2017, in conjunction with associated policies and codes, form the Vegetation Management Framework.

The VMA does not apply to all land tenures or vegetation types. State forests, national parks, forest reserves and some tenures under the *Forestry Act 1959* and *Nature Conservation Act 1992* are not regulated by the VMA. Managing or clearing vegetation on these tenures may require approvals under these laws.

The following native vegetation is not regulated under the VMA but may require permit(s) under other laws:

- grass or non-woody herbage;
- a plant within a grassland regional ecosystem prescribed under Schedule 5 of the Vegetation Management Regulation 2012; and
- a mangrove.

### 2.1 Exempt clearing work

Exempt clearing work is an activity for which you do not need to notify the Department of Resources or obtain an approval under the vegetation management framework. Exempt clearing work was previously known as exemptions.

In areas that are mapped as Category X (white in colour) on the regulated vegetation management map (see section 4.1), and where the land tenure is freehold, indigenous land and leasehold land for agriculture and grazing purposes, the clearing of vegetation is considered exempt clearing work and does not require notification or development approval under the vegetation management framework. For all other land tenures, contact the Department of Resources before commencing clearing to ensure that the proposed activity is exempt clearing work.

A range of routine property management activities are considered exempt clearing work. A list of exempt clearing work is available at

<https://www.qld.gov.au/environment/land/vegetation/exemptions/>.

Exempt clearing work may be affected if the proposed clearing area is subject to development approval conditions, a covenant, an environmental offset, an exchange area, a restoration notice, or an area mapped as Category A. Exempt clearing work may require approval under other Commonwealth, State or Local Government laws, or local government planning schemes. Contact the Department of Resources prior to clearing in any of these areas.

### 2.2 Accepted development vegetation clearing codes

Some clearing activities can be undertaken under an accepted development vegetation clearing code. The codes can be downloaded at

<https://www.qld.gov.au/environment/land/vegetation/codes/>

If you intend to clear vegetation under an accepted development vegetation clearing code, you must notify the Department of Resources before commencing. The information in this report will assist you to complete the online notification form.

You can complete the online form at

<https://apps.dnrm.qld.gov.au/vegetation/>



## 2.3 Area management plans

Area Management Plans (AMP) provide an alternative approval system for vegetation clearing under the vegetation management framework. They list the purposes and clearing conditions that have been approved for the areas covered by the plan. It is not necessary to use an AMP, even when an AMP applies to your property.

On 8 March 2020, AMPs ended for fodder harvesting, managing thickened vegetation and managing encroachment. New notifications cannot be made for these AMPs. You will need to consider options for fodder harvesting, managing thickened vegetation or encroachment under a relevant accepted development vegetation clearing code or apply for a development approval.

New notifications can be made for all other AMPs. These will continue to apply until their nominated end date.

If an Area Management Plan applies to your property for which you can make a new notification, it will be listed in Section 3.6 of this report. Before clearing under one of these AMPs, you must first notify the Department of Resources and then follow the conditions and requirements listed in the AMP.

<https://www.qld.gov.au/environment/land/vegetation/area-plans/>

## 2.4 Development approvals

If under the vegetation management framework your proposed clearing is not exempt clearing work, or is not permitted under an accepted development vegetation clearing code, or an AMP, you may be able to apply for a development approval. Information on how to apply for a development approval is available at

<https://www.qld.gov.au/environment/land/management/vegetation/development>

## 2.5. Contact information for the Department of Resources

For further information on the vegetation management framework:

**Phone** 135VEG (135 834)

**Email** [vegetation@resources.qld.gov.au](mailto:vegetation@resources.qld.gov.au)

**Visit** <https://www.dnrme.qld.gov.au/?contact=vegetation> to submit an online enquiry.

### 3. Vegetation management framework for Lot: 78 Plan: SR416

#### 3.1 Vegetation categories

The vegetation categories on your property are shown on the regulated vegetation management map in section 4.1 of this report. A summary of vegetation categories on the subject lot are listed in Table 3. Descriptions for these categories are shown in Table 4.

**Table 3: Vegetation categories for subject property. Total area: 5.25ha**

Vegetation category	Area (ha)
Category B	0.3
Category R	1.7
Category X	3.2

**Table 4: Description of vegetation categories**

Category	Colour on Map	Description	Requirements / options under the vegetation management framework
A	red	Compliance areas, environmental offset areas and voluntary declaration areas	Special conditions apply to Category A areas. Before clearing, contact the Department of Resources to confirm any requirements in a Category A area.
B	dark blue	Remnant vegetation areas	Exempt clearing work, or notification and compliance with accepted development vegetation clearing codes, area management plans or development approval.
C	light blue	High-value regrowth areas	Exempt clearing work, or notification and compliance with managing Category C regrowth vegetation accepted development vegetation clearing code.
R	yellow	Regrowth within 50m of a watercourse or drainage feature in the Great Barrier Reef catchment areas	Exempt clearing work, or notification and compliance with managing Category R regrowth accepted development vegetation clearing code or area management plans.
X	white	Clearing on freehold land, indigenous land and leasehold land for agriculture and grazing purposes is considered exempt clearing work under the vegetation management framework. Contact the Department of Resources to clarify whether a development approval is required for other State land tenures.	No permit or notification required on freehold land, indigenous land and leasehold land for agriculture and grazing. A development approval may be required for some State land tenures.

#### Property Map of Assessable Vegetation (PMAV)

There is no Property Map of Assessable Vegetation (PMAV) present on this property.

## 3.2 Regional ecosystems

The endangered, of concern and least concern regional ecosystems on your property are shown on the vegetation management supporting map in section 4.2 and are listed in Table 5.

A description of regional ecosystems can be accessed online at

<https://www.qld.gov.au/environment/plants-animals/plants/ecosystems/descriptions/>

**Table 5: Regional ecosystems present on subject property**

Regional Ecosystem	VMA Status	Category	Area (Ha)	Short Description	Structure Category
7.2.3	Of concern	R	1.42	Corymbia tessellaris and/or Acacia crassicarpa and/or C. intermedia and/or C. clarksoniana woodland to closed forest on beach ridges (predominantly Holocene)	Sparse
7.2.8	Of concern	R	0.31	Melaleuca leucadendra open forest to woodland on sands of beach origin	Mid-dense
7.3.25	Of concern	B	0.34	Melaleuca leucadendra +/- vine forest species open forest to closed forest on alluvium fringing streams	Mid-dense
non-rem	None	X	3.19	None	None

Please note:

1. All area and area derived figures included in this table have been calculated via reprojecting relevant spatial features to Albers equal-area conic projection (central meridian = 146, datum Geocentric Datum of Australia 1994). As a result, area figures may differ slightly if calculated for the same features using a different co-ordinate system.
2. If Table 5 contains a Category 'plant', please be aware that this refers to 'plantations' such as forestry, and these areas are considered non-remnant under the VMA.

The VMA status of the regional ecosystem (whether it is endangered, of concern or least concern) also determines if any of the following are applicable:

- exempt clearing work;
- accepted development vegetation clearing codes;
- performance outcomes in State Code 16 of the State Development Assessment Provisions (SDAP).

## 3.3 Watercourses

Vegetation management watercourses and drainage features for this property are shown on the vegetation management supporting map in section 4.2.

## 3.4 Wetlands

There are no vegetation management wetlands present on this property.

## 3.5 Essential habitat

Under the VMA, essential habitat for protected wildlife is native wildlife prescribed under the *Nature Conservation Act 1992* (NCA) as critically endangered, endangered, vulnerable or near-threatened wildlife.

Essential habitat for protected wildlife includes suitable habitat on the lot, or where a species has been known to occur up to 1.1 kilometres from a lot on which there is assessable vegetation. These important habitat areas are protected under the VMA.

Any essential habitat on this property will be shown as blue hatching on the vegetation supporting map in section 4.2.

If essential habitat is identified on the lot, information about the protected wildlife species is provided in Table 6 below. The numeric labels on the vegetation management supporting map can be cross referenced with Table 6 to outline the essential

habitat factors for that particular species. There may be essential habitat for more than one species on each lot, and areas of Category A, Category B and Category C can be mapped as Essential Habitat.

Essential habitat is compiled from a combination of species habitat models and buffered species records. Regional ecosystem is a mandatory essential habitat factor, unless otherwise stated. Essential habitat, for protected wildlife, means an area of vegetation shown on the Regulated Vegetation Management Map -

- 1) that has at least 3 essential habitat factors for the protected wildlife that must include any essential habitat factors that are stated as mandatory for the protected wildlife in the essential habitat database. Essential habitat factors are comprised of - regional ecosystem (mandatory for most species), vegetation community, altitude, soils, position in landscape; or
- 2) in which the protected wildlife, at any stage of its life cycle, is located.

If there is no essential habitat mapping shown on the vegetation management supporting map for this lot, and there is no table in the sections below, it confirms that there is no essential habitat on the lot.

## Category A and/or Category B and/or Category C

**Table 6: Essential habitat in Category A and/or Category B and/or Category C**

Label	Scientific Name	Common Name	NCA Status	Vegetation Community	Altitude	Soils	Position in Landscape
1087	<i>Casuarium casuarium</i> johnsonii (southern population)	southern cassowary (southern population)	E	Dense lowland and highland tropical rainforest, closed gallery forest, eucalypt forest with vine forest elements, swamp forest and adjacent melaleuca swamps, littoral scrub, eucalypt woodland and mangroves; often using a habitat mosaic; will cross open eucalypt, canefields and dry ridges between rainforest patches.	Sea level to 1500m.	None	None
1843	<i>Numenius madagascariensis</i>	eastern curlew	E	Foraging on soft, intertidal mudflat, with a preference for broad flats, often in sheltered areas near mangroves and estuaries/creeks, also on sandflats and occasionally ocean beaches, rock platforms and coral reefs. Roost on saltflat, saltmarsh, mangroves, reef flat, sandy spits and grassland near water.	Sea level to 100m.	Sand, sandy mud and mud substrates.	Associated with coastlines and wetlands.
1867	<i>Limosa lapponica baueri</i>	bar-tailed godwit	V	Foraging on large intertidal mudflat/sandflat, banks in estuaries, inlets, bays and coastal lagoons; also saline wetlands, saltmarsh, sandy beach, rock platform and coral reef-flat. Roost on sandy beach/spit and near saltmarsh.	Sea level to 100m.	Sand and mud substrates.	Associated with coastlines and wetlands.
1936	<i>Charadrius mongolus</i>	lesser sand plover	E	Foraging on sandy beach, intertidal mudflat/sandflat and mangrove mudflat of coastal bays and estuaries. Also inland at lakes and soaks. Roost on beach, banks, sand/shell spits, rocky spits and exposed reef.	Sea level to 100m.	Sand and mud substrates.	Associated with coastlines and coastal and inland wetlands.
1948	<i>Charadrius leschenaultii</i>	greater sand plover	V	Foraging on intertidal mudflats, sandbank, sandy/shelly/muddy beaches, rock platforms, coral reefs and tidal lagoons. Roost on sandspit, beach, lagoons edge, rocky points, coastal saltmarsh and claypan.	Sea level to 100m.	Sand and mud substrates.	Associated with coastlines and wetlands.

Label	Regional Ecosystem (mandatory unless otherwise specified)
1087	7.1.1, 7.1.2, 7.1.3, 7.1.4, 7.1.5, 7.2.1, 7.2.2, 7.2.3, 7.2.4, 7.2.5, 7.2.6, 7.2.7, 7.2.8, 7.2.9, 7.2.10, 7.2.11, 7.3.1, 7.3.2, 7.3.3, 7.3.4, 7.3.5, 7.3.6, 7.3.7, 7.3.8, 7.3.9, 7.3.10, 7.3.12, 7.3.13, 7.3.17, 7.3.19, 7.3.20, 7.3.21, 7.3.23, 7.3.25, 7.3.28, 7.3.29, 7.3.30, 7.3.31, 7.3.34, 7.3.35, 7.3.36, 7.3.37, 7.3.38, 7.3.39, 7.3.40, 7.3.42, 7.3.45, 7.3.46, 7.3.47, 7.3.49, 7.8.1, 7.8.2, 7.8.3, 7.8.4, 7.8.11, 7.8.12, 7.8.13, 7.8.14, 7.8.15, 7.8.16, 7.8.18, 7.11.1, 7.11.2, 7.11.3, 7.11.5, 7.11.6, 7.11.7, 7.11.8, 7.11.10, 7.11.12, 7.11.13, 7.11.14, 7.11.16, 7.11.18, 7.11.19, 7.11.23, 7.11.24, 7.11.25, 7.11.26, 7.11.27, 7.11.28, 7.11.29, 7.11.30, 7.11.31, 7.11.32, 7.11.34, 7.11.36, 7.11.38, 7.11.39, 7.11.40, 7.11.42, 7.11.44, 7.11.46, 7.11.47, 7.11.49, 7.12.1, 7.12.2, 7.12.4, 7.12.5, 7.12.6, 7.12.7, 7.12.9, 7.12.10, 7.12.11, 7.12.12, 7.12.13, 7.12.16, 7.12.17, 7.12.19, 7.12.20, 7.12.21, 7.12.22, 7.12.23, 7.12.24, 7.12.25, 7.12.26, 7.12.29, 7.12.37, 7.12.38, 7.12.39, 7.12.40, 7.12.41, 7.12.43, 7.12.44, 7.12.45, 7.12.47, 7.12.48, 7.12.49, 7.12.50, 7.12.53, 7.12.59, 7.12.61, 7.12.66, 7.12.67, 7.12.68
1843	2.1.1, 2.1.2, 2.1.3, 2.1.4, 2.1.5, 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.5, 3.1.6, 7.1.1, 7.1.2, 7.1.3, 8.1.1, 8.1.2, 8.1.3, 8.1.4, 11.1.1, 11.1.2, 11.1.3, 11.1.4, 12.1.2, 12.1.3
1867	2.1.1, 2.1.4, 2.1.5, 3.1.6, 7.1.2, 7.1.3, 8.1.2, 8.1.3, 8.1.4, 11.1.1, 11.1.2, 11.1.3, 12.1.2, 12.1.3
1936	2.1.1, 2.1.2, 2.1.3, 2.1.5, 3.1.1, 3.1.2, 3.1.3, 3.1.4, 7.1.1, 7.1.3, 8.1.2, 11.1.2, 11.1.4, 12.1.3
1948	2.1.1, 2.1.4, 2.1.5, 3.1.6, 7.1.2, 7.1.3, 8.1.2, 8.1.3, 8.1.4, 11.1.1, 11.1.2, 11.1.3, 12.1.2, 12.1.3

### 3.6 Area Management Plan(s)

Nil

### 3.7 Coastal or non-coastal

For the purposes of the accepted development vegetation clearing codes and State Code 16 of the State Development Assessment Provisions (SDAP), this property is regarded as\*

Coastal

\*See also Map 4.3

### 3.8 Agricultural Land Class A or B

The following can be used to identify Agricultural Land Class A or B areas under the "Managing regulated regrowth vegetation" accepted development vegetation clearing code:

**Does this lot contain land that is mapped as Agricultural Land Class A or B in the State Planning Interactive Mapping System?**

No Class A

Class B (with urban areas masked as per SPP): 4.4ha

Note - This confirms Agricultural Land Classes as per the State Planning Interactive Mapping System only. This response does not include Agricultural Land Classes identified under local government planning schemes. For further information, check the Planning Scheme for your local government area.

See Map 4.4 to identify the location and extent of Class A and/or Class B Agricultural land on Lot: 78 Plan: SR416.



## 4. Vegetation management framework maps

Vegetation management maps included in this report may also be requested individually at:

<https://www.dnrme.qld.gov.au/qld/environment/land/vegetation/vegetation-map-request-form>

### **Regulated vegetation management map**

The regulated vegetation management map shows vegetation categories needed to determine clearing requirements. These maps are updated monthly to show new [property maps of assessable vegetation \(PMAV\)](#).

### **Vegetation management supporting map**

The vegetation management supporting map provides information on regional ecosystems, wetlands, watercourses and essential habitat.

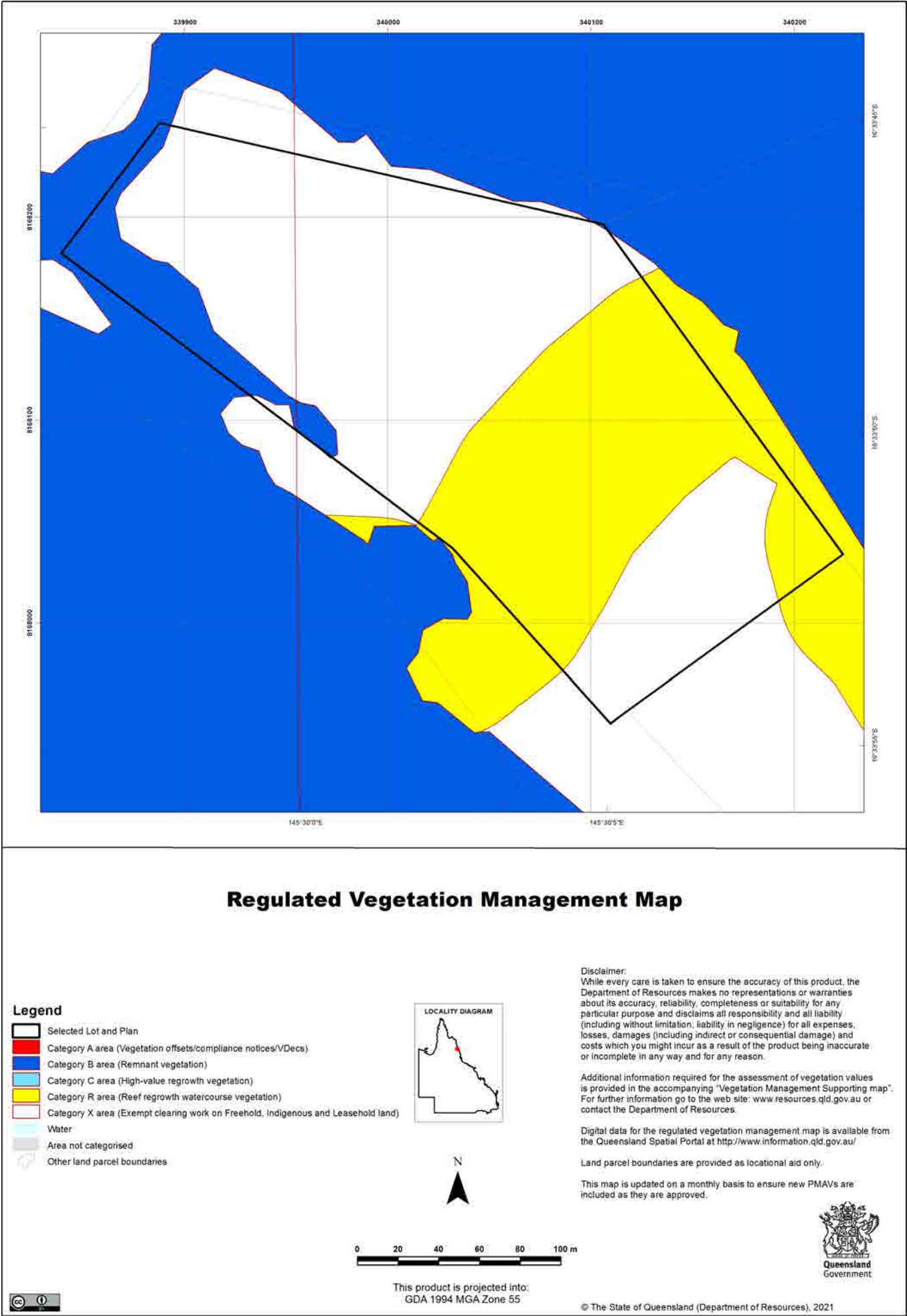
### **Coastal/non-coastal map**

The coastal/non-coastal map confirms whether the lot, or which parts of the lot, are considered coastal or non-coastal for the purposes of the accepted development vegetation clearing codes and State Code 16 of the State Development Assessment Provisions (SDAP).

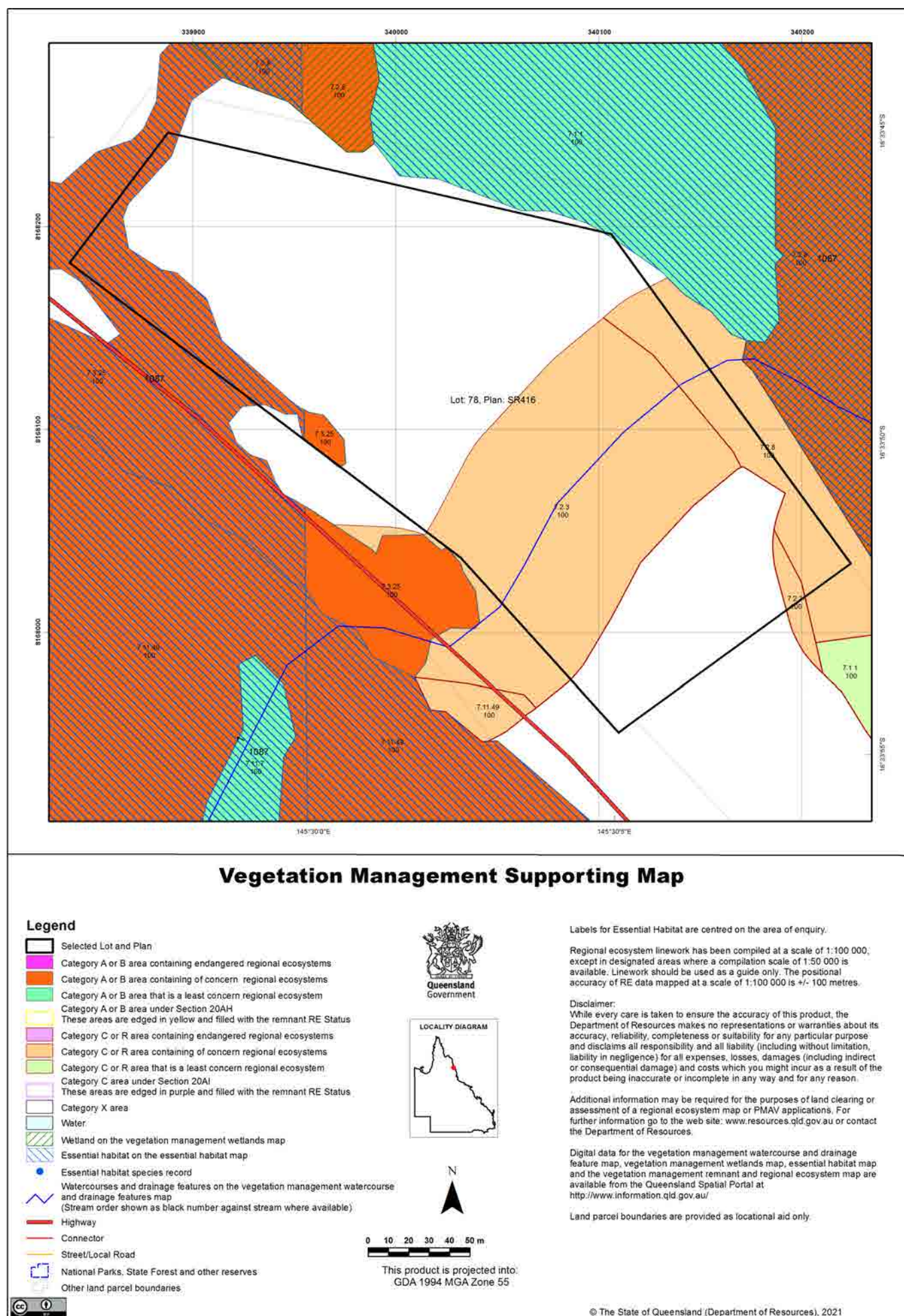
### **Agricultural Land Class A or B as per State Planning Policy: State Interest for Agriculture**

The Agricultural Land Class map confirms the location and extent of land mapped as Agricultural Land Classes A or B as identified on the State Planning Interactive Mapping System. Please note that this map does not include areas identified as Agricultural Land Class A or B in local government planning schemes. This map can be used to identify Agricultural Land Class A or B areas under the "Managing regulated regrowth vegetation" accepted development vegetation clearing code.

# 4.1 Regulated vegetation management map

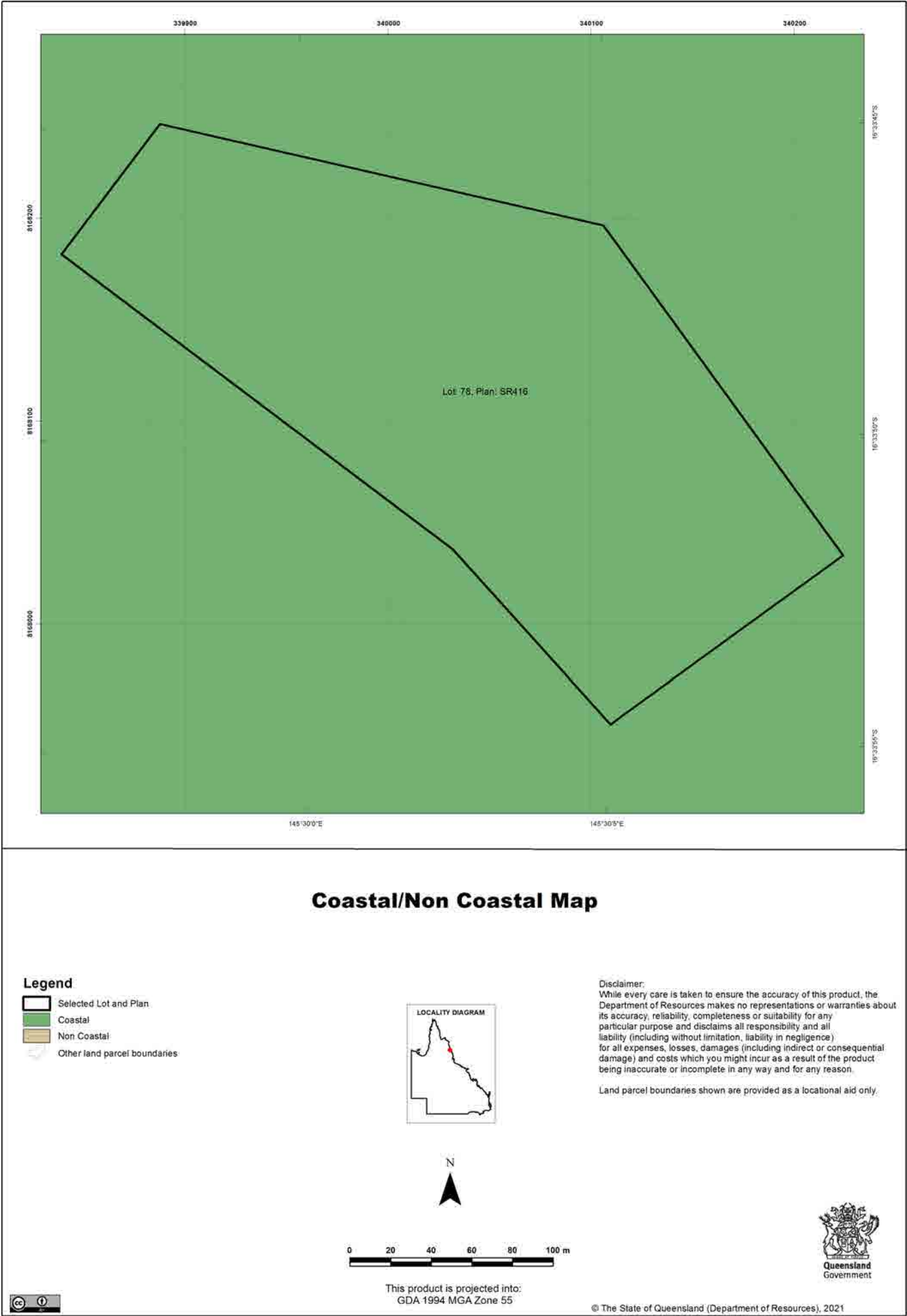


## 4.2 Vegetation management supporting map





### 4.3 Coastal/non-coastal map



# 4.4 Agricultural Land Class A or B as per State Planning Policy: State Interest for Agriculture





## 5. Protected plants framework (administered by the Department of Environment and Science (DES))

In Queensland, all plants that are native to Australia are protected plants under the [Nature Conservation Act 1992](#) (NCA). The NCA regulates the clearing of protected plants 'in the wild' (see [Operational policy: When a protected plant in Queensland is considered to be 'in the wild'](#)) that are listed as critically endangered, endangered, vulnerable or near threatened under the Act.

Please note that the protected plant clearing framework applies irrespective of the classification of the vegetation under the *Vegetation Management Act 1999* and any approval or exemptions given under another Act, for example, the *Vegetation Management Act 1999* or *Planning Regulation 2017*.

### 5.1 Clearing in high risk areas on the flora survey trigger map

The flora survey trigger map identifies high-risk areas for endangered, vulnerable or near threatened (EVNT) plants. These are areas where EVNT plants are known to exist or are likely to exist based on the habitat present. The flora survey trigger map for this property is provided in section 5.5.

If you are proposing to clear an area shown as high risk on the flora survey trigger map, a flora survey of the clearing impact area must be undertaken by a suitably qualified person in accordance with the [Flora survey guidelines](#). The main objective of a flora survey is to locate any EVNT plants that may be present in the clearing impact area.

If the flora survey identifies that EVNT plants are not present within the clearing impact area or clearing within 100m of EVNT plants can be avoided, the clearing activity is exempt from a permit. An [exempt clearing notification form](#) must be submitted to the Department of Environment and Science, with a copy of the flora survey report, at least one week prior to clearing.

If the flora survey identifies that EVNT plants are present in, or within 100m of, the area to be cleared, a clearing permit is required before any clearing is undertaken. The flora survey report, as well as an impact management report, must be submitted with the [clearing permit application form](#).

### 5.2 Clearing outside high risk areas on the flora survey trigger map

In an area other than a high risk area, a clearing permit is only required where a person is, or becomes aware that EVNT plants are present in, or within 100m of, the area to be cleared. You must keep a copy of the flora survey trigger map for the area subject to clearing for five years from the day the clearing starts. If you do not clear within the 12 month period that the flora survey trigger map was printed, you need to print and check a new flora survey trigger map.

### 5.3 Exemptions

Many activities are 'exempt' under the protected plant clearing framework, which means that clearing of native plants that are in the wild can be undertaken for these activities with no need for a flora survey or a protected plant clearing permit. The Information sheet - General exemptions for the take of protected plants provides some of these exemptions.

Some exemptions under the NCA are the same as exempt clearing work (formerly known as exemptions) under the *Vegetation Management Act 1999* (i.e. listed in Schedule 21 of the Planning Regulations 2017) while some are different.

### 5.4 Contact information for DES

For further information on the protected plants framework:

**Phone** 1300 130 372 (and select option four)

**Email** [palm@des.qld.gov.au](mailto:palm@des.qld.gov.au)

**Visit** <https://www.qld.gov.au/environment/plants-animals/plants/protected-plants>

## 5.5 Protected plants flora survey trigger map

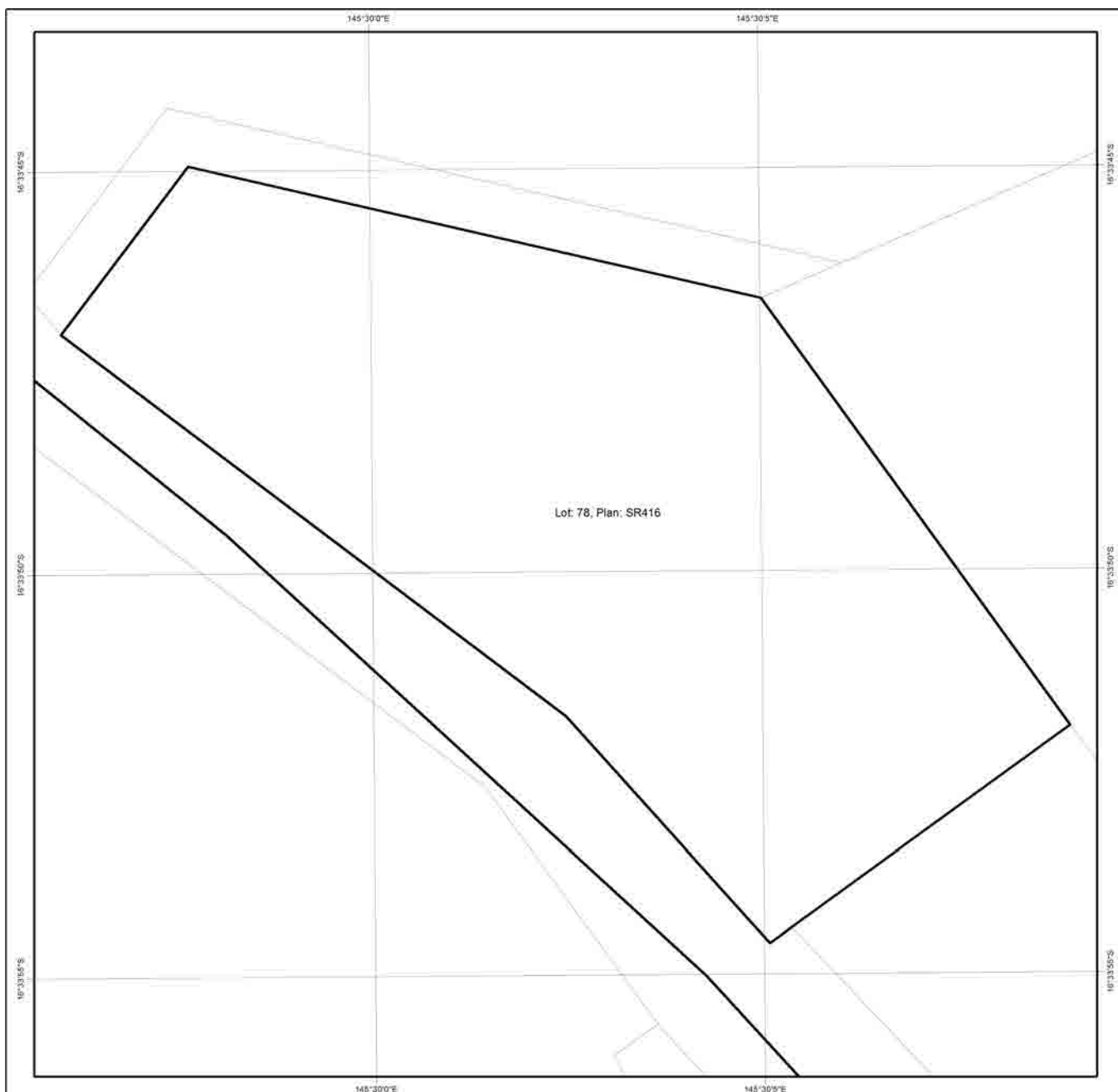
This map included may also be requested individually at: <https://apps.des.qld.gov.au/map-request/flora-survey-trigger/>.

### Updates to the data informing the flora survey trigger map

The flora survey trigger map will be reviewed, and updated if necessary, at least every 12 months to ensure the map reflects the most up-to-date and accurate data available.






### Species information

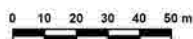
Please note that flora survey trigger maps do not identify species associated with 'high risk areas'. While some species information may be publicly available, for example via the [Queensland Spatial Catalogue](#), the Department of Environment and Science does not provide species information on request. Regardless of whether species information is available for a particular high risk area, clearing plants in a high risk area may require a flora survey and/or clearing permit. Please see the Department of Environment and Science webpage on the [clearing of protected plants](#) for more information.



## Protected Plants Flora Survey Trigger Map

### Legend

-  Selected Lot and Plan
-  High risk area
-  Other land parcel boundaries
-  Freeways / motorways / highways
-  Secondary roads / streets



This product is projected into:  
GDA 1994 MGA Zone 55

This map shows areas where particular provisions of the Nature Conservation Act 1992 apply to the clearing of protected plants.

Land parcel boundaries are provided as locational aid only.

This map is produced at a scale relevant to the size of the area selected and should be printed as A4 size in portrait orientation.

For further information or assistance with interpretation of this product, please contact the Department of Environment and Science at [palm@des.qld.gov.au](mailto:palm@des.qld.gov.au)

**Disclaimer:**  
While every care is taken to ensure the accuracy of the data used to generate this product, the Queensland Government makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damages) and costs which might be incurred as a consequence of reliance on the data, or as a result of the data being inaccurate or incomplete in any way and for any reason.

## 6. Koala protection framework (administered by the Department of Environment and Science (DES))

The koala (*Phascolarctos cinereus*) is listed in Queensland as vulnerable by the Queensland Government under *Nature Conservation Act 1992* and by the Australian Government under the *Environment Protection and Biodiversity Conservation Act 1999*.

The Queensland Government's koala protection framework is comprised of the *Nature Conservation Act 1992*, the Nature Conservation (Animals) Regulation 2020, the Nature Conservation (Koala) Conservation Plan 2017, the *Planning Act 2016* and the Planning Regulation 2017.

### 6.1 Koala mapping

#### 6.1.1 Koala districts

The parts of Queensland where koalas are known to occur has been divided into three koala districts - koala district A, koala district B and koala district C. Each koala district is made up of areas with comparable koala populations (e.g. density, extent and significance of threatening processes affecting the population) which require similar management regimes.

Section 7.1 identifies which koala district your property is located in.

#### 6.1.2 Koala habitat areas

Koala habitat areas are areas of vegetation that have been determined to contain koala habitat that is essential for the conservation of a viable koala population in the wild based on the combination of habitat suitability and biophysical variables with known relationships to koala habitat (e.g. landcover, soil, terrain, climate and ground water). In order to protect this important koala habitat, clearing controls have been introduced into the Planning Regulation 2017 for development in koala habitat areas.

Please note that koala habitat areas only exist in koala district A which is the South East Queensland "Shaping SEQ" Regional Plan area. These areas include the local government areas of Brisbane, Gold Coast, Logan, Lockyer Valley, Ipswich, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent).

There are two different categories of koala habitat area (core koala habitat area and locally refined koala habitat), which have been determined using two different methodologies. These methodologies are described in the document [Spatial modelling in South East Queensland](#).

Section 7.2 shows any koala habitat area that exists on your property.

Under the Nature Conservation (Koala) Conservation Plan 2017, an owner of land (or a person acting on the owner's behalf with written consent) can request to make, amend or revoke a koala habitat area determination if they believe, on reasonable grounds, that the existing determination for all or part of their property is incorrect.

More information on requests to make, amend or revoke a koala habitat area determination can be found in the document [Guideline - Requests to make, amend or revoke a koala habitat area determination](#).

The koala habitat area map will be updated at least annually to include any koala habitat areas that have been made, amended or revoked.

Changes to the koala habitat area map which occur between annual updates because of a request to make, amend or revoke a koala habitat area determination can be viewed on the register of approved requests to make, amend or revoke a koala habitat area available at: <https://environment.des.qld.gov.au/wildlife/animals/living-with/koalas/mapping/koalamaps>. The register includes the lot on plan for the change, the date the decision was made and the map issued to the landholder that shows areas determined to be koala habitat areas.

#### 6.1.3 Koala priority areas

Koala priority areas are large, connected areas that have been determined to have the highest likelihood of achieving conservation outcomes for koalas based on the combination of habitat suitability, biophysical variables with known relationships to koala habitat (e.g. landcover, soil, terrain, climate and ground water) and a koala conservation cost benefit analysis.

Conservation efforts will be prioritised in these areas to ensure the conservation of viable koala populations in the wild including a focus on management (e.g. habitat protection, habitat restoration and threat mitigation) and monitoring. This includes a prohibition on clearing in koala habitat areas that are in koala priority areas under the Planning Regulation 2017 (subject to some exemptions).

Please note that koala priority areas only exist in koala district A which is the South East Queensland "Shaping SEQ" Regional Plan area. These areas include the local government areas of Brisbane, Gold Coast, Logan, Lockyer Valley,

Ipswich, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent).

Section 7.2 identifies if your property is in a koala priority area.

#### 6.1.4 Identified koala broad-hectare areas

There are seven identified koala broad-hectare areas in SEQ. These are areas of koala habitat that are located in areas committed to meet development targets in the SEQ Regional Plan to accommodate SEQ's growing population including bring-forward Greenfield sites under the Queensland Housing Affordability Strategy and declared master planned areas under the repealed *Sustainable Planning Act 2009* and the repealed *Integrated Planning Act 1997*.

Specific assessment benchmarks apply to development applications for development proposed in identified koala broad-hectare areas to ensure koala conservation measures are incorporated into the proposed development.

Section 7.2 identifies if your property is in an identified koala broad-hectare area.

## 6.2 Koala habitat planning controls

On 7 February 2020, the Queensland Government introduced new planning controls to the Planning Regulation 2017 to strengthen the protection of koala habitat in South East Queensland (i.e. koala district A).

More information on these planning controls can be found here:

<https://environment.des.qld.gov.au/wildlife/animals/living-with/koalas/mapping/legislation-policy>.

As a high-level summary, the koala habitat planning controls make:

- development that involves interfering with koala habitat (defined below) in an area that is both a koala priority area and a koala habitat area, prohibited development (i.e. development for which a development application cannot be made);
- development that involves interfering with koala habitat (defined below) in an area that is a koala habitat area but is not a koala priority area, assessable development (i.e. development for which development approval is required); and
- development that is for extractive industries where the development involves interfering with koala habitat (defined below) in an area that is both a koala habitat area and a key resource area, assessable development (i.e. development for which development approval is required).

**Interfering with koala habitat means:**

- 1) Removing, cutting down, ringbarking, pushing over, poisoning or destroying in anyway, including by burning, flooding or draining native vegetation in a koala habitat area; but
- 2) Does not include destroying standing vegetation stock or lopping a tree.

However, these planning controls do not apply if the development is exempted development as defined in Schedule 24 of the [Planning Regulation 2017](#). More information on exempted development can be found here:

<https://environment.des.qld.gov.au/wildlife/animals/living-with/koalas/mapping/legislation-policy>.

There are also assessment benchmarks that apply to development applications for:

- building works, operational works, material change of use or reconfiguration of a lot where:
  - the local government planning scheme makes the development assessable;
  - the premises includes an area that is both a koala priority area and a koala habitat area; and
  - the development does not involve interfering with koala habitat (defined above); and
- development in identified koala broad-hectare areas.

The [Guideline - Assessment Benchmarks in relation to Koala Habitat in South East Queensland assessment benchmarks](#) outlines these assessment benchmarks, the intent of these assessment benchmarks and advice on how proposed development may meet these assessment benchmarks.



## 6.3 Koala Conservation Plan clearing requirements

Section 10 and 11 of the [Nature Conservation \(Koala\) Conservation Plan 2017](#) prescribes requirements that must be met when clearing koala habitat in koala district A and koala district B.

These clearing requirements are independent to the koala habitat planning controls introduced into the Planning Regulation 2017, which means they must be complied with irrespective of any approvals or exemptions offered under other legislation.

Unlike the clearing controls prescribed in the Planning Regulation 2017 that are to protect koala habitat, the clearing requirements prescribed in the Nature Conservation (Koala) Conservation Plan 2017 are in place to prevent the injury or death of koalas when koala habitat is being cleared.

## 6.4 Contact information for DES

For further information on the koala protection framework:

**Phone** 13 QGOV (13 74 68)

**Email** [koala.assessment@des.qld.gov.au](mailto:koala.assessment@des.qld.gov.au)

**Visit** <https://environment.des.qld.gov.au/wildlife/animals/living-with/koalas/mapping>

## 7. Koala protection framework details for Lot: 78 Plan: SR416

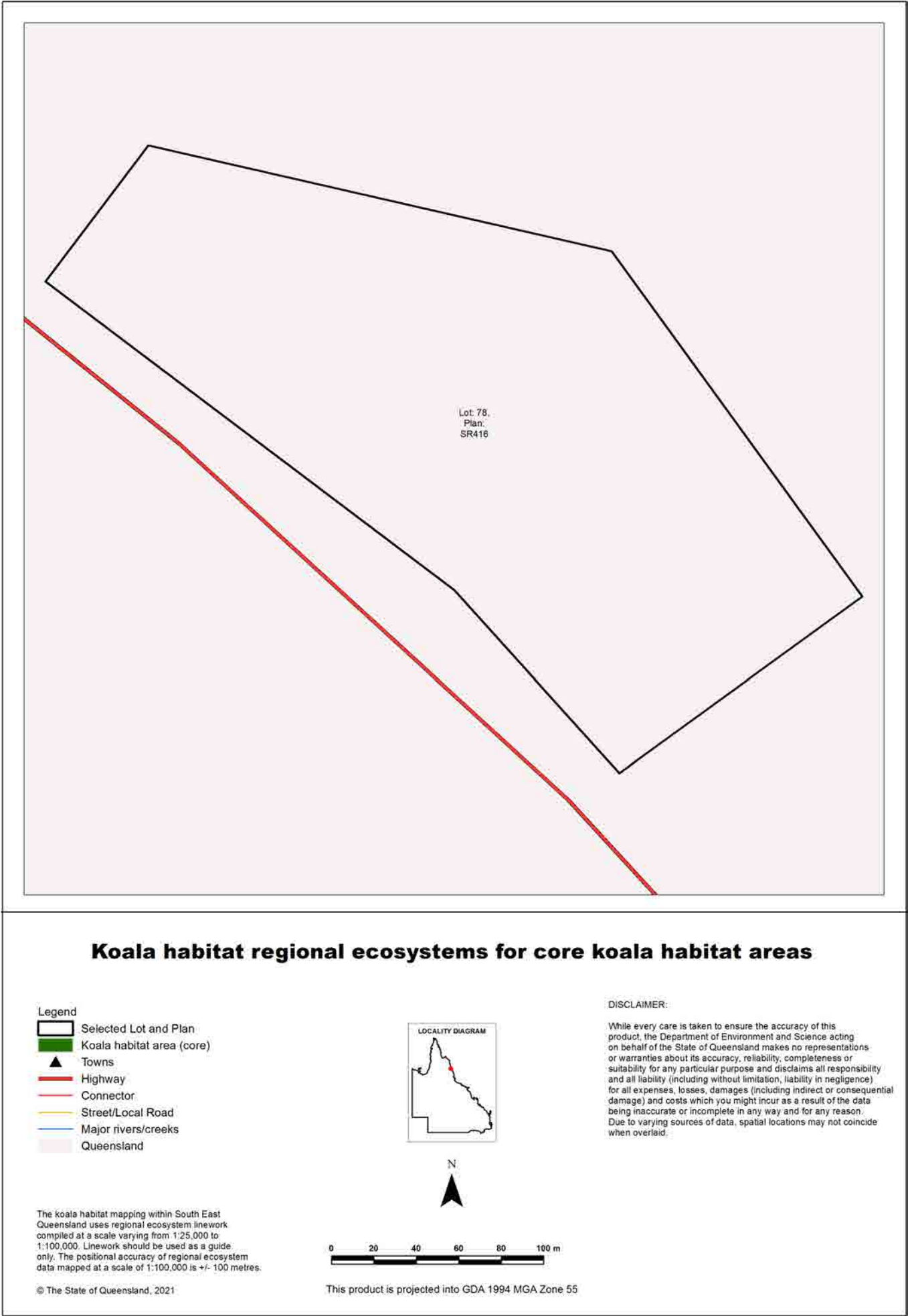
### 7.1 Koala districts

(no results)

## 7.2 Koala priority area, koala habitat area and identified koala broad-hectare area map



### 7.3 Koala habitat regional ecosystems for core koala habitat areas



## 8. Other relevant legislation contacts list

Activity	Legislation	Agency	Contact details
<ul style="list-style-type: none"> <li>• Interference with overland flow</li> <li>• Earthworks, significant disturbance</li> </ul>	<i>Water Act 2000</i> <i>Soil Conservation Act 1986</i>	Department of Regional Development, Manufacturing and Water (Queensland Government) Department of Resources (Queensland Government)	Ph: 13 QGOV (13 74 68) <a href="http://www.dnrme.qld.gov.au">www.dnrme.qld.gov.au</a>
<ul style="list-style-type: none"> <li>• Indigenous Cultural Heritage</li> </ul>	<i>Aboriginal Cultural Heritage Act 2003</i> <i>Torres Strait Islander Cultural Heritage Act 2003</i>	Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships	Ph: 13 QGOV (13 74 68) <a href="http://www.datsip.qld.gov.au">www.datsip.qld.gov.au</a>
<ul style="list-style-type: none"> <li>• Mining and environmentally relevant activities</li> <li>• Infrastructure development (coastal)</li> <li>• Heritage issues</li> </ul>	<i>Environmental Protection Act 1994</i> <i>Coastal Protection and Management Act 1995</i> <i>Queensland Heritage Act 1992</i>	Department of Environment and Science (Queensland Government)	Ph: 13 QGOV (13 74 68) <a href="http://www.des.qld.gov.au">www.des.qld.gov.au</a>
<ul style="list-style-type: none"> <li>• Protected plants and protected areas</li> </ul>	<i>Nature Conservation Act 1992</i>	Department of Environment and Science (Queensland Government)	Ph: 1300 130 372 (option 4) <a href="mailto:palm@des.qld.gov.au">palm@des.qld.gov.au</a> <a href="http://www.environment.gov.au">www.environment.gov.au</a>
<ul style="list-style-type: none"> <li>• Koala mapping and regulations</li> </ul>	<i>Nature Conservation Act 1992</i>	Department of Environment and Science (Queensland Government)	Ph: 13 QGOV (13 74 68) <a href="mailto:Koala.assessment@des.qld.gov.au">Koala.assessment@des.qld.gov.au</a>
<ul style="list-style-type: none"> <li>• Interference with fish passage in a watercourse, mangroves</li> <li>• Forestry activities on State land tenures</li> </ul>	<i>Fisheries Act 1994</i> <i>Forestry Act 1959</i>	Department of Agriculture and Fisheries (Queensland Government)	Ph: 13 QGOV (13 74 68) <a href="http://www.daf.qld.gov.au">www.daf.qld.gov.au</a>
<ul style="list-style-type: none"> <li>• Matters of National Environmental Significance including listed threatened species and ecological communities</li> </ul>	<i>Environment Protection and Biodiversity Conservation Act 1999</i>	Department of Agriculture, Water and the Environment (Australian Government)	Ph: 1800 803 772 <a href="http://www.environment.gov.au">www.environment.gov.au</a>
<ul style="list-style-type: none"> <li>• Development and planning processes</li> </ul>	<i>Planning Act 2016</i> <i>State Development and Public Works Organisation Act 1971</i>	Department of State Development, Infrastructure, Local Government and Planning (Queensland Government)	Ph: 13 QGOV (13 74 68) <a href="http://www.dsdmip.qld.gov.au">www.dsdmip.qld.gov.au</a>
<ul style="list-style-type: none"> <li>• Local government requirements</li> </ul>	<i>Local Government Act 2009</i> <i>Planning Act 2016</i>	Department of State Development, Infrastructure, Local Government and Planning (Queensland Government)	Ph: 13 QGOV (13 74 68) Your relevant local government office
<ul style="list-style-type: none"> <li>• Harvesting timber in the Wet Tropics of Qld World Heritage area</li> </ul>	<i>Wet Tropics World Heritage Protection and Management Act 1993</i>	Wet Tropics Management Authority	Ph: (07) 4241 0500 <a href="http://www.wettropics.gov.au">www.wettropics.gov.au</a>

# Appendix C

## Proposal Plan

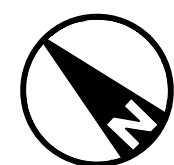




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# Mowbray Helicopter Site

## Proposed Concept for Helipad

### lot 78 SR416 - Captain Cook Highway, Mowbray



PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

Datum: MGA94 Z55 | Scale: 1:2000 @ A3 | Date: 18-5-2021 | Drawing: PR149569-1 C

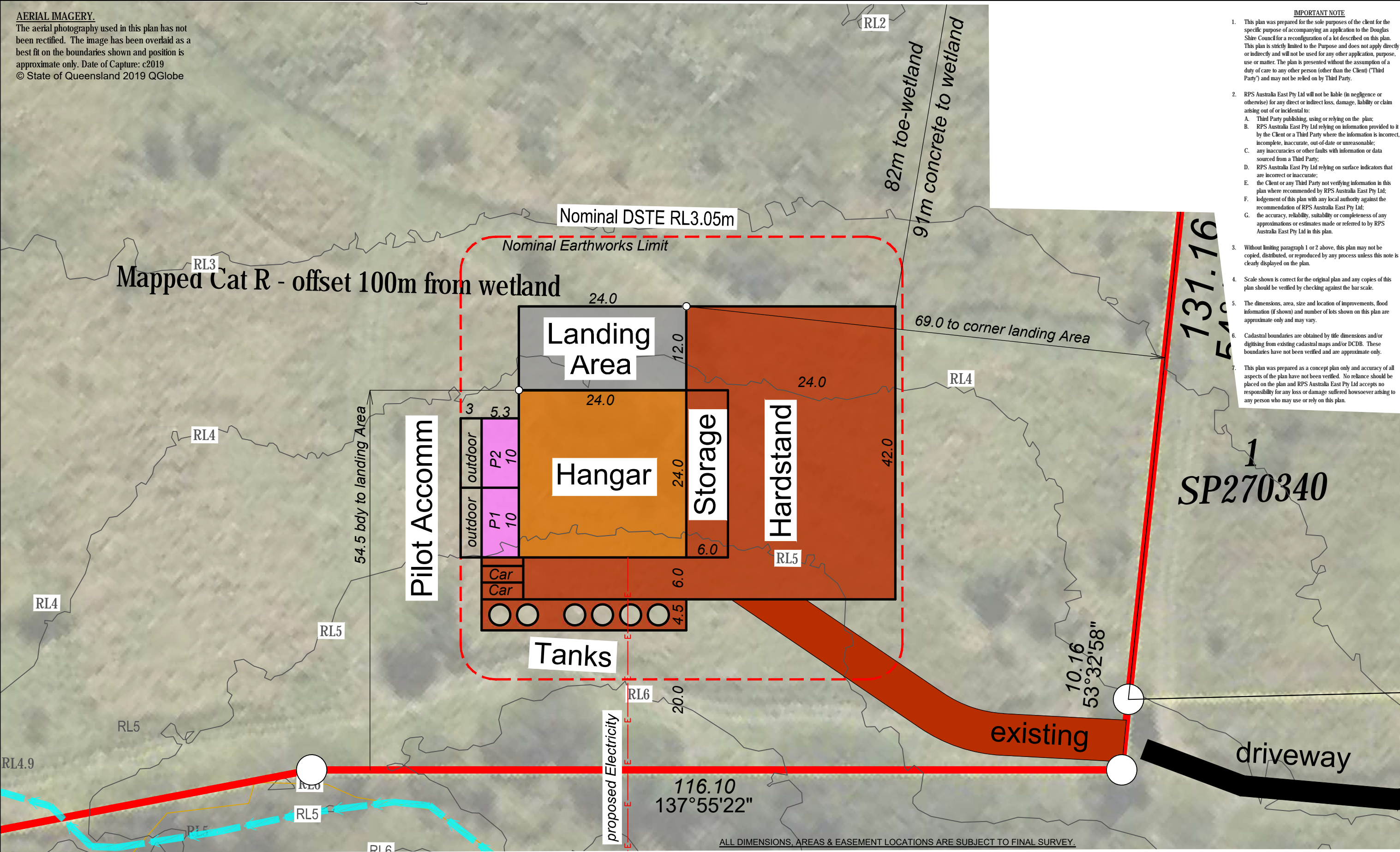
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**Mowbray Helicopter Site**  
Proposed Concept for Helipad (enlarged)  
lot 78 SR416 - Captain Cook Highway, Mowbray



PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

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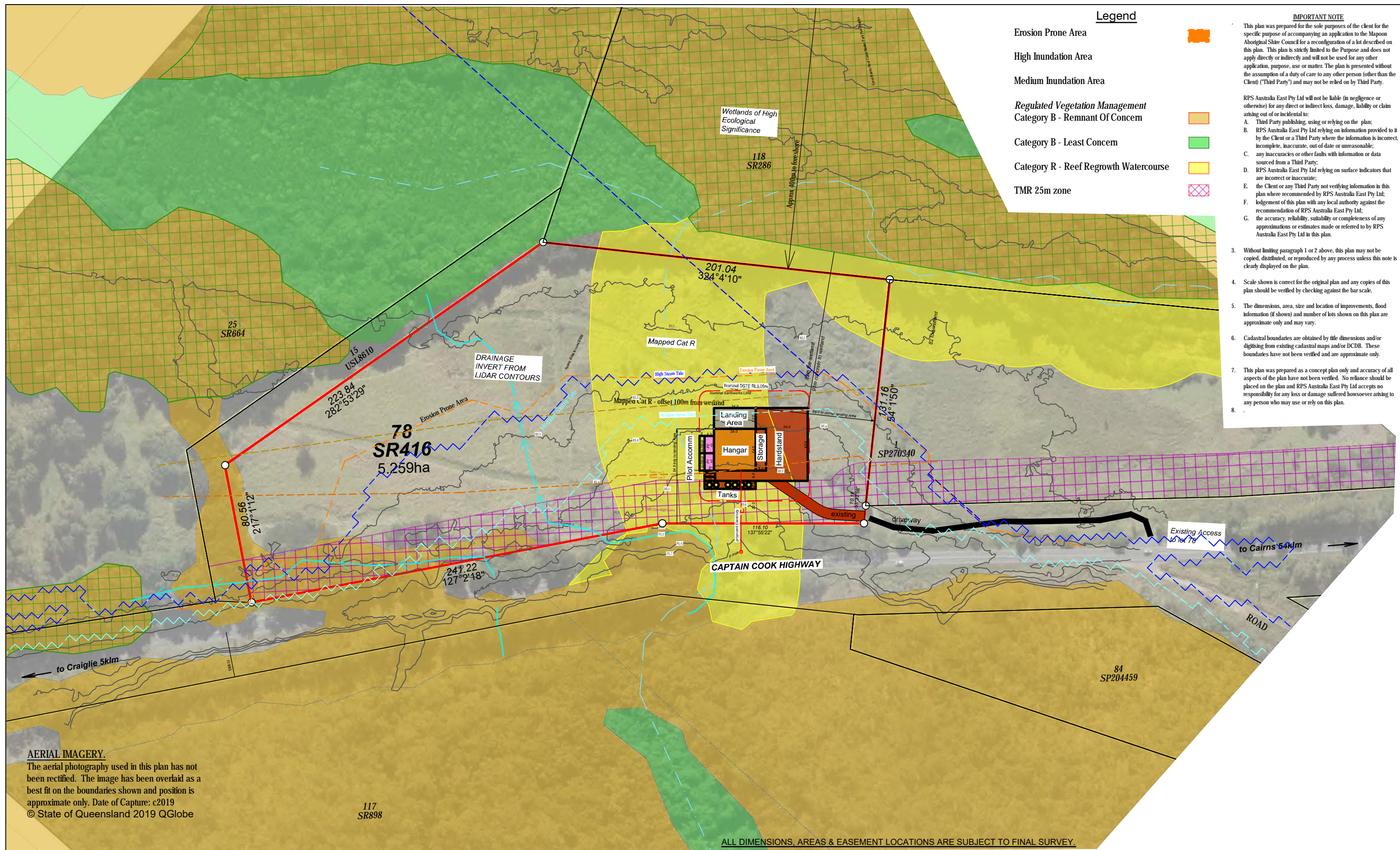
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W rpsgroup.com



# Appendix D

## Constraints Plan





### Legend

Erosion Prone Area

High Inundation Area

Medium Inundation Area

Regulated Vegetation Management  
Category B - Remnant Of Concern

Category B - Least Concern

Category R - Reef Regrowth Watercourse

TMR 25m zone

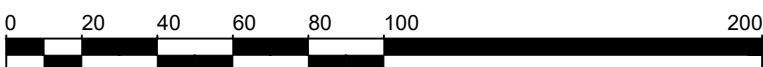
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## Mowbray Helicopter Site Proposed Concept for Helipad Constraints Plan



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## Appendix E

### Council Prelodgement Advice

**From:** [Rebecca Taranto](#)  
**To:** [Des](#)  
**Subject:** Without prejudice prelodgement advice for Lot 78 on SP416  
**Date:** Thursday, 18 February 2021 2:55:33 PM  
**Attachments:** [image003.jpg](#)

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Hi Des,

In regards to your pre-lodgement enquiry concerning Lot 78 on SP416 (Council doc ID: 997276) please refer to the previous advice issued and following comments provided on a without prejudice basis.

Your application for a Dwelling House and Shed, Works Depot (raw material storage) and Aircraft Services (helicopter sling operations to service the construction of the Wangetti Trail) would be considered by Council in two (2) parts.

#### Dwelling House and Shed

Under the *2018 Douglas Shire Planning Scheme* (Planning Scheme), the subject site lies within the Rural zone. Within this zone, a Dwelling house and domestic outbuilding (shed) is accepted development (self-assessable) subject to compliance with the Rural zone code and relevant Overlay codes, Land Use codes and Development codes.

Where the codes are not fully complied with, you may require a code assessable development permit or an exemption certificate as the site is subject to Flood and Storm overlays.

#### Works depot Aircraft Services.

Within the Rural zone, the Works Depot and Aircraft Services component of the proposal would be considered an "Undefined Use", which would trigger an impact assessable development application that would be assessed against the Whole of the Planning Scheme. The application would require public notification.

Further, as the subject site fronts Captain Cook Highway, a State controlled road, a referral to the State Assessment and Referral Agency (SARA) is triggered for the Works Depot and Aircraft Services component of the proposal. As the development of a Dwelling House is a domestic use of the land and if the existing vehicle access is utilised, the Dwelling House development is usually exempt from referral to SARA. You can contact SARA through the following link [CairnsSARA@dsdmip.qld.gov.au](mailto:CairnsSARA@dsdmip.qld.gov.au) or via phone on (07) 4037 3214 .

#### Other

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State Planning Policy mapping also identifies the Lot as having Matters of State Environmental Significance (MSES), and part of the site is zoned as a Marine Park (highly protected areas). Therefore, it is recommended that you contact the Department of Environment and Science (DES) with respect to the proposed development being within a mapped Marine Park area, and the potential impacts of the development on marine plants. DES can be contacted by phoning 13 74 68.

It is also advised that you contact the Civil Aviation Safety Authority (CASA) with regards to the proposed air route and regulations relating to the Cairns to Mossman Emergency Services flight paths. CASA can be contacted by phoning 13 17 57.

Due to the constraints involved with the site, it is recommended that you obtain a soil test that

comes with a wastewater report to identify the type and position of wastewater treatment that would be necessary for the site.

It is also advised that you seek the services of a Planning Consultant and Building Certifier to assist with your application.



Should you require any further information, please contact the below numbers.

Kind Regards,

**Rebecca Taranto | Development and Environmental Compliance Officer**

**Environment & Planning | Douglas Shire Council**

**P:** 07 4099 9531 | **M:** 0427 572 863 **F:** 07 4098 2902

**E:** [enquiries@douglas.qld.gov.au](mailto:enquiries@douglas.qld.gov.au) | **W:** [www.douglas.qld.gov.au](http://www.douglas.qld.gov.au)

**Mail:** PO Box 723, Mossman Q 4873 | **Office:** 64-66 Front St, Mossman Q 4873

## Appendix F

### SARA prelodgement record



SARA reference: 2104-22029 SPL  
Applicant reference: L80284

5 May 2021

Helibiz Pty Ltd  
C/- RPS Australia East Pty Ltd  
135 Abbott Street  
CAIRNS QLD 4870  
ian.doust@rpsgroup.com.au

Attention: Ian Doust

Dear Sir/Madam

## **SARA Pre-lodgement advice - Captain Cook Highway, Mowbray**

I refer to the pre-lodgement meeting held on 22 April 2021 in which you sought advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address. This notice provides advice on aspects of the proposal that are of relevance to SARA.

### **SARA's understanding of the project**

The development proposal is for a material change of use for air services over Lot 78 on SR416. Helibiz Pty Ltd wish to construct a helipad, a helicopter hanger with accommodation and a domestic house. Cut and fill for the hanger and helipad will be approximately 1000m<sup>3</sup> (1500m<sup>2</sup> x 0.5 x 1m).

The purpose of this development is to provide a base for helicopters to land, refuel and provide accommodation for the pilots. The helicopters are proposed to be used for airlifting materials for the construction of the proposed Wangetti trail. The construction materials will not be stored on the property; however, will be airlifted from other designated storage points as part of the proposed Wangetti trail project.



## Supporting information

The advice in this letter is based on the following documentation that was submitted with the pre-lodgement request or tabled at the pre-lodgement meeting.

Drawing/report title	Prepared by	Date
Pre-lodgement enquiry - MCU for Air Services - lot 78 SR416, Captain Cook Highway, Mowbray	RPS Group	13 April 2021
Location and Flight Path Concept, Plan A, Version 3	RPS	-
PR149569-1-Cat R Mapping-preliminary	RPS	22 April 2019

## Pre-lodgement meeting record

Meeting date	Thursday 22 April 2021
Meeting location	Online Teams meeting
Meeting chair	Sue Lockwood
Meeting attendees	Refer to <b>Attachment 1</b>

### Meeting discussion

- A pre-lodgement meeting has been held with the Douglas Shire Council (the council). The council confirmed the proposal is an impact assessable development application.
  - RPS confirmed there will be no onsite storage of materials (for the proposed Wangetti Trail construction) on the subject site. The primary storage/uplift site is at the 'Rifle Range'.
  - RPS confirmed with the Civil Aviation Safety Authority (CASA) that it has no role in approving a helipad.
  - There will be no night-time operations or specified flight paths.
  - Vehicle access is proposed via the existing (sealed) shared access located south of the subject site.
  - Any future proposed vehicle access at the northern end of the subject site would require a site visibility study due to the crest in the road.
  - The planning report/development application should state the proposal is for private use. If in the future commercial use is requested (public access is proposed), then an access upgrade will be required.
  - Access for fuel trucks once every few weeks is acceptable.
  - The subject site is impacted by a category 1 noise level mapping; QDC requirements should be sufficient.
  - The Department of Transport and Main Roads (DTMR) have no issue with the proposed positioning of the house, shed or hanger/helipad. The subject site is screened by vegetation along the road boundary.
  - Following the meeting, RPS to provide more detailed location and lidar mapping regarding (disputed) location of the category R vegetation mapping.
  - RPS to also provide more detail of the amount of proposed fill.
  - SARA will then request written pre-lodgement advice from:
    - Department of Science – wetland (high impact earthworks)
    - Department of Agriculture and Fisheries – marine plants
    - Department of Resources – acceptable development requirements (category R vegetation).

## Pre-lodgement advice

The following advice outlines the aspects of the proposal that are of relevance to SARA.

SARA's jurisdiction and fees	
1.	<p>The application will require referral to SARA under the following provisions of the Planning Regulation 2017:</p> <ul style="list-style-type: none"> <li>Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – State transport corridor This will require a fee of \$1,685.00 to be paid in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 8 (b)(ii).</li> <li>Schedule 10, Part 20, Division 4, Table 4, Item 3 – Material change of use of premises in wetland protection area This will require a fee of \$3,373.00 to be paid in accordance with Schedule 10, Part 20, Division 4, Table 3, Item 8.</li> </ul> <p>SARA would be a referral agency for the proposed application.</p>
State-controlled roads	
2.	<p><b>Vehicle access</b></p> <ul style="list-style-type: none"> <li>The proposed development for air services, domestic house, helipad, hanger and accommodation is required to utilise the existing sealed shared vehicular access via the Captain Cook Highway, a state-controlled road.</li> <li>Additional access works will not be required to be undertaken at the existing shared access. This is based on confirmation that the proposed development is for private use only and no commercial component is being proposed.</li> <li>The subject site is a vacant lot and the proposed development is not increasing traffic generation; the proposed development will utilise existing vehicle movement rates (8 - 10 vehicle movements per day) afforded to any titled and registered lot.</li> <li>However, if there is a change, whereby the proposed development will include a commercial component such as scenic or joy flights or a reliance on visiting customers, the existing shared access will be required to be upgraded to accommodate increased traffic generation from the proposed commercial development.</li> </ul>
3.	<p><b>State Development Assessment Provisions (SDAP)</b></p> <ul style="list-style-type: none"> <li>Please provide a detailed development application including detailed site plan, and supporting information to address and demonstrate compliance with the latest version of <a href="#">SDAP</a>, State code 1: Development in a state-controlled road environment, in particular: PO1, PO12 – PO14, PO16 and PO20 – PO22.</li> <li>Further guidance on what information needs to be supplied with a formal development application can be obtained from the Department of Transport and Main Roads' <a href="#">SDAP supporting information</a>.</li> </ul>
Wetland protection area	
4.	<p>The proposal site is mapped entirely within a wetland protection area, comprising a wetland of high ecological significance.</p> <p><b>Assessable development under Schedule 10, Part 20 Division 2, Section 34 of the Planning Regulation 2017</b></p> <p>Operational work that is <b>high impact earthworks</b> in a wetland protection area is assessable development, unless the operational work—</p>

	<p>(a) is for a domestic housing activity; or</p> <p>(b) is the natural and ordinary consequence of development that is a material change of use, or reconfiguring a lot, and all of the following apply—</p> <ul style="list-style-type: none"> <li>(i) the material change of use or reconfiguration involves high impact earthworks in a wetland protection area;</li> <li>(ii) (a development permit is in effect for the material change of use or reconfiguration;</li> <li>(iii) the chief executive, or the chief executive (environment), had functions and powers as a referral agency or prescribed assessment manager in relation to the earthworks for the development application for the development permit; or</li> </ul> <p>(c) is accepted development under schedule 7, part 3, section 9.</p> <p>Under Schedule 24 of the Planning Regulation 2017 <b>high impact earthworks</b> is defined as —</p> <p>(a) means operational work that changes the form of land, or involves placing a structure on land, in a way that diverts water to or from a wetland in a wetland protection area and involves excavating or filling—</p> <ul style="list-style-type: none"> <li>(iv) if the work is carried out in the wetland or within 200m of the wetland—more than 100m<sup>3</sup>; or</li> <li>(v) <b>otherwise—more than 1,000m<sup>3</sup></b>; but</li> <li>(vi) does not include operational work—</li> <li>(vii) Note: there are several additional exclusions, only the most commonly relevant are listed below.</li> <li>(viii) that is excavating to establish underground infrastructure, other than infrastructure for drainage or stormwater flows, if the excavated land is to be restored, as far as practicable, to its original contours after the infrastructure is established; or</li> <li>(ix) to maintain dams, fences, helipads, roads, stockyards, vehicular tracks or watering facilities; or</li> <li>(x) to alter, maintain, repair, replace, rehabilitate, remove or service government supported transport infrastructure; or</li> <li>(xi) to take preventative or remedial action in relation to government supported transport infrastructure; or</li> <li>(xii) in tidal water; or</li> <li>(xiii) to restore or conserve the ecological processes or hydrological functions of a wetland protection area; or</li> <li>(xiv) that is completely or partly in a declared fish habitat area, if the work is prescribed assessable development; or</li> <li>(xv) that is constructing or raising waterway barrier works, if the work is accepted development under schedule 7, part 3, section 6.</li> </ul> <p>The proposal is for 1000m<sup>3</sup> of fill and are therefore considered to meet the definition of high impact earthworks.</p>
5.	<p><b>SDAP State code 9: Great Barrier Reef wetland protection areas</b></p> <p>Please provide a response to the latest version of <a href="#">SDAP</a>, State code 9: Great Barrier Reef wetland protection areas in its entirety, identifying how the proposed development meets each performance outcome (PO).</p> <p>For this application, PO1 to PO9 will require a particularly detailed response.</p> <p>Please refer to the <a href="#">Guideline: State development assessment provisions, State code 9: Great Barrier Reef wetland protection areas</a> in responding to State Code 9. The guideline contains information on how to respond to particular POs and outlines specific information requirements. It should be noted that if the PO has no relevance to the proposed development a response of 'not applicable' and a statement as to why it is not relevant is</p>

	required.
6.	<p><b>Matters of State Environmental Significance (MSES)</b></p> <p>Following a preliminary investigation, it appears that the proposed development may have an impact on the following MSES which are present on the site or in the adjacent area:</p> <p>Wildlife habitat</p> <ul style="list-style-type: none"> <li>• Endangered and vulnerable</li> <li>• Special least concern animal</li> </ul> <p>Regulated vegetation</p> <ul style="list-style-type: none"> <li>• Regulated vegetation (category B – endangered or of concern)</li> <li>• Regulated vegetation (category R-GBR riverine)</li> <li>• Regulated vegetation (essential habitat)</li> </ul> <p>Wetland values</p> <ul style="list-style-type: none"> <li>• High ecological significance wetlands</li> </ul> <p>Conservation areas</p> <ul style="list-style-type: none"> <li>• Marine park (highly protected area)</li> </ul> <p>To address PO9 of State code 9, please determine if there are any MSES on or adjacent to the proposed development site. <a href="#">Queensland Globe</a> can be used to conduct a desktop analysis to identify any mapped MSES that exist on and near the proposed site/s.</p> <p>Where MSES are identified:</p> <ul style="list-style-type: none"> <li>• Provide a targeted assessment to ground truth any MSES identified</li> <li>• Demonstrate how the development avoids adverse impacts on each MSES to the greatest extent practicable</li> <li>• Once avoidance is considered, demonstrate how impacts on MSES have, or will be, minimised and/or mitigated to the greatest extent practicable</li> <li>• Determine whether there will be a Significant Residual Impact on any MSES using the Department of State Development, Infrastructure, Local Government, and Planning <a href="#">Significant Residual Impact Guideline</a>. An assessment will need to be undertaken for each MSES.</li> <li>• Identify the delivery of any potential offset as per PO9 (3).</li> </ul> <p>The following additional tools may be helpful for a desktop analysis and assessment:</p> <ul style="list-style-type: none"> <li>• Department of Resources <a href="#">Regulated vegetation mapping</a></li> <li>• Department of Environment and Science (DES) <a href="#">Environmental reports online</a></li> <li>• DES <a href="#">Wetland Info</a></li> <li>• DES <a href="#">Protected plants flora survey trigger map</a></li> <li>• DES <a href="#">Species list</a></li> <li>• SARA <a href="#">State Planning Policy Interactive Mapping System</a></li> </ul>
<b>Marine plants</b>	
7.	<p><b>General Summary</b></p> <ul style="list-style-type: none"> <li>• The eastern boundary of the subject site is tidal and mapped below Highest Astronomical Tide (HAT) (<b>Attachment 2 – Figure 1</b>).</li> <li>• Based on the plans provided (Mowbray House and Helicopter Site, RPS Australia East Pty Ltd, 22/04/20201, PR149569-2) the location of the helicopter hanger, associated landing pad and a residential dwelling appear to be above HAT and are unlikely to involve the removal, destruction or damage of marine plants.</li> <li>• Further pre-lodgement advice should be sought should the design change in any way to ensure impacts to marine plants are not proposed. Further advice regarding marine plants is included at <b>Attachment 2</b>.</li> </ul>



	<ul style="list-style-type: none"> <li>• A desktop assessment suggests a waterway providing for fish passage may be present within the construction footprint of the helicopter hanger, associated landing pad and a residential dwelling (<b>Attachment 2 – Figure 1</b>).</li> <li>• If there is a waterway present on the lot, the proposed works in this location are likely to constitute waterway barrier works.</li> <li>• Construction of the proposed works within a waterway providing for fish passage is assessable development and will require a development approval for operational work that is constructing or raising waterway barrier works in fish habitats.</li> <li>• The proposed works are unlikely to comply with the purpose statement and key performance outcomes of the SDAP State code 18: Constructing or raising waterway barrier works in fish habitats.</li> <li>• You are advised to ground truth/survey the location of the waterway and identify if the waterway contains the physical and hydrological characteristics of a waterway providing for fish passage.</li> <li>• Providing the ground truth/survey information through a subsequent pre-lodgement will enable Fisheries Queensland to facilitate a waterway determination.</li> <li>• The relevant information required to facilitate a waterway determination for the site has been included at <b>Attachment 3</b>.</li> </ul>
8.	<p><b>Constructing or raising waterway barrier works within fish habitats</b></p> <ul style="list-style-type: none"> <li>• Under the Planning Regulation 2017, constructing or raising waterway barrier works is an operational works development trigger. Impacts to waterways providing for fish passage, a matter of State environmental significance under the Environmental Offsets Regulation 2014, should be identified and avoided where possible, in early stages of planning. When constructing or raising waterway barrier works is an essential part of a Material change of use application, then consideration of the waterway barrier works development trigger should occur at the same time.</li> <li>• To avoid significant project management risks, you may wish to consider lodging a combined development application with the assessment manager, for a material change of use and operational works for any critical works associated with the development, such as waterway barrier works.</li> <li>• Examples of inherent waterway barrier works that may be associated with this proposal for an MCU include filling and diversion of a waterway to facilitate construction of the helicopter hanger and associated helicopter pad (refer to Fisheries Queensland's factsheet, <a href="#">What is a waterway barrier work?</a>).</li> <li>• The Queensland waterways for waterway barrier works spatial data layer is a tool designed to guide the development assessment process particularly in relation to accepted development and development fees under the <i>Planning Act 2016</i>.</li> <li>• The waterway barrier works layer is comprised of multiple data sets, which when combined, provide a reasonably accurate representation of waterways providing for fish passage in Queensland.</li> <li>• Although the spatial data layer is available to make most waterway determinations, it is still only a representation of the physical and hydrological attributes that exist onsite. It does not necessarily capture all waterways providing for fish passage and it is the on-ground physical and hydrological attributes that ultimately determine whether a particular feature is a defined waterway that provides for fish passage.</li> <li>• Under the <i>Fisheries Act 1994</i> 'a waterway includes a river, creek, stream, watercourse, drainage feature or inlet of the sea.'</li> <li>• The Fisheries Queensland Fact Sheet <a href="#">What is a waterway?</a> further lists the physical and hydrological characteristics that are associated with waterways that provide for fish</li> </ul>

	<p>passage.</p> <ul style="list-style-type: none"> <li>• A desktop assessment of the site suggests a waterway providing for fish passage may be present within the construction footprint of the helicopter hanger, associated landing pad and residential dwelling (<b>Attachment 2 - Figure 1</b>).</li> <li>• If a waterway is present on the lot, the proposed works in this location are likely to constitute waterway barrier works.</li> <li>• You should refer to the following factsheets for more information on waterway barrier works: <ul style="list-style-type: none"> <li>o <a href="#">What is a waterway?</a></li> <li>o <a href="#">What is a waterway barrier work?</a></li> <li>o <a href="#">What is not a waterway barrier work?</a></li> </ul> </li> </ul>
9.	<p><b>Development approval requirements</b></p> <ul style="list-style-type: none"> <li>• Under the Planning Regulation 2017, works involving constructing or raising waterway barrier works must be undertaken in accordance with the relevant <a href="#">accepted development requirements</a> or under a development approval (assessable development). <ul style="list-style-type: none"> <li>o The proposed works will not comply with the accepted development requirements (ADR) as the proposal to construct a helicopter hanger, associated landing pad and residential dwelling cannot meet any of the prescribed work types. A development approval will be required for assessable development that is constructing or raising waterway barrier works.</li> <li>o If possible, avoiding waterways providing for fish passage would remove the need for a development approval and potential fees for this component of the works.</li> </ul> </li> <li>• In this instance, you are advised to ground truth/survey the location of the waterway and identify if the waterway contains the physical and hydrological characteristics of a waterway providing for fish passage. The relevant information required to facilitate a waterway determination for the site is included at <b>Attachment 3</b>. Providing the ground truth/survey information through a subsequent pre-lodgement application will enable Fisheries Queensland to facilitate a waterway determination. It is recommended you seek further pre-lodgement advice once the information required to facilitate a waterway determination is available.</li> <li>• In an application for a development approval for operational works involving constructing or raising waterway barrier works, the following will need to be provided: <ul style="list-style-type: none"> <li>o <a href="#">DA Form 1</a> including Template 4: Waterway barrier works</li> <li>o A full response to the relevant parts of the most up to date version of the SDAP State code 18: Constructing or raising waterway barrier works in fish habitats. Particular attention should be paid to the following PO's: <ul style="list-style-type: none"> <li><input type="checkbox"/> All development - PO1 to PO18 and PO36 (refer to <b>Attachment 2</b> for more detail)</li> </ul> </li> <li>o Relevant plans as per SARA's <a href="#">DA Forms guide: Relevant plans</a>, including: <ul style="list-style-type: none"> <li><input type="checkbox"/> Detailed plans clearly showing the location of the proposed works in relation to existing waterways</li> <li><input type="checkbox"/> Detailed plans clearly showing a cross section of the proposed waterway barrier works in relation to the existing bed and banks of the impacted waterway</li> <li><input type="checkbox"/> A longitudinal section of the proposed waterway barrier works in relation to the bed of the waterway upstream and downstream of the works</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li><input type="checkbox"/> Note – all plans should be able to be read to scale at A3 size</li> <li>o Written documentation discussing the following: <ul style="list-style-type: none"> <li><input type="checkbox"/> Details of the purpose of the proposed works (e.g. construction of helicopter hanger, associated landing pad and residential dwelling)</li> <li><input type="checkbox"/> A description of the waterway proposed to be impacted (e.g. condition, size, connectivity, general hydrology) and nature of the impact</li> <li><input type="checkbox"/> A description of the work method (e.g. timing, equipment to be used)</li> <li><input type="checkbox"/> A detailed description of the alternatives considered to reduce impacts on the waterway, as applicable (e.g. alternative designs, locations, setbacks/buffer distances)</li> <li><input type="checkbox"/> Details of on-site mitigation actions, during and after the development</li> <li><input type="checkbox"/> The extent of any future maintenance works required for the continued safe operation of the proposed structure or facility</li> <li><input type="checkbox"/> Impacts to fish passage. It must firstly be demonstrated that impacts to waterways providing for fish passage have been avoided. Where avoidance is not reasonably possible, impacts to waterways providing for fish passage must be mitigated. An environmental offset pursuant to the <i>Environmental Offsets Act 2014</i> may need to be provided for any significant residual impact.</li> </ul> </li> </ul>
<b>Clearing native vegetation</b>	
10.	<p>The domestic house is proposed to be built on category X area - non-remnant vegetation. The helipad and helicopter hanger are proposed to be built within category R area (containing an of concern regional ecosystem).</p> <p>The of concern regional ecosystem within the category R area, which will be impacted by the development, is RE 7.2.3 (sparse) – <i>Corymbia tessellaris</i> and/or <i>Acacia crassicaarpa</i> and/or <i>C. intermedia</i> and/or <i>C. clarksoniana</i> woodland to closed forest on beach ridges (predominantly Holocene). There is no essential habitat on this property.</p> <p><b>Helipad and Helicopter Hanger</b></p> <p>For the construction of the helipad and helicopter hanger, the proposed works will not require referral as this may be undertaken as accepted development under schedule 21, part 2, section 2(h)(i) of the Planning Regulation 2017.</p> <p>If you believe the category R area mapped on Lot 78 on SR416 is incorrect and the watercourse/drainage feature is located on a different part of the property, the Department of Resources can assess the claim through a Property Map of Assessable Vegetation (PMAV) assessment. An application for a PMAV is made directly to the Department of Resources.</p>
11.	<p>The domestic house is proposed to be built on category X area - non-remnant vegetation. The helipad and helicopter hanger are proposed to be built within category R area (containing an of concern regional ecosystem).</p> <p>The of concern regional ecosystem within the category R area, which will be impacted by the development, is RE 7.2.3 (sparse) – <i>Corymbia tessellaris</i> and/or <i>Acacia crassicaarpa</i> and/or <i>C. intermedia</i> and/or <i>C. clarksoniana</i> woodland to closed forest on beach ridges (predominantly Holocene). There is no essential habitat on this property.</p> <p><b>Helipad and Helicopter Hanger</b></p> <p>For the construction of the helipad and helicopter hanger, the proposed works will not require referral as this may be undertaken as accepted development under schedule 21,</p>

	<p>part 2, section 2(h)(i) of the Planning Regulation 2017.</p> <p>If you believe the category R area mapped on Lot 78 on SR416 is incorrect and the watercourse/drainage feature is located on a different part of the property, the Department of Resources can assess the claim through a Property Map of Assessable Vegetation (<a href="#">PMAV</a>) assessment. An application for a PMAV is made directly to the Department of Resources.</p>
<b>Request further pre-lodgement advice</b>	
12.	To request more pre-lodgement advice please use the 'related actions' tab in the 2104-22029 SPL MyDAS2 record and select 'Request more pre-lodgement advice from SARA'. You will be given an option to select either a meeting or written advice.
13.	<p><b>PMAV application/updating</b></p> <p>There are a few options available when completing a <a href="#">PMAV application</a> (outlined below). If you are applying for more than one property and all belong to one enterprise or are geographically contiguous (neglecting road reserve) then only a single PMAV application form and fee is required.</p> <ul style="list-style-type: none"> <li>• <b>Simple PMAV:</b> (a fee applies) use this option where there is no change to current regulated vegetation mapping. <ul style="list-style-type: none"> <li>o Choose Option 1 in section 4 of the PMVA application form and select the lower tick box (simple PMAV).</li> </ul> </li> <li>• <b>Complex PMAV:</b> (a fee applies) use this option where there is a proposed change to current regulated vegetation mapping. If you think the current regulated vegetation mapping is incorrect then this requires assessment. <ul style="list-style-type: none"> <li>o Choose option 1 in section 4, upper tick box.</li> <li>o A complex PMAV application requires provision of evidence to support the claim (photos, vegetation survey, maps etc.) – see section 6 on the form.</li> <li>o Many people who choose to apply for a complex PMAV do so with the assistance of a consultant. However, you may not need a consultant if you can provide the necessary evidence yourself.</li> </ul> </li> <li>• <b>Correction to current mapping with an obvious error:</b> If the area of concern clearly does not contain any native woody vegetation AND has not contained such vegetation since it was mapped as Category B or C vegetation then the applicant can choose option 2 on the PMAV application (no fee). <ul style="list-style-type: none"> <li>o This may apply to areas that would change to category X but probably would not apply if the area or part of the area changed to category C or R.</li> </ul> </li> </ul> <p>It is recommended that you apply for a Complex PMAV but make a note on the application that you would like the application to be considered as a "correction to an obvious map error". If the application is subsequently assessed as such then the fee would be refunded.</p> <p>Please provide as much evidence as you can for your reasoning of having an area changed, including:</p> <ul style="list-style-type: none"> <li>• GPS locations</li> <li>• Photos</li> <li>• Older imagery</li> <li>• Permits</li> </ul> <p>An application does not guarantee that the contested areas will be changed. The category R relates to mapped watercourses and/or drainage features and can only be amended if there is obvious evidence that the watercourse/drainage feature is not within the mapped area.</p>
14.	<p><b>Marine Parks</b></p> <p>As the subject site is mapped as being in a State marine park, a permit to undertake the activity may be needed from DES State-wide Marine Works. Please see the following link for more information: <a href="#">Marine park works</a>.</p> <p>If you wish to enquire about obtaining a marine park permit please contact:</p>



<a href="mailto:marineparksworks@des.qld.gov.au">marineparksworks@des.qld.gov.au</a>
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This advice outlines aspects of the proposed development that are relevant to SARA's jurisdiction. This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

The advice in this letter does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal after a formal application has been lodged.

For further information please contact Sue Lockwood, Senior Planning Officer, on 40373222 or via email CairnsSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Joanne Manson  
A/Manager (Planning)

enc      Attachment 1 – Pre-lodgement meeting attendance record  
             Attachment 2 – Removal, destruction or damage of marine plants and waterway barrier works  
             Attachment 2 – Information requirements for determination of waterways providing for fish passage

Development details	
Proposal:	MCU (air services)
Street address:	Captain Cook Highway, Mowbray
Real property description:	Lot 78 on SR416
SARA role:	Referral agency
Assessment Manager:	Douglas Shire Council
Assessment criteria:	State Development Assessment Provisions (SDAP): State code 1: Development in a state-controlled road environment State code 9: Great Barrier Reef wetland protection areas
Existing use:	Vacant
Relevant site history:	n/a

## Attachment 1 — Pre-lodgement meeting attendance record

### Meeting attendees:

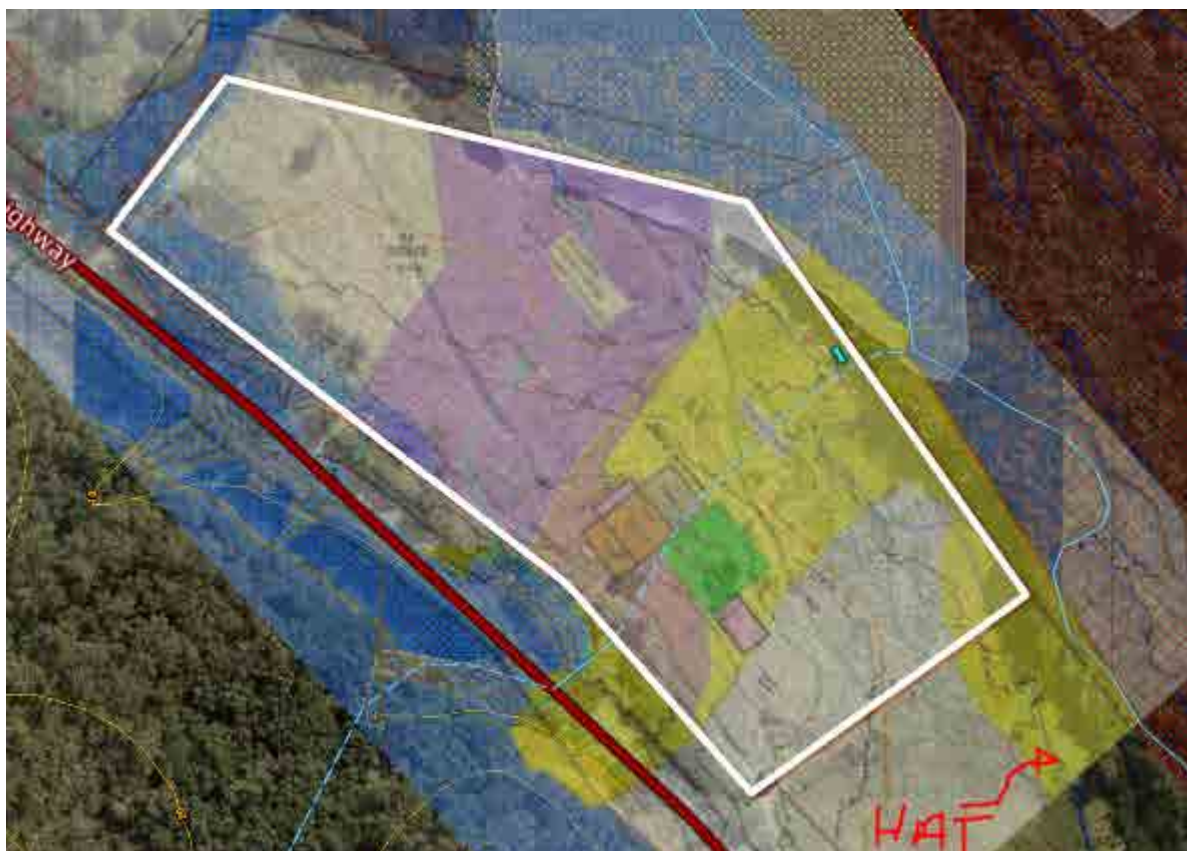
Name	Position	Organisation
Ian Doust	Principal	RPS Australia East Pty Ltd
Owen Dalton	Principal	RPS Australia East Pty Ltd
Steven Zelenika	Senior Town Planner	Department of Transport and Main Roads
David Harding-Smith	Principal Engineer (Civil)	Department of Transport and Main Roads
Sue Lockwood	Senior Planning Officer	Department of State Development, Infrastructure, Local Government and Planning
Jordie Krautz	Business Support officer	Department of State Development, Infrastructure, Local Government and Planning

## Attachment 2 – Removal, destruction or damage of marine plants and waterway barrier works

Marine plants	
1.	<p><b>Removal destruction or damage of marine plants</b></p> <ul style="list-style-type: none"> <li>Marine plants are protected under the <i>Fisheries Act 1994</i> and are a matter of State environmental significance under the Environmental Offsets Regulation 2014. Removal, destruction or damage of marine plants as part of a Material Change of Use (MCU) must be identified and avoided where possible. An MCU may include inherent impacts which constitute the removal, destruction or damage of marine plants. For example, changing the use of the land may require additional infrastructure not currently identified on the concept plans provided. The footprint of all associated ancillary infrastructure necessary for the functioning of the development, should be designed and located to avoid impacts on marine plants.</li> <li>Under the Planning Regulation 2017, if marine plants are proposed to be impacted through the MCU of the land, they must be identified and applied for at the MCU stage of the development application.</li> <li>Avoiding marine plants would remove the risk of impact to marine plants and the need for any approvals associated with these works.</li> <li>Based on the plans provided (Mowbray House and Helicopter Site, RPS Australia East Pty Ltd, 22/04/20201, PR149569-2) the location of the helicopter hanger, associated landing pad and a residential dwelling are unlikely to involve the removal, destruction or damage of marine plants. <ul style="list-style-type: none"> <li>Marine plants include: <ul style="list-style-type: none"> <li>any plant (a tidal plant, including marine algae) that usually grows on or adjacent to tidal lands whether it is living, dead, standing or fallen; or</li> <li>any plant material on tidal land (up to the level of Highest Astronomical Tide (HAT)).</li> </ul> <p>Plants such as mangroves, mangrove fern, saltcouch or samphire species are considered marine plants regardless of whether or not they are above or below the level of HAT.</p> </li> <li>Marine plants do not include: <ul style="list-style-type: none"> <li>a plant that is prohibited matter or restricted matter under the <i>Biosecurity Act 2014</i>; or</li> <li>a plant that is controlled biosecurity matter or regulated biosecurity matter under the <i>Biosecurity Act 2014</i>.</li> </ul> <p>Marine plant protection applies irrespective of the tenure (e.g. unallocated state land and all state tenured lands, including private freehold and leasehold lands) of the land on which the plant occurs, the time the plant has been growing at the location, or the degree of or purpose of the disturbance.</p> </li> </ul> </li> <li>Should any design element change and/or additional infrastructure be included as part of the MCU, additional pre-lodgement advice should be sought to ensure impacts to marine plants are avoided and the development trigger for removal, destruction and damage of a marine plant is not applicable.</li> </ul>
State code 18: Constructing or raising waterway barrier works in fish habitats	
2.	<ul style="list-style-type: none"> <li>PO1 - the application must demonstrate the need for the development and justify why alternatives which avoid impacts on fish passage or do not involve the constructing or raising waterway barrier works are not viable. <ul style="list-style-type: none"> <li>An application will need to provide an options analysis of the alternative locations</li> </ul> </li> </ul>

	<p>that have been considered to construct the helicopter hanger, associated landing pad and a residential dwelling. The application will need to demonstrate that any alternative with a lesser impact on fish passage is unviable.</p> <ul style="list-style-type: none"> <li>• PO2 - development has a functional requirement to be located within a waterway. <ul style="list-style-type: none"> <li>o The construction of a helicopter hanger, associated landing pad and a residential dwelling within waterways providing for fish passage will not meet this PO as these works do not have a functional requirement to be within a waterway. Therefore, to meet this PO it is recommended that the development is re-designed to avoid impacts to waterways providing for fish passage.</li> </ul> </li> <li>• PO4 - for the life of the barrier adequate fish passage must be provided and maintained at all waterway barrier works. <ul style="list-style-type: none"> <li>o Construction of a helicopter hanger, associated landing pad and a residential dwelling within waterways providing for fish passage is unlikely to meet this PO. The works will need to be designed and constructed to maintain adequate fish passage. Construction plans and hydrological information will be required in an application to demonstrate the works provide adequate fish passage.</li> </ul> </li> <li>• PO8 - development does not increase the risk of mortality, disease or injury, or compromise the health productivity, marketability or suitability for human consumption of fisheries resources. <ul style="list-style-type: none"> <li>o The application will need to demonstrate the approach velocities of the intake areas are low enough so that fish are not drawn in causing mortality and/or injury.</li> </ul> </li> <li>• PO9 - development avoids non-essential hardening or unnatural modification of the main channel, retains natural fish habitat and features such as rock outcrops and boulders, avoids channelisation and avoids construction during periods of elevated flows. <ul style="list-style-type: none"> <li>o All development must minimise impacts and ensure natural waterway features are retained/restored/reconstructed where impacts occur.</li> </ul> </li> <li>• PO13 - construction avoids direct and indirect disturbance, or where avoidance is not possible, minimises direct and indirect disturbance to beds, banks and vegetation adjacent to the permanent development footprint.</li> <li>• PO36 - the department maintains an 'avoid, mitigate, offset' requirement that applies to matters of State environmental significance (MSES). You will need to provide details on how impacts to waterways providing for fish passage will be avoided, and where avoidance is not reasonably possible, how impacts to waterways providing for fish passage have been minimised and mitigated.</li> </ul> <p>Notwithstanding measures to avoid and mitigate impacts to waterways providing for fish passage, the works may result in a <a href="#">Significant Residual Impact</a> (SRI) and require an environmental offset. An environmental offset will not be considered until it has been demonstrated that all reasonable measures have been taken to firstly avoid and/or mitigate impacts to waterways providing for fish passage (see the <a href="#">Queensland Environmental Offsets Policy</a>).</p> <ul style="list-style-type: none"> <li>• The placement of temporary waterway barriers to facilitate construction of the works may be conducted under the Department of Agriculture and Fisheries <a href="#">Accepted development requirements for operational work that is constructing or raising waterway barrier works</a> (ADR).</li> </ul> <p>If any proposed temporary waterway barrier works cannot meet the ADR, this aspect of the works will need to be covered under the development approval.</p> <p>Please note that time limitations apply to all temporary waterway barriers in place under</p>
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	the ADR. If there is any possibility (e.g. due to weather) the barriers need to be in place for longer than the prescribed period under the ADR, you are advised to include proposed temporary waterway barrier works in a development application.
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**Figure 1: Location of proposed helicopter hanger, associated landing pad and residential dwelling in relation to mapped overland flow paths that may provide fish passage (blue dotted line).**



## Attachment 3 - Information requirements for determination of waterways providing for fish passage

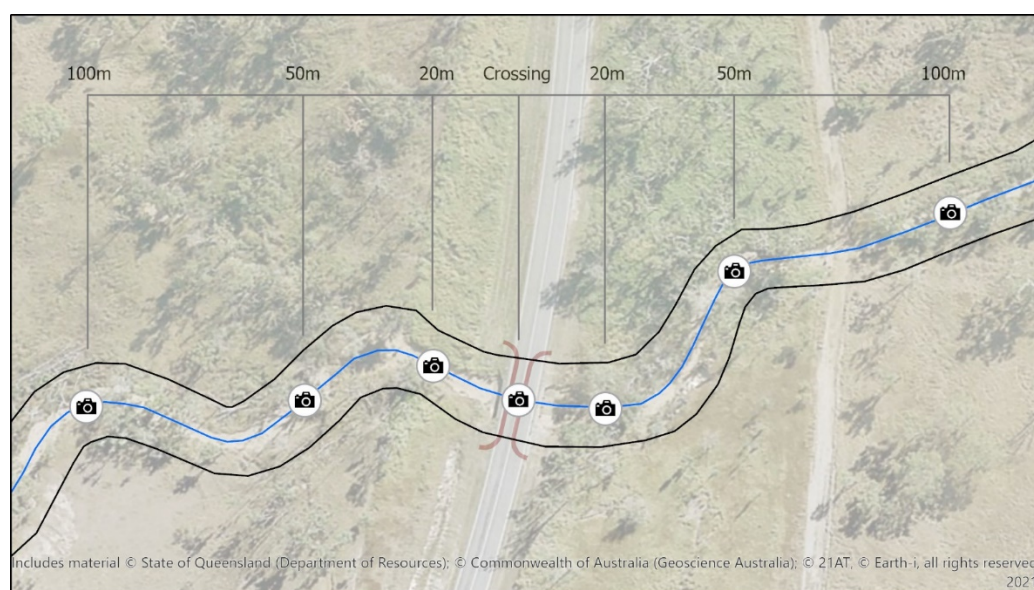
To facilitate a waterway determination to identify if a missed waterway exists within Lot 78 on SR416, the following information will be required:

### Mandatory

- Determine whether, in accordance with the physical and hydrological attributes defined in the factsheet [What is a Waterway?](#), the waterway in question has at least one of the following features:
  - o Defined bed and banks
  - o An extended, if non-permanent, period of flow
  - o Flow adequacy
  - o Fish habitat at, or upstream of the site.
- Describe the existing habitat features and types i.e. substrate type and size, vegetation, pool size, riffles etc.
- Provide photos of the waterway to identify the flow path (after a substantial rainfall event (e.g. twice a year, or Q1 rainfall event). Photos may include aerial photos or on ground photos and should also be taken up to 200m upstream and downstream of the location of the proposed works (refer to **Figure 2** below).

### Desirable

- Provide information regarding the topography of the site (e.g. topographic maps, gradient of the waterway, aerial view of the location of the calculated slope).
- Describe the waterway characteristics i.e. slope, length, width, bank height etc.
- Describe the waterway flow adequacy i.e. depth, frequency, duration during various flow events. Flood modelling and/or data from nearby gauging stations may assist with this information, although information should also be provided in events Q1 and less.
- Describe the level of upstream and downstream connectivity in various flow events.



**Figure 2 - Standard locations along a waterway for fish habitat assessment.** Where possible, a photo should be taken both upstream and downstream at each location. These distances are a starting point only and individual sites may require an assessment beyond these recommended distances.

## Appendix G

### CASA response

**From:** [AVG Correspondence](#)  
**To:** [Ian Doust](#)  
**Subject:** CASA Response - Ian Doust - Proposed Helipad - Mowbray - Lot 78 on SP416 [SEC=OFFICIAL]  
**Date:** Tuesday, 6 April 2021 4:58:34 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image004.png](#)  
[image005.png](#)

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**CAUTION:** This email originated from outside of RPS.

**OFFICIAL**

Dear Mr Doust,

Thank you for your email below requesting the Civil Aviation Safety Authority's (CASA) advice on helipad safety.

CASA currently does not regulate helicopter landing sites outside an aerodrome. The responsibility for approvals and conditions is a matter for the relevant planning authority. *Civil Aviation Regulations 1988* (CAR) 92 emphasise that the responsibility for operating safely in and out of a helicopter landing site rests with the pilot of the aircraft. The pilot in command of a helicopter is responsible for ensuring that a site used for landing and taking off is suitable for the purpose and can be conducted with safety at the time of the flight.

Given the general nature of your inquiry, CASA recommends that you consider the guidance included in Civil Aviation Advisory Publication (CAAP) 92-2(2) *Guidelines for the establishment and operation of onshore Helicopter Landing Sites* and the National Airports Safeguarding Framework (NASF) Guideline H - *Protecting Strategically Important Helicopter Landing Sites*. A copy of the CAAP can be downloaded from the following link: <https://www.casa.gov.au/files/922pdf> and further advice on NASF is available from the following link: [https://www.infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/nasf\\_principles\\_guidelines.aspx](https://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/nasf_principles_guidelines.aspx).

I trust this of assistance.

Yours sincerely

**Kathy Robertson**

Quality & Coordination Section - Guidance Delivery  
Regulatory Oversight Division  
**CASA\Aviation Group**

**P:** 07 3144 7332  
180 Ann Street Brisbane QLD 4000  
GPO Box 2005, Canberra ACT 2601

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[www.casa.gov.au](http://www.casa.gov.au)



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**From:** Ian Doust <[ian.doust@rpsgroup.com.au](mailto:ian.doust@rpsgroup.com.au)>

**Sent:** Tuesday, 6 April 2021 10:54 AM

**To:** REGSERVICES <[REGSERVICES@casa.gov.au](mailto:REGSERVICES@casa.gov.au)>

**Subject:** proposed Helipad - Mowbray - Lot 78 on SP416

Attn Casa  
Attn Sue Stallard

Hi Sue

I have been referred to you by the CASA general switch 131757.

I am a town planner in Cairns who is acting for a client who wanting to establish a helicopter landing Site Aircraft Services (helicopter sling operations to service the construction of the Wangetti Trail).

The site is on the Cairns-Mossman highway approx. 43klm north of Cairns Airport.

Douglas Shire Councils planner have requested we

- contact the Civil Aviation Safety Authority (CASA) with regards to the proposed air route and regulations relating to the Cairns to Mossman Emergency Services flight paths. CASA can be contacted by phoning 13 17 57.

Can you advise on this please.

Also, does any planning application need to be referred to CASA for comment or approval?

We note your publication *CASA Guidelines-Helicopter Landing Sites 92\_2.pdf* which indicates that a HLS should meet these guidelines but that CASA does not specifically approve each site.

Is this correct?



**Ian Doust**

Principal

RPS | Australia Asia Pacific

**T** +61 7 4031 1336

**E** [ian.doust@rpsgroup.com.au](mailto:ian.doust@rpsgroup.com.au)

Ph 42761018 or 0408216606

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## Appendix H

### State SDAP response - State Road

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

**Table 1.2.1: Development in a state-controlled road environment**

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
<b>PO1</b> The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure.	<b>AO1.1</b> Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	<b>Complies - There are no works in the State-controlled road and no change to the existing access.</b>
	<b>AO1.2</b> Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	<b>Complies - There are no works in the State-controlled road and no change to the existing access.</b>
<b>PO2</b> The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	<b>AO2.1</b> Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	<b>Complies - There are buildings or structures facing the state-controlled road, The hangar is setback 20m from the highway boundary.</b> Existing Vegetation between the boundary and the Hanger will remain untouched and provide screening.
	<b>AO2.2</b> Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	As per ASO2.1
	<b>AO2.3</b> External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	As per ASO2.1

Performance outcomes	Acceptable outcomes	Response
	<b>AO2.4</b> Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 <sup>nd</sup> Edition, Department of Transport and Main Roads, 2017.	Complies - There are no proposed advertising devices.
<b>PO3</b> Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	<b>AO3.1</b> Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	Complies - there are no bridges.
Filling, excavation and retaining structures		
<p><b>PO4</b> Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a <b>state-controlled road</b> can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a <b>state-controlled road</b> such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	<p>Excavation and filling is more than 20m from the highway boundary and is located downstream of the highway.</p> <p>Earthworks are minimal cut/fill style and will not decrease the floodwater storage area available.</p> <p>Floor Level of the hanger and pad and pilot accommodation is on the RL4.5m contour, allowing for 1m cut and 1m fill each side.</p> <p>There will be no change to stormwater storage on the site.</p>
<p><b>PO5</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment,</p>	No acceptable outcome is prescribed.	Not Applicable

Performance outcomes	Acceptable outcomes	Response
Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.		
<p><b>P06</b> Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	Earthworks are minimal cut/fill style and will not affect groundwater in the state-controlled road corridor..
<p><b>P07</b> Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	Not Applicable
<p><b>P08</b> Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment,</p>	<b>AO8.1</b> Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Not Applicable

## State Development Assessment Provisions – version 2.6

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

Performance outcomes	Acceptable outcomes	Response
Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.		
<b>PO9</b> Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.  Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	The existing sealed access of the highway will remain unchanged. The access track north to the property will be improved to be an all-weather access, but all of the track is located below (downstream) of the highway.
<b>PO10</b> Fill material used on a development site does not result in contamination of a state-controlled road.  Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO10.1</b> Fill material is free of contaminants including acid sulfate content.  Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.  AND	Complies. Fill material for the earthworks will be using on-site material.
	<b>AO10.2</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	The earthworks on site will be compacted and managed for a standard building slab.
<b>PO11</b> Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.  Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO11.1</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.  AND	The earthworks on site will be compacted and managed for a standard building slab.
	<b>AO11.2</b> Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	The earthworks on site will be compacted and managed for a standard building slab.



Performance outcomes	Acceptable outcomes	Response
Stormwater and drainage		
<p><b>PO12</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	Complies. Excavation and filling is more than 20m from the highway boundary and is located downstream of the highway.
<p><b>PO13</b> Run-off from the development site is not unlawfully discharged to a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO13.1</b> Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p>	Complies. Excavation and filling is more than 20m from the highway boundary and is located downstream of the highway.
	<p><b>AO13.2</b> Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	Noted
	<p><b>AO13.3</b> Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	Complies. The lawful point of discharge is located downstream of the highway.
<p><b>PO14</b> Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO14.1</b> Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p>	Complies. The lawful point of discharge is located downstream of the highway.

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road		
<p><b>PO15</b> Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO15.1</b> Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p>	<p>Complies.</p> <p>The existing sealed access of the highway will remain unchanged. The access track north to the property will be improved to be an all-weather access, but all of the track is located below (downstream) of the highway.</p> <ul style="list-style-type: none"> <li>• Additional access works will not be required to be undertaken at the existing shared access. This is based on confirmation that the proposed development is for private use only and no public-commercial component is being proposed.</li> <li>• The subject site is a vacant lot and the proposed development is not increasing traffic generation; the proposed development will utilise existing vehicle movement rates (8 - 10 vehicle movements per day) afforded to any titled and registered lot.</li> <li>• However, if there is a change, whereby the proposed development will include a commercial component such as scenic or joy flights or a reliance on visiting customers, the existing shared access will be required to be upgraded to accommodate increased traffic generation from the proposed commercial development.</li> </ul>
	<p><b>AO15.2</b> A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p>Not Applicable</p>

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO15.3</b> Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	Not Applicable
<p><b>PO16</b> The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO16.1</b> Vehicular access is provided from a local road.</p>	Not Applicable
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO16.2</b> Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	Complies as the site uses the existing access constructed by TMR
	<p><b>AO16.3</b> Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a <b>state-controlled road</b>. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	Complies as per response to PO15 above.

Performance outcomes	Acceptable outcomes	Response
	<b>AO16.4</b> Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i> . Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND	Complies as per response to PO15 above.
	<b>AO16.5</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	Complies

Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<p><b>PO17</b> The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO17.1</b> Vehicular access is located as far as possible from the state-controlled road intersection. AND</p>	Not Applicable
	<p><b>AO17.2</b> Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016. AND</p>	Not Applicable
	<p><b>AO17.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</p>	Not Applicable
Public passenger transport infrastructure on state-controlled roads		
<p><b>PO18</b> Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO18.1</b> Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND</p>	Not Applicable
	<p><b>AO18.2</b> Development does not necessitate the relocation of existing public passenger transport infrastructure. AND</p>	Not Applicable
	<p><b>AO18.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND</p>	Not Applicable



	<b>AO18.4</b> The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Not Applicable
<b>Planned upgrades</b>		
<b>PO19</b> Development does not impede delivery of planned upgrades of state-controlled roads.	<b>AO19.1</b> Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.  Note: Land required for the planned upgrade of a state-controlled road is identified in the <a href="#">DA mapping system</a> .  OR	Complies. There were no planned upgrades raised during prelodgement enquiry with TMR
	<b>AO19.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	Not Applicable
	OR all of the following acceptable outcomes apply:  <b>AO19.3</b> Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.  AND	Not Applicable
	<b>AO19.4</b> Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.  AND	Not Applicable

	<b>AO19.5</b> Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	Not Applicable
	<b>AO19.6</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	Not Applicable
<b>Network impacts</b>		
<b>PO20</b> Development does not result in a worsening of operating conditions on the state-controlled road network.  Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies.  The subject site is a vacant lot and the proposed development is not increasing traffic generation; the proposed development will utilise existing vehicle movement rates (8 - 10 vehicle movements per day) afforded to any titled and registered lot.
<b>PO21</b> Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	<b>AO21.1</b> The layout and design of the development directs traffic generated by the development to the <b>local road</b> network.	The subject site is a vacant lot and the proposed development is not increasing traffic generation; the proposed development will utilise existing vehicle movement rates (8 - 10 vehicle movements per day) afforded to any titled and registered lot.
<b>PO22</b> Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<b>AO22.1</b> Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 <sup>nd</sup> edition, Department of Transport and Main Roads, 2016.  Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	Not Applicable

Table 1.2.2: Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

Performance outcomes		Acceptable outcomes
Noise		
Accommodation activities		
<p><b>PO23</b> Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.</p>	<p><b>AO23.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> <li>≤60 dB(A) L<sub>10</sub> (18 hour) façade corrected (measured L<sub>90</sub> (8 hour) free field between 10pm and 6am ≤40 dB(A))</li> <li>≤63 dB(A) L<sub>10</sub> (18 hour) façade corrected (measured L<sub>90</sub> (8 hour) free field between 10pm and 6am &gt;40 dB(A))</li> </ol> </li> <li>in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.</li> </ol> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	<p>The development proposes 2 pilot accommodation units as part of the hangar.</p> <p>The pilots accommodation are located at least 30m from the highway boundary and are within the Noise category 1 area.</p> <p>The pilots accommodation will be designed to comply with the noise criteria.</p> <p>The floor level of the hangar and pilot accommodation will be RL4.5, which is 3 metres below the adjacent Captain Cook Highway road level of RL7.5m.</p> <p>As such a noise barrier is not proposed as, if constructed, this will have the additional effect of removal of the vegetation along frontage.</p>

Performance outcomes	Acceptable outcomes	
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO23.2</b> Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	The pilots accommodation are located at least 30m from the highway boundary and will be designed to comply with the noise criteria.
	<p><b>AO23.3</b> Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	The pilots accommodation are oriented so that the short edge faces the highway and the long wall faces north.
	<p><b>AO23.4</b> Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour over 24 hours).</li> </ol> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p><b>Habitable rooms of relevant residential buildings</b> located within a <b>transport noise corridor</b> must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. <b>Transport noise corridors</b> are mapped on the State Planning Policy interactive mapping system.</p>	<p>The pilots accommodation are located at least 30m from the highway boundary and are within the Noise category 1 area.</p> <p>The pilots accommodation will be designed to comply with the QDC noise criteria.</p>

Performance outcomes	Acceptable outcomes	
<b>PO24</b> Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<b>AO24.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed: <ol style="list-style-type: none"> <li>to meet the following external noise criteria in <b>outdoor spaces for passive recreation</b>:               <ol style="list-style-type: none"> <li>≤57 dB(A) L<sub>10</sub> (18 hour) free field (measured L<sub>90</sub> (18 hour) free field between 6am and 12 midnight ≤45 dB(A))</li> <li>≤60 dB(A) L<sub>10</sub> (18 hour) free field (measured L<sub>90</sub> (18 hour) free field between 6am and 12 midnight &gt;45 dB(A))</li> </ol> </li> <li>in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</li> </ol> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017</p> <p>OR</p>	As per response to PO23
	<b>AO24.2</b> Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. AND	The pilots accommodation passive recreation area is located to the north of the hangar. A solid gap-free fence, or other solid gap-free structure will be constructed to screen the outdoor passive recreation space.
	<b>AO24.3</b> Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).	Not Applicable



Performance outcomes		Acceptable outcomes
Childcare centres and educational establishments		
<b>PO25</b> Development involving a: <ol style="list-style-type: none"> <li>childcare centre; or</li> <li>educational establishment</li> </ol> minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.	<b>AO25.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed: <ol style="list-style-type: none"> <li>to meet the following external noise criteria at all facades of the building envelope:               <ol style="list-style-type: none"> <li><math>\leq 58 \text{ dB(A)} L_{10}</math> (1 hour) façade corrected (maximum hour during normal opening hours)</li> </ol> </li> <li>in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.</li> </ol> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	Not Applicable
	OR all of the following acceptable outcomes apply:  <b>AO25.2</b> Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND	Not Applicable
	<b>AO25.3</b> Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND	Not Applicable

Performance outcomes	Acceptable outcomes	
	<p><b>AO25.4</b> Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour during opening hours).</li> </ol> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	Not Applicable
<p><b>PO26</b> Development involving a:</p> <ol style="list-style-type: none"> <li>1. childcare centre; or</li> <li>2. educational establishment</li> </ol> <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p><b>AO26.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> <li>a. <math>\leq 63</math> dB(A) <math>L_{10}</math> (12 hour) free field (between 6am and 6pm)</li> </ol> </li> <li>2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.</li> </ol> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>OR</p>	Not Applicable

Performance outcomes		Acceptable outcomes
		<b>AO26.2</b> Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.
Hospitals		
<b>PO27</b> Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO27.1</b> Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria: 1. $\leq 35 \text{ dB(A) } L_{eq}$ (1 hour) (maximum hour during opening hours).  Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.  To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.	Not Applicable
Vibration		
Hospitals		
<b>PO28</b> Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO28.1</b> Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1 \text{ m/s}^{1.75}$ . AND	Not Applicable
	<b>AO28.2</b> Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4 \text{ m/s}^{1.75}$ .  Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	Not Applicable

Air and light		
<b>PO29</b> Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<b>AO29.1</b> Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	The pilots accommodation passive recreation area is located to the north of the hangar. A solid gap-free fence, or other solid gap-free structure will be constructed to screen the outdoor passive recreation space.
<b>PO30</b> Development involving a: 1. childcare centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	<b>AO30.1</b> Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not Applicable
<b>PO31</b> Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	<b>AO31.1</b> Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Windows facing the highway are minimised as the pilots accommodation are oriented so that the short edge faces the highway and the long wall faces north.
	<b>AO31.2</b> Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	

Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	
<b>PO32</b> Development does not impede delivery of a future state-controlled road.	<b>AO32.1</b> Development is not located in a future state-controlled road. OR	Complies - The land is not in a future state-controlled road environment
	<b>AO32.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	Complies - The land is not in a future state-controlled road environment
	OR all of the following acceptable outcomes apply:  <b>AO32.3</b> Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	<b>AO32.4</b> Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	Complies - The land is not in a future state-controlled road environment
	<b>AO32.5</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	
<b>PO33</b> Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.  Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.	<b>AO33.1</b> Development does not require new or changed access between the premises and a future state-controlled road.  AND	Complies - The land is not in a future state-controlled road environment
	<b>AO33.2</b> Vehicular access for the development is consistent with the function and design of the future state-controlled road.	Complies - The land is not in a future state-controlled road environment
<b>PO34</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.	No acceptable outcome is prescribed.	Complies - The land is not in a future state-controlled road environment

## State Development Assessment Provisions – version 2.6

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



Performance outcomes	Acceptable outcomes	
<p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2<sup>nd</sup> edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>		
<p><b>PO35</b> Fill material from a development site does not result in contamination of land for a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO35.1</b> Fill material is free of contaminants including acid sulfate content. Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	Complies - The land is not in a future state-controlled road environment
	<p><b>AO35.2</b> Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	Complies - The land is not in a future state-controlled road environment
<p><b>PO36</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	Complies - The land is not in a future state-controlled road environment
<p><b>PO37</b> Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO37.1</b> Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p>	Complies - The land is not in a future state-controlled road environment
	<p><b>AO37.2</b> Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge.</p>	Complies - The land is not in a future state-controlled road environment

## State Development Assessment Provisions – version 2.6

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

Performance outcomes	Acceptable outcomes	
	AND	
	<b>AO37.3</b> Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	Complies - The land is not in a future state-controlled road environment

## Appendix I

### State SDAP response - Wetland

# State code 9: Great Barrier Reef wetland protection areas

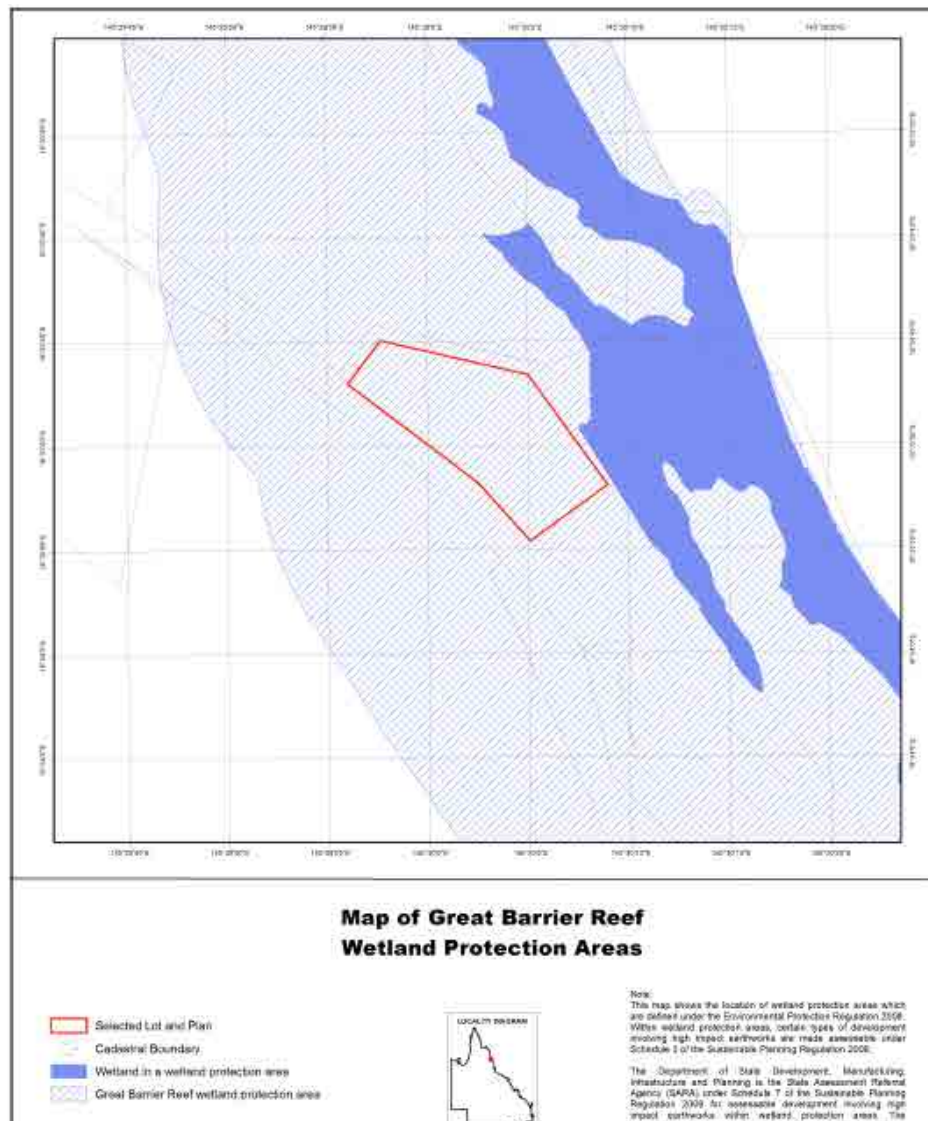


Table 9.2.1: All development

Performance outcomes	Acceptable outcomes	Response
<b>General</b>		
PO1 Development is not carried out in a wetland in a wetland protection area.	No acceptable outcome is prescribed.	<p>Complies. As the site Lot 78 SR416 has historically been used for Rural purposes the site has been cleared as does not have any vegetation, apart from a small strip of vegetation along the highway frontage that will not be affected by the proposal.</p> <p>The site does not contain any mapped wetland. The wetland is located on the adjoining land to the east Lot 118 SR286.</p> <p>Distances to mapped wetland are:</p> <ul style="list-style-type: none"> <li>• Toe of earthworks between 82m to 92m</li> <li>• Edge of hardstand between 91m to 100m</li> </ul>
PO2 Development provides an adequate buffer surrounding a wetland to: <ol style="list-style-type: none"> <li>1. maintain and protect wetland environmental values; and</li> <li>2. avoid adverse impacts on native vegetation within the wetland and the buffer.</li> </ol>	AO2.1 The buffer surrounding a wetland has a minimum width of: <ol style="list-style-type: none"> <li>1. 200 metres, where the wetland is located outside a prescribed urban area; or</li> <li>2. 50 metres, where the wetland is located within a prescribed urban area.</li> </ol>	The proposed buffer to the wetlands is between 82m to 92m and is currently covered in tall guinea grass which provides an excellent filtering medium for any stormwater runoff to the wetland.
<b>Hydrology</b>		
PO3 Development enhances or avoids adverse impacts on the existing surface and groundwater hydrology in a wetland protection area, and, where adverse impacts cannot be reasonably avoided, impacts are mitigated.	No acceptable outcome is prescribed.	<p>Earthworks are minimal cut/fill style. Floor Level of the hanger and pad and pilot accommodation is on the RL4.5m contour, allowing for 1m cut and 1m fill each side.</p> <p>There will be minimal change to the surface hydrology. Roofwater will be harvested to rainwater tanks.</p>



Water quality		
PO4 Development avoids adverse impacts to the water quality of the wetland in the wetland protection area and in the wetland buffer and where adverse impacts cannot be reasonably avoided, impacts are mitigated.	No acceptable outcome is prescribed.	Impacts to the wetland have been mitigated by location the hangar as far away from the wetland as possible, without then impacting on the highway environment.
PO5 Development does not use the wetland in the wetland protection area for stormwater treatment.	No acceptable outcome is prescribed.	Complies - the wetland is not used in for stormwater treatment.
Land degradation		
PO6 Development avoids land degradation in the wetland protection area and, where land degradation cannot be reasonably avoided, it is mitigated.	No acceptable outcome is prescribed.	Complies. There is no land degradation evident on the site.
Vegetation		
<p>PO7 Development outside the wetland and its buffer:</p> <ol style="list-style-type: none"> <li>1. avoids impacts on category C areas of vegetation and category R areas of vegetation; or</li> <li>2. minimises and mitigates impacts on category C areas of vegetation and category R areas of vegetation after demonstrating avoidance is not reasonably possible.</li> </ol>	No acceptable outcome is prescribed.	<p>The Mapped Category R Reef Regrowth Vegetation appears to have been taken from a high-level interpretation that connects the drainage from the highway directly easterly to the wetland.</p> <p>In reality there is no watercourse or gully through the site. Stormwater flows from the middle of the from the Captain Cook Highway northerly along frontage boundary and the dissipates over the site approximately 100m to the west of the mapped watercourse.</p> <p>Impact on the actual location of the watercourse has been avoided and mitigated by locating the hangar on the highest part of the site (by Lidar Contours and field inspection).</p>
Fauna management		
<p>PO8 Development:</p> <ol style="list-style-type: none"> <li>1. protects wetland fauna from any impacts associated with noise, light or visual disturbance</li> <li>2. protects the movement of wetland fauna within and through a wetland protection area; and</li> </ol>	No acceptable outcome is prescribed.	As the site Lot 78 SR416 has historically been used for Rural purposes the site has been cleared as does not have any vegetation, apart from a small strip of vegetation along the highway frontage that will not be affected by the proposal.

3. does not introduce pest plants, pest animals or exotic species into a wetland and its buffer.		
<b>Matters of state environmental significance</b>		
<p>PO9 Development outside the wetland:</p> <ol style="list-style-type: none"> <li>1. avoids impacts on matters of state environmental significance; or</li> <li>2. minimises and mitigates impacts on matters of state environmental significance after demonstrating avoidance is not reasonably possible; and</li> <li>3. provides an offset if, after demonstrating all reasonable avoidance minimisation and mitigation measures are undertaken, the development results in an acceptable significant residual impact on a matter of state environmental significance.</li> </ol> <p>Note: Guidance for determining if the development will have a significant residual impact on the matter of state environmental significance is provided in the Significant Residual Impact Guideline, Department of State Development, Infrastructure and Planning, 2014. Where the significant residual impact is considered an acceptable impact on the matter of state environmental significance and an offset is considered appropriate, the offset should be delivered in accordance with the <i>Environmental Offsets Act 2004</i>.</p>	No acceptable outcome is prescribed.	<p>The only MSES on the site is derived from the mapped category R area, mentioned above in PO7.</p> <p>The Estimated volume of earthworks will be in the order of 1000m<sup>3</sup>. As the earthworks are more than 100m<sup>3</sup> AND within 200m of the wetland then the possibility of High Impact Earthworks needs to be considered.</p> <p>However the definition of High impact earthworks refers to ...operational work that changes the form of land, or involves placing a structure on land, in a way that diverts water to or from a wetland in a wetland protection area.</p> <p>In reality, any diversion of stormwater is Minor diverted in the order of less than 25 metres sideways and contained within the lot. The diverted stormwater rejoins its current overland sheet flow path before travelling over 82m to the wetland.</p> <p>The earthworks are located a minimum of 82m from the wetland.</p> <p>The impact is minimal and will not have any significant change to surface hydrology.</p> <p>There is no endangered or of concern remnant vegetation affected by the works</p>

## Appendix J

### Council Code responses

### 9.4.1 Code response for Access, parking and servicing code

Component	Required by Code	Provided	Comment
<b>Air Services</b>			
Reception Area	1 car space per 20m <sup>2</sup> of covered reception area	Nil	There is no reception Area
Staff	1 car space per 2 staff	2	Total of 2 staff
Bus	covered bus setdown area adjacent to the entry of the reception area and 2 bus parking spaces.	Nil	No buses are proposed for the facility.
Bicycle Spaces	n/a	Nil	Space available within Hangar or Pilots Accommodation for bicycles
End of trip facilities	n/a	Nil	

#### 9.4.1.1 Criteria for assessment

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

Performance outcomes outcomes	Acceptable	Comments
<b>For self-assessable and assessable development</b>		
<b>PO1</b> Sufficient on-site car parking is provided to cater for the amount and type of vehicle traffic expected to be generated by the use or uses of the site, having particular regard to: <ul style="list-style-type: none"> <li>(a) the desired character of the area;</li> <li>(b) the nature of the particular use and its specific characteristics and scale;</li> <li>(c) the number of employees and the likely number of visitors to the site;</li> <li>(d) the level of local accessibility;</li> <li>(e) the nature and frequency of any public transport serving the area;</li> <li>(f) whether or not the use involves the retention of an existing building and the previous requirements for car parking for the building</li> <li>(g) whether or not the use involves a heritage building or place of local significance;</li> <li>(h) whether or not the proposed use involves the retention of significant vegetation.</li> </ul>	<b>AO1.1</b> The minimum number of on-site vehicle parking spaces is not less than the number prescribed in Table 9.4.1.3.b for that particular use or uses.  Note - Where the number of spaces calculated from the table is not a whole number, the number of spaces provided is the next highest whole number.  <b>AO1.2</b> Car parking spaces are freely available for the parking of vehicles at all times and are not used for external storage purposes, the display of products or rented/sub-leased.  <b>AO1.3</b> Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% of total ordinary vehicle parking.  <b>AO1.4</b> For parking areas exceeding 50 spaces, parking is provided for recreational vehicles as a substitute for ordinary vehicle parking to a maximum of 5% of total ordinary vehicle parking rate.	Complies with PO.  There is no reception area as there will only be 2 pilots using the facility.  As such 2 carspaces have been provided, although there is ample room on-site.  No buses are proposed for the facility.  Complies. The proposed development car parks will be readily accessible at all times for vehicle entry and exit, subject to operation of the facility. Complies. Adequate carparking provision will be provided for motorcycles.  N/a  N/a

## 6.2.10 Rural zone code

### 6.2.10.1 Application

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

### 6.2.10.2 Purpose

- (1) The purpose of the Rural zone code is to provide for:
  - (a) provide for rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;
  - (b) provide opportunities for non-rural uses, such as ancillary tourism activities that are compatible with agriculture, the environmental features, and landscape character of the rural area where the uses do not compromise the long-term use of the land for rural purposes;
  - (c) protect or manage significant natural resources and processes to maintain the capacity for primary production.
- (2) The local government purpose of the code is to:
  - (a) implement the policy direction set in the Strategic Framework, in particular:
    - (i) Theme 2 : Environment and landscape values, Element 3.5.5 – Scenic amenity.
    - (ii) Theme 3 : Natural resource management, Element 3.6.2 – Land and catchment management, Element 3.6.3 Primary production, forestry and fisheries, Element 3.6.4 – Resource extraction.
    - (iii) Theme 5 Economy, Element 3.8.2 – Economic growth and diversification, Element 3.8.4 – Primary production.
    - (iv) Theme 6 : Infrastructure and transport, Element 3.9.4 – Transport.
  - (b) recognise the primacy of rural production, in particular sugar cultivation, and other farming practices in rural areas;
  - (c) provide protection to areas of ecological significance and scenic amenity significance where present.
- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Areas for use for primary production are conserved and fragmentation is avoided.
  - (b) Development embraces sustainable land management practices and contributes to the amenity and landscape of the area.
  - (c) Adverse impacts of land use, both on-site and on adjoining areas, are avoided and any unavoidable impacts are minimised through location, design, operation and management.
  - (d) Areas of remnant and riparian vegetation are retained or rehabilitated.



**Criteria for assessment****Table 6.2.10.3.a – Rural zone code assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>PO1</b> The height of buildings is compatible with the rural character of the area and must not detrimentally impact on visual landscape amenity.	<b>AO1.1</b> Dwelling houses are not more than 8.5 metres in height.  Note – Height is inclusive of roof height.  <b>AO1.2</b> Rural farm sheds and other rural structures are not more than 10 metres in height.	<b>NA</b>   <b>Complies the Height of the Hangar is approximately 7m</b>
<b>Setbacks</b>		
<b>PO2</b> Buildings and structures are setback to maintain the rural character of the area and achieve separation from buildings on adjoining properties.	<b>AO2</b> Buildings are setback not less than: (a) 40 metres from the property boundary and a State-controlled road; (b) 25 metres from the property boundary adjoining Cape Tribulation Road; (c) 20 metres from the boundary with any other road; (d) 6 metres from side and rear property boundaries.	<b>Complies with PO2</b> <b>The setback is</b> <ul style="list-style-type: none"> <li>• 20m from the Highway to tanks</li> <li>• 30m from the Highway to Hangar</li> <li>• 59m to side bdy</li> </ul>
<b>PO3</b> Buildings/structures are designed to maintain the rural character of the area.	<b>AO3</b> White and shining metallic finishes are avoided on external surfaces of buildings.	<b>Complies</b> <b>The proposed colour of the hangar is Monument colorbond - a dark shade of grey.</b>
<b>For assessable development</b>		
<b>PO4</b> The establishment of uses is consistent with the outcomes sought for the Rural zone and protects the zone from the intrusion of inconsistent uses.	<b>AO4</b> Uses identified in Table 6.2.10.3.b are not established in the Rural zone.	<b>Complies - Air Services is not listed in the table</b>



Performance outcomes	Acceptable outcomes	Applicant response
<b>PO5</b> Uses and other development include those that: (a) promote rural activities such as agriculture, rural enterprises and small scale industries that serve rural activities; or (b) promote low impact tourist activities based on the appreciation of the rural character, landscape and rural activities; or (c) are compatible with rural activities.	<b>AO5</b> No acceptable outcomes are prescribed.	<b>The use of a helipad is suited and compatible with the rural area, rather than in another zone such as rural-residential which might attract complaints.</b>
<b>PO6</b> Existing native vegetation along watercourses and in, or adjacent to areas of environmental value, or areas of remnant vegetation of value is protected.	<b>AO6</b> No acceptable outcomes are prescribed.	<b>Complies - There is no actual clearing of vegetation on the site.</b>
<b>PO7</b> The minimum lot size is 40 hectares, unless (a) the lot reconfiguration results in no additional lots (e.g. amalgamation, boundary realignments to resolve encroachments); or (b) the reconfiguration is limited to one additional lot to accommodate: (i) Telecommunications facility; (ii) Utility installation.	<b>AO7</b> No acceptable outcomes are prescribed.	<b>The Existing Lot size is 5.2ha is unchanged.</b>

Table 6.2.10.3.b - Inconsistent uses within the Rural zone.

Inconsistent uses		
<ul style="list-style-type: none"><li>• Adult store</li><li>• Bar</li><li>• Brothel</li><li>• Car wash</li><li>• Child care centre</li><li>• Club</li><li>• Community care centre</li><li>• Community residence</li><li>• Detention facility,</li><li>• Dual occupancy</li><li>• Dwelling unit</li><li>• Food and drink outlet</li><li>• Hardware and trade supplies</li><li>• Health care services</li><li>• High impact industry</li></ul>	<ul style="list-style-type: none"><li>• Hotel</li><li>• Indoor sport and recreation</li><li>• Low impact industry</li><li>• Medium impact industry</li><li>• Multiple dwelling</li><li>• Nightclub entertainment facility</li><li>• Non-resident workforce accommodation</li><li>• Office</li><li>• Outdoor sales</li><li>• Parking station</li><li>• Permanent plantation</li><li>• Port services</li><li>• Relocatable home park</li><li>• Renewable energy facility, being a wind farm</li></ul>	<ul style="list-style-type: none"><li>• Residential care facility</li><li>• Resort complex</li><li>• Retirement facility</li><li>• Rooming accommodation</li><li>• Sales office</li><li>• Service station</li><li>• Shop</li><li>• Shopping centre</li><li>• Short-term accommodation</li><li>• Showroom</li><li>• Special industry</li><li>• Theatre</li><li>• Warehouse</li></ul>

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.

**DOUGLAS** **SHIRE**  
**COUNCIL**



Performance outcomes	Acceptable outcomes	Comments
	<p>(d) constructed such that the transitional change in grade from the road to the lot is fully contained within the lot and not within the road reserve;</p> <p>(e) designed to include all necessary associated drainage that intercepts and directs storm water runoff to the storm water drainage system.</p> <p><b>AO3.4</b> Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.</p>	N/a.
<b>P04</b> Sufficient on-site wheel chair accessible car parking spaces are provided and are identified and reserved for such purposes.	<b>AO4</b> The number of on-site wheel chair accessible car parking spaces complies with the rates specified in AS2890 Parking Facilities.	Complies.
<b>P05</b> Access for people with disabilities is provided to the building from the parking area and from the street.	<b>AO5</b> Access for people with disabilities is provided in accordance with the relevant Australian Standard.	Complies.
<b>P06</b> Sufficient on-site bicycle parking is provided to cater for the anticipated demand generated by the development.	<b>AO6</b> The number of on-site bicycle parking spaces complies with the rates specified in Table 9.4.1.3.b.	Complies. Space available within Hangar or Pilots Accommodation for bicycles
<b>P07</b> Development provides secure and convenient bicycle parking which: (a) for visitors is obvious and located close to the building's main entrance; (b) for employees is conveniently located to provide secure and convenient access between the bicycle storage area, end-of-trip facilities and the main area of the building; (c) is easily and safely accessible from outside the site.	<p><b>AO7.1</b> Development provides bicycle parking spaces for employees which are co-located with end-of-trip facilities (shower cubicles and lockers);</p> <p><b>AO7.2</b> Development ensures that the location of visitor bicycle parking is discernible either by direct view or using signs from the street.</p> <p><b>AO7.3</b> Development provides visitor bicycle parking which does not impede pedestrian movement.</p>	Complies. Space available within Hangar or Pilots Accommodation for bicycles





<p><b>PO8</b> Development provides walking and cycle routes through the site which:</p> <ul style="list-style-type: none"> <li>(a) link to the external network and pedestrian and cyclist destinations such as schools, shopping centres, open space, public transport stations, shops and local activity centres along the safest, most direct and convenient routes;</li> <li>(b) encourage walking and cycling;</li> <li>(c) ensure pedestrian and cyclist safety.</li> </ul>	<p><b>AO8</b> Development provides walking and cycle routes which are constructed on the carriageway or through the site to:</p> <ul style="list-style-type: none"> <li>(a) create a walking or cycle route along the full frontage of the site;</li> <li>(b) connect to public transport and existing cycle and walking routes at the frontage or boundary of the site.</li> </ul>	N/a
<p><b>PO9</b> Access, internal circulation and on-site parking for service vehicles are designed and constructed:</p> <ul style="list-style-type: none"> <li>(a) in accordance with relevant standards;</li> <li>(b) so that they do not interfere with the amenity of the surrounding area;</li> <li>(c) so that they allow for the safe and convenient movement of pedestrians, cyclists and other vehicles.</li> </ul>	<p><b>AO9.1</b> Access driveways, vehicle manoeuvring and on-site parking for service vehicles are designed and constructed in accordance with AS2890.1 and AS2890.2.</p> <p><b>AO9.2</b> Service and loading areas are contained fully within the site.</p> <p><b>AO9.3</b> The movement of service vehicles and service operations are designed so they:</p> <ul style="list-style-type: none"> <li>(a) do not impede access to parking spaces;</li> </ul> <p>do not impede vehicle or pedestrian traffic movement.</p>	<p>Complies.</p> <p>Complies.</p> <p>Complies.</p>



Performance outcomes	Acceptable outcomes	Comments
<b>PO10</b> Sufficient queuing and set down areas are provided to accommodate the demand generated by the development.	<b>AO10.1</b> Development provides adequate area on-site for vehicle queuing to accommodate the demand generated by the development where drive through facilities or drop-off/pick-up services are proposed as part of the use, including, but not limited to, the following land uses: (a) car wash; (b) child care centre; (c) educational establishment where for a school; (d) food and drink outlet, where including a drive-through facility; (e) hardware and trade supplies, where including a drive-through facility; (f) hotel, where including a drive-through facility; (g) service station.  <b>AO10.2</b> Queuing and set-down areas are designed and constructed in accordance with AS2890.1.	Complies.

**Table 9.4.1.3.b – Access, parking and servicing requirements**

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

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

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



Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
Bulk landscape supplies	1 space per 50m <sup>2</sup> GFA and outdoor display area.	1 space per 200m <sup>2</sup> of GFA.	n/a	MRV
Caretaker's accommodation	A minimum of 1 space	n/a	n/a	n/a
Child care centre	1 space per 10 children to be used for setting down and picking up of children, with a minimum of 3 car spaces to be provided for set down and collection; plus 1 space per employee. Any drive-through facility can provide tandem short term parking for 3 car spaces for setting down/picking up of children, on the basis that a passing lane is provided and line-marked to be kept clear of standing vehicles at all times.	n/a	n/a	VAN
Club	Unlicensed clubrooms: 1 space per 45m <sup>2</sup> of GFA. Licensed clubrooms: 1 space per 15m <sup>2</sup> of GFA.	1 space per 4 employees.	n/a	Licensed and equal or greater than 1500m <sup>2</sup> : RCV Other: VAN
Community care centre	1 space per 20m <sup>2</sup> of GFA.	A minimum of 1 space.	n/a	RCV
Community residence	A minimum of 2 spaces.	A minimum of 1 space.	n/a	VAN
Community use	1 space per 15m <sup>2</sup> GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	RCV
Dual occupancy	A minimum of 2 spaces per dwelling unit which may be in tandem with a minimum of 1 covered space per dwelling unit.	n/a	n/a	n/a
Dwelling house	A minimum of 2 spaces which may be in tandem plus 1 space for a secondary dwelling	n/a	n/a	n/a
Dwelling unit	1.5 spaces per one or two bedroom unit; or 2 spaces per three bedroom unit.	n/a	n/a	n/a
Educational establishment	Primary school or secondary schools: 1 car space per 2 staff members, plus provision of space to be used	Primary school or secondary schools: 1 space per 5	Required for all educational establishments with a GFA	RCV



Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	for setting down and picking up of students. Tertiary and further education: 1 car space per 2 staff members, plus 1 car space per 10 students, plus provision of space to be used for setting down and picking up of students.	students over year 4. Tertiary and further education: 2 spaces per 50 full time students.	greater than 2000m <sup>2</sup> .	
Food and drink outlet	1 space per 25m <sup>2</sup> GFA and outdoor dining area. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA, and outdoor dining area.	1 space per 100m <sup>2</sup> of GFA, and outdoor dining area.	n/a	See Table 9.4.1.3.d
Function facility	1 space per 15m <sup>2</sup> GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	RCV
Funeral parlour	1 space per 15m <sup>2</sup> GFA.	n/a	n/a	RCV
Garden centre	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Hardware and trade supplies	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Health care services	1 space per 20m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	Required for all health care services with a GFA greater than 2000m <sup>2</sup> .	VAN
High impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Home based business	The parking required for the dwelling house, plus 1 space per bedroom where the Home based business involves the provision of accommodation; or 1 space per 25m <sup>2</sup> GFA for any other Home Based Business.	n/a	n/a	n/a
Hospital	The greater of 1 space per 2 bedrooms or 1 space per 4 beds; plus 1 car space for ambulance parking, designated accordingly.	1 space per 100m <sup>2</sup> of GFA.	Required for all hospitals with a GFA greater than 2000m <sup>2</sup> .	RCV
Hotel	1 space per 10m <sup>2</sup> GFA and	1 space per	n/a	LRV



Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	licensed outdoor area; plus For 1 space per 50m <sup>2</sup> GFA of floor area of liquor barn or bulk liquor sales area; plus, if a drive in bottle shop is provided, queuing lane/s on site for 12 vehicles. Note - Use standard for any Short Term Accommodation for hotel accommodation use.	100m <sup>2</sup> of GFA.		
Indoor sport and recreation	Squash court or another court game: 4 spaces per court. Basketball, netball, soccer, cricket: 25 spaces per court / pitch. Ten pin bowling: 3 spaces per bowling lane. Gymnasium: 1 space per 15m <sup>2</sup> of GFA.	1 space per 4 employees.	n/a	RCV
Low impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Marine industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Medium impact industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	AV
Multiple dwelling	If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1 car space per dwelling unit. If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie Local plan: 1.5 car spaces per dwelling unit In all cases 60% of the car parking area is to be covered.	1 bicycle space per 3 units and 1 visitor bicycle space per 12 units.	n/a	RCV (over 10 units)
Office	1 space per 25m <sup>2</sup> of GFA or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA	1 space per 200m <sup>2</sup> GFA	Required for all office development with a GFA greater than 2000m <sup>2</sup> .	See Table 9.4.1.3.e
Outdoor sales	1 space per 50m <sup>2</sup> GFA and outdoor display area	1 space per 200m <sup>2</sup> of GFA.	n/a	AV
Outdoor sport and recreation	Coursing, horse racing, pacing, trotting: 1 space per 5 seated spectators,	Football: 5 space per field.	n/a	RCV





Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
	<p>plus 1 space per 5m<sup>2</sup> of other spectator areas.</p> <p>Football: 50 spaces per field.</p> <p>Lawn bowls: 30 spaces per green.</p> <p>Swimming pool: 15 spaces; plus 1 space per 100m<sup>2</sup> of useable site area.</p> <p>Tennis court or other court game: 4 spaces per court.</p> <p>Golf course: 4 spaces per tee on the course.</p> <p>Note - Use standard for Club for clubhouse component.</p>	<p>Lawn bowls: 5 spaces per green.</p> <p>Swimming pool: 1 space per swimming lane.</p> <p>Tennis court or other court game: 4 space per court.</p> <p>Golf course: 1 space per 15m<sup>2</sup> of GFA for clubhouse component.</p>		
Place of worship	1 space per 15m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	n/a	LRV
Relocatable home park	1 space per relocatable home site; plus 0.1 space per relocatable home site for visitor parking; plus 1 space for an on-site manager	n/a	n/a	LRV
Research and technology industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	MRV
Residential care facility	1 visitor car space per 5 bedroom units; plus 1 car space per 2 staff members	n/a	n/a	LRV
Resort complex	<p>Use standard for relevant standard for each component.</p> <p>For example: Use Short Term Accommodation standard for accommodation component and Food and Drink Outlet for restaurant component.</p>	<p>Use standard for relevant standard for each component.</p> <p>For example: Use Short Term Accommodation standard for accommodation component and Food and</p>	n/a	RCV



Land use	Minimum number of ordinary vehicle parking spaces	Minimum number of bicycle spaces	End of trip facilities	Minimum standard design service vehicle (refer to Table 9.4.1.3c)
		Drink Outlet for restaurant component.		
Retirement facility	1 space per dwelling unit; plus 1 visitor space per 5 dwelling units; plus 1 visitor car space per 10 hostel units, nursing home or similar beds, plus 1 car space per 2 staff members; plus 1 car parking space for ambulance parking.	n/a	n/a	LRV
Sales office	A minimum of 1 space.	n/a	n/a	n/a
Service industry	1 space per 90m <sup>2</sup> of GFA.	n/a	n/a	SRV
Service station	1 space per 25m <sup>2</sup> of GFA	n/a	n/a	AV
Shop	1 space per 25m <sup>2</sup> of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA.	1 space per 100m <sup>2</sup> of GFA.	Required for all shops with a GFA greater than 2000m <sup>2</sup> .	See Table 9.4.1.3.d
Shopping centre	1 space per 25m <sup>2</sup> of GFA. or If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan or if with Precinct 5: Town centre precinct in the Mossman local plan: 1 space per 50m <sup>2</sup> of GFA.	1 space per 200m <sup>2</sup> GFA.	Required for all shopping centres with a GFA greater than 2000m <sup>2</sup> .	See Table 9.4.1.3.d
Short term accommodation	If within Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: 0.5 car spaces per dwelling unit.  If outside Precinct 1 : Port Douglas precinct in the Port Douglas / Craiglie local plan: For up to 5 units: 1 car space per dwelling unit, plus 1 space for visitors and 1 service/staff spaces. For 5 – 10 units: 1 car space per dwelling unit, plus 2 spaces for visitors and 1 service/staff spaces.	1 space per 10 rooms	n/a	SRV



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

**Table 9.4.1.3.c – Design vehicles**

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

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

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

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

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

## 8.2.1 Acid sulfate soils overlay code

### 8.2.1.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Acid sulfate soils overlay, if:
  - (a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
  - (b) impact assessable development.
- (2) Land in the Acid sulphate soils overlay is identified on the Acid sulfate soils overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Land at or below the 5m AHD sub-category;
  - (b) Land above the 5m AHD and below the 20m AHD sub-category.
- (3) When using this code, reference should be made to Part 5.

### 8.2.1.2 Purpose

- (1) The purpose of the acid sulfate soils overlay code is to:
  - (a) implement the policy direction in the Strategic Framework, in particular:
    - (i) Theme 2: Environment and landscape values, Element 3.5.4 Coastal zones.
    - (ii) Theme 3: Natural resource management, Element 3.6.2 land and catchment management, Element 3.6.3 Primary production, forestry and fisheries.
- (2) enable an assessment of whether development is suitable on land within the Acid sulfate soils overlay sub-categories.
- (3) The purpose of the code will be achieved through the following overall outcomes:
  - (a) Development ensures that the release of any acid and associated metal contaminant is avoided by not disturbing acid sulfate soils when excavating, removing soil or extracting ground water or filling land;
  - (b) Development ensures that disturbed acid sulfate soils, or drainage waters, are treated and, if required, on-going management practices are adopted that minimise the potential for environmental harm from acid sulfate soil and protect corrodible assets from acid sulfate soil.



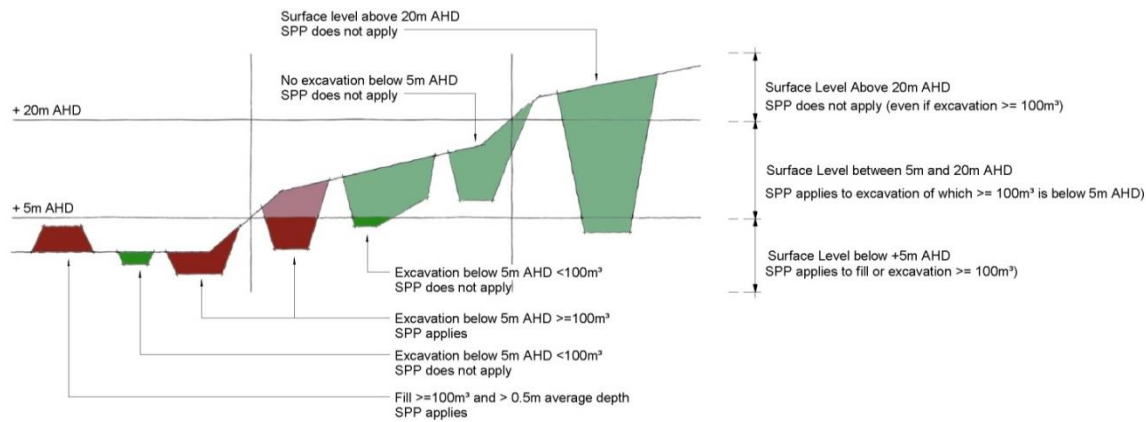
**Criteria for assessment****Table 8.2.1.3.a – Acid sulfate soils overlay code – assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<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>Site Soil investigation by Dirt Professionals (see Appendix) indicated that the soil is made up of gravely sand clay silt with cobbles to the depth of holes.</b>  <b>The proposed hangar pad level is at RL4.5 and will involve only minor cut/ fill earthworks.</b>  <b>Any Acid Sulphate soils encountered will be managed by standard building management plans.</b>
<b>PO2</b> 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.	<b>AO2.1</b> The disturbance of potential acid sulfate soils or actual acid sulfate soils is avoided by: (a) not excavating, or otherwise removing, soil or sediment identified as containing potential or actual acid sulfate soils; (b) not permanently or temporarily extracting groundwater that results in the aeration of previously saturated acid sulfate soils; (c) not undertaking filling that results in: (i) actual acid sulfate soils being moved below the water table; (ii) previously saturated acid sulfate soils being aerated.  or	<b>Based on the Site Soil investigation it is not expected to encounter any acid soils.</b>



Performance outcomes	Acceptable outcomes	Applicant response
	<p><b>AO2.2</b></p> <p>The disturbance of potential acid sulfate soils or actual acid sulfate soils is undertaken in accordance with an acid sulfate soils management plan and avoids the release of metal contaminants by:</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>	
<p><b>PO3</b></p> <p>No environmental harm is caused as a result of exposure to potential acid sulfate soils or actual acid sulfate soils.</p>	<p><b>AO3</b></p> <p>No acceptable outcomes are prescribed.</p>	<p><b>Based on the Site Soil investigation it is not expected to encounter any acid soils.</b></p>

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



## 8.2.2 Bushfire hazard overlay code

Note - Land shown on the bushfire hazard overlay map is designated as the bushfire prone area for the purposes of section 12 of the Building Regulations 2006. The bushfire hazard area (bushfire prone area) includes land covered by the high and medium hazard areas as well as the buffer area category on the overlay map.

### 8.2.2.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational works or building work in the Bushfire hazard overlay, if:
  - (a) self-assessable or assessable 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 Bushfire hazard overlay is identified on the Bushfire hazard overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Medium bushfire risk sub-category;
  - (b) High bushfire risk sub-category;
  - (c) Very high bushfire risk sub-category;
  - (d) Potential impact buffer sub-category.
- (3) When using this code, reference should be made to Part 5.

### 8.2.2.2 Purpose

- (1) The purpose of the Bushfire overlay code is to:
  - (a) implement the policy direction in the Strategic Framework, in particular:
    - (i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;
    - (ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.
  - (b) enable an assessment of whether development is suitable on land within the Bushfire risk overlay sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development avoids the establishment or intensification of vulnerable activities within or near areas that are subject to bushfire hazard;
  - (b) development is designed and located to minimise risks to people and property from bushfires;
  - (c) bushfire risk mitigation treatments are accommodated in a manner that avoids or minimises impacts on the natural environment and ecological processes;

- (d) development involving the manufacture or storage of hazardous materials does not increase the risk to public safety or the environment in a bushfire event;
- (e) development contributes to effective and efficient disaster management response and recovery capabilities.

Note - A site based assessment may ground-truth the extent of hazardous vegetation and extent and nature of the bushfire hazard area (bushfire prone area). Such assessments should be undertaken using the methodology set out in Planning scheme policy SC6.9 - Natural Hazards.

**Refer to Appendix K for Bushfire Mapping Overlay and calculations**

### Criteria for assessment

**Table 8.2.2.3.a – Bushfire hazard overlay code –assessable development**

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>Compatible development</b>		
<b>PO1</b> A vulnerable use is not established or materially intensified within a bushfire hazard area (bushfire prone area) unless there is an overriding need or other exceptional circumstances.  Note - See the end of this code for examples of vulnerable uses.	<b>AO1</b> Vulnerable uses are not established or expanded.  Note – Where, following site inspection and consultation with Council, it is clear that the mapping is in error in identifying a premises as being subject to a medium, high, very high bushfire hazard or potential impact buffer sub-category, Council may supply a letter exempting the need for a Bushfire Management Plan. Note – Where the assessment manager has not previously approved a Bushfire Management Plan (either by condition of a previous development approval), the development proponent will be expected to prepare such a plan. Note – Planning scheme policy SC6.9 - Natural hazards, provides a guide to the preparation of a Bushfire Management Plan.	Complies - The development is not in a bushfire hazard area.
<b>PO2</b> Emergency services and uses providing community support services are able to function effectively	<b>AO2</b> Emergency Services and uses providing community support services are not located in a bushfire hazard	Complies - The development is not in a bushfire hazard area.





Performance outcomes	Acceptable outcomes	Applicant response
during and immediately after a bushfire hazard event.	sub-category and have direct access to low hazard evacuation routes.	
<b>P03</b> Development involving hazardous materials manufactured or stored in bulk is not located in bushfire hazard sub-category.	<b>A03</b> The manufacture or storage of hazardous material in bulk does not occur within bushfire hazard sub-category.	Complies - The development is not in a bushfire hazard area.
<b>Development design and separation from bushfire hazard – reconfiguration of lots</b>		
<p><b>P04.1</b> Where reconfiguration is undertaken in an urban area or is for urban purposes or smaller scale rural residential purposes, a separation distance from hazardous vegetation is provided to achieve a radiant heat flux level of 29kW/m<sup>2</sup> at the edge of the proposed lot(s).</p> <p>Note - "Urban purposes" and "urban area" are defined in the <i>Sustainable Planning Regulations 2009</i>. Reconfiguration will be taken to be for rural residential purposes where proposed lots are between 2000m<sup>2</sup> and 2ha in area. "Smaller scale" rural residential purposes will be taken to be where the average proposed lot size is 6000m<sup>2</sup> or less.</p> <p>Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009.</p> <p><b>P04.2</b> Where reconfiguration is undertaken for other purposes, a building envelope of reasonable dimensions is provided on each lot which achieves radiant heat flux level of 29kW/m<sup>2</sup> at any point.</p>	<p><b>A04.1</b> No new lots are created within a bushfire hazard sub-category.</p> <p>or</p> <p><b>A04.2</b> Lots are separated from hazardous vegetation by a distance that:</p> <ul style="list-style-type: none"> <li>(a) achieves radiant heat flux level of 29kW/m<sup>2</sup> at all boundaries; and</li> <li>(b) is contained wholly within the development site.</li> </ul> <p>Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation. For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</p> <p>Note - The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</p>	N/a
<b>P05</b> Where reconfiguration is undertaken in an urban area or is for urban purposes, a constructed perimeter road with reticulated water supply is	<p><b>A05.1</b> Lot boundaries are separated from hazardous vegetation by a public road which:</p> <ul style="list-style-type: none"> <li>(a) has a two lane sealed carriageway;</li> </ul>	N/a



Performance outcomes	Acceptable outcomes	Applicant response
<p>established between the lots and the hazardous vegetation and is readily accessible at all times for urban fire fighting vehicles.</p> <p>The access is available for both fire fighting and maintenance/defensive works.</p>	<ul style="list-style-type: none"> <li>(b) contains a reticulated water supply;</li> <li>(c) is connected to other public roads at both ends and at intervals of no more than 500m;</li> <li>(d) accommodates geometry and turning radii in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</li> <li>(e) has a minimum of 4.8m vertical clearance above the road;</li> <li>(f) is designed to ensure hydrants and water access points are not located within parking bay allocations; and</li> <li>(g) incorporates roll-over kerbing.</li> </ul> <p><b>AO5.2</b> Fire hydrants are designed and installed in accordance with AS2419.1 2005, unless otherwise specified by the relevant water entity.</p> <p>Note - Applicants should have regard to the relevant standards set out in the reconfiguration of a lot code and works codes in this planning scheme.</p>	
<p><b>PO6</b> Where reconfiguration is undertaken for smaller scale rural residential purposes, either a constructed perimeter road or a formed, all weather fire trail is established between the lots and the hazardous vegetation and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>The access is available for both fire fighting and maintenance/hazard reduction works.</p>	<p><b>AO6</b> Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"> <li>(a) a reserve or easement width of at least 20m;</li> <li>(b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation;</li> <li>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</li> <li>(d) a minimum of 4.8m vertical clearance;</li> <li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and</li> </ul>	N/a



Performance outcomes	Acceptable outcomes	Applicant response
	<p>Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</p> <p>(f) a maximum gradient of 12.5%;</p> <p>(g) a cross fall of no greater than 10 degrees;</p> <p>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</p> <p>(i) vehicular access at each end which is connected to the public road network at intervals of no more than 500m;</p> <p>(j) designated fire trail signage;</p> <p>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</p> <p>(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.</p>	
<p><b>P07</b></p> <p>Where reconfiguration is undertaken for other purposes, a formed, all weather fire trail is provided between the hazardous vegetation and either the lot boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p>	<p><b>A07</b></p> <p>Lot boundaries are separated from hazardous vegetation by a public road or fire trail which has:</p> <p>(a) a reserve or easement width of at least 20m;</p> <p>(b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation;</p> <p>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</p> <p>(d) a minimum of 4.8m vertical clearance;</p> <p>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</p> <p>(f) a maximum gradient of 12.5%;</p> <p>(g) a cross fall of no greater than 10 degrees;</p>	N/a



Performance outcomes	Acceptable outcomes	Applicant response
	<ul style="list-style-type: none"> <li>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</li> <li>(i) vehicular access at each end which is connected to the public road network;</li> <li>(j) designated fire trail signage;</li> <li>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</li> <li>(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.</li> </ul>	
<b>PO8</b> The development design responds to the potential threat of bushfire and establishes clear evacuation routes which demonstrate an acceptable or tolerable risk to people.	<b>AO8</b> The lot layout: <ul style="list-style-type: none"> <li>(a ) minimises the length of the development perimeter exposed to, or adjoining hazardous vegetation;</li> <li>(b) avoids the creation of potential bottle-neck points in the movement network;</li> <li>(c) establishes direct access to a safe assembly /evacuation area in the event of an approaching bushfire; and</li> <li>(d) ensures roads likely to be used in the event of a fire are designed to minimise traffic congestion.</li> </ul> <p>Note - For example, developments should avoid finger-like or hour-glass subdivision patterns or substantive vegetated corridors between lots.</p> <p>In order to demonstrate compliance with the performance outcome, a bushfire management plan prepared by a suitably qualified person may be required. The bushfire management plan should be developed in accordance with the Public Safety Business Agency (PSBA) guideline entitled "Undertaking a Bushfire Protection Plan. Advice from the Queensland Fire and Emergency Services (QFES) should be sought as appropriate</p>	N/a
<b>PO9</b>	<b>AO9</b>	



Performance outcomes	Acceptable outcomes	Applicant response
Critical infrastructure does not increase the potential bushfire hazard.	Critical or potentially hazardous infrastructure such as water supply, electricity, gas and telecommunications are placed underground.	N/a





Performance outcomes	Acceptable outcomes	Applicant response
<b>Development design and separation from bushfire hazard – material change of use</b>		
<p><b>PO10</b> Development is located and designed to ensure proposed buildings or building envelopes achieve a radiant heat flux level at any point on the building or envelope respectively, of:</p> <p>(a) 10kW/m<sup>2</sup> where involving a vulnerable use; or (b) 29kW/m<sup>2</sup> otherwise.</p> <p>The radiant heat flux level is achieved by separation unless this is not practically achievable.</p> <p>Note - The radiant heat levels and separation distances are to be established in accordance with method 2 set out in AS3959-2009.</p>	<p><b>AO10</b> Buildings or building envelopes are separated from hazardous vegetation by a distance that:</p> <p>(a) achieves a radiant heat flux level of at any point on the building or envelope respectively, of 10kW/m<sup>2</sup> for a vulnerable use or 29kW/m<sup>2</sup> otherwise; and (b) is contained wholly within the development site.</p> <p>Note - Where a separation distance is proposed to be achieved by utilising existing cleared developed areas external to the site, certainty must be established (through tenure or other means) that the land will remain cleared of hazardous vegetation.</p> <p>For staged developments, temporary separation distances, perimeter roads or fire trails may be absorbed as part of subsequent stages.</p> <p>Note - The achievement of a cleared separation distance may not be achievable where other provisions within the planning scheme require protection of certain ecological, slope, visual or character features or functions.</p>	<p><b>Complies.</b> <b>Refer to calculations next page.</b></p> <p><b>Required setback distances to achieve 29KW/m2 is 19m.</b></p> <p><b>Captain Cook Highway setbacks are</b></p> <ul style="list-style-type: none"> <li>tanks are setback 20m</li> <li>building setback 30m from</li> </ul> <p><b>Setback from Eastern Wetland vegetation</b></p> <ul style="list-style-type: none"> <li>Hardstand 82m</li> </ul>

<p><b>PO11</b></p> <p>A formed, all weather fire trail is provided between the hazardous vegetation and the site boundary or building envelope, and is readily accessible at all times for the type of fire fighting vehicles servicing the area.</p> <p>However, a fire trail will not be required where it would not serve a practical fire management purpose.</p> <p>Note - Fire trails are unlikely to be required where a development site involves less than 2.5ha</p>	<p><b>AO11</b></p> <p>Development sites are separated from hazardous vegetation by a public road or fire trail which has:</p> <ul style="list-style-type: none"><li>(a) a reserve or easement width of at least 20m;</li><li>(b) a minimum trafficable (cleared and formed) width of 4m capable of accommodating a 15 tonne vehicle and which is at least 6m clear of vegetation;</li><li>(c) no cut or fill embankments or retaining walls adjacent to the 4m wide trafficable path;</li><li>(d) a minimum of 4.8m vertical clearance;</li><li>(e) turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines;</li><li>(f) a maximum gradient of 12.5%;</li><li>(g) a cross fall of no greater than 10 degrees;</li><li>(h) drainage and erosion control devices in accordance with the standards prescribed in a planning scheme policy;</li><li>(i) vehicular access at each end which is connected to the public road network which is connected to the public road network at intervals of no more than 500m;</li><li>(j) designated fire trail signage;</li><li>(k) if used, has gates locked with a system authorised by Queensland Fire and Emergency Services; and</li><li>(l) if a fire trail, has an access easement that is granted in favour of Council and Queensland Fire and Emergency Services.</li></ul>	<p><b>Complies</b></p> <p><b>The Captain Cook Highway and access driveway and hardstand area will provide access for fire fighting equipment.</b></p>
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All development		
<b>PO12</b> All premises are provided with vehicular access that enables safe evacuation for occupants and easy access by fire fighting appliances.	<b>AO12</b> Private driveways: (a) do not exceed a length of 60m from the street to the building; (b) do not exceed a gradient of 12.5%; (c) have a minimum width of 3.5m; (d) have a minimum of 4.8m vertical clearance; (e) accommodate turning areas for fire-fighting appliances in accordance with Queensland Fire and Emergency Services' Fire Hydrant and Vehicle Access Guidelines; and (f) serve no more than 3 dwellings or buildings.	<b>Complies</b>

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO13</b> Development outside reticulated water supply areas includes a dedicated static supply that is available solely for fire fighting purposes and can be accessed by fire fighting appliances.	<b>AO13</b> A water tank is provided within 10m of each building (other than a class 10 building) which: (a) is either below ground level or of non-flammable construction; (b) has a take off connection at a level that allows the following dedicated, static water supply to be left available for access by fire fighters: (i) 10,000l for residential buildings Note – A minimum of 7,500l is required in a tank and the extra 2,500l may be in the form of accessible swimming pools or dams. (ii) 45,000l for industrial buildings; and (iii) 20,000l for other buildings; (c) includes shielding of tanks and pumps in accordance with the relevant standards; (d) includes a hardstand area allowing medium rigid vehicle (15 tonne fire appliance) access within 6m of the tank;	<b>Complies.</b> <b>These elements can be incorporated into the building design.</b>



Performance outcomes	Acceptable outcomes	Applicant response
	(e) is provided with fire brigade tank fittings – 50mm ball valve and male camlock coupling and, if underground, an access hole of 200mm (minimum) to accommodate suction lines; and (f) is clearly identified by directional signage provided at the street frontage.	
<b>PO14</b> Landscaping does not increase the potential bushfire risk.	<b>AO14</b> Landscaping uses species that are less likely to exacerbate a bushfire event, and does not increase fuel loads within separation areas.	<b>Complies.</b>

Performance outcomes	Acceptable outcomes	Applicant response
<b>PO15</b> The risk of bushfire and the need to mitigate that risk is balanced against other factors (such as but not limited to, biodiversity or scenic amenity).	<b>AO15</b> Bushfire risk mitigation treatments do not have a significant impact on the natural environment or landscape character of the locality where this has value.	<b>N/a</b>

Note – 'Vulnerable activities' are those involving:

- (1) the accommodation or congregation of vulnerable sectors of the community such as child care centres, community care centre, educational establishments, detention facilities, hospitals, rooming accommodation, retirement facilities or residential care facilities; or
- (2) the provision of essential services including community uses, emergency services, utility installation, telecommunications facility, substations and major electricity infrastructure.

### 8.2.3 Coastal environment overlay code

#### 8.2.3.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Coastal environment 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 Coastal hazard overlay is identified on the Coastal environment overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Coastal management district sub-category;
  - (b) Erosion prone area sub-category.
- (3) When using this code, reference should be made to Part 5.

#### 8.2.3.2 Purpose

- (1) The purpose of the Coastal environment overlay code is to:
  - (a) implement the policy direction in the Strategic Framework, in particular:
    - (i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;
    - (ii) Theme 2 Environment and landscape values: Element 3.5.4 Coastal zones;
    - (iii) Theme 3 Natural resource management: Element 3.6.2 Land and catchment management.
  - (b) enable an assessment of whether development is suitable on land within the Coastal processes sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) facilitate the protection of both coastal processes and coastal resources;
  - (b) facilitating coastal dependent development on the foreshore over other development;
  - (c) public access to the foreshore protects public safety;
  - (d) maintain the erosion prone area as a development free buffer zone (other than for coastal dependent, temporary or relocatable development);
  - (e) require redevelopment of existing permanent buildings or structures in an erosion prone area to avoid coastal erosion risks, manage coastal erosion risks through a strategy of planned retreat or mitigate coastal erosion risks;

- (f) require development to maintain or enhance natural processes and the protective function of landforms and vegetation that can mitigate risks associated with coastal erosion;
- (g) locate and design community infrastructure to maintain the required level of functionality during and immediately after a coastal hazard event.

### Criteria for assessment

Table 8.2.3.3.a – Coastal environment overlay code – self-assessable and assessable development

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>PO1</b> No works other than coastal protection works extend seaward of the coastal building line.	<b>AO1.1</b> Development (including all buildings and other permanent structures such as swimming pools and retaining walls) does not extend seaward of a coastal building line.  Note – Coastal building lines are declared under the Coastal Protection and Management Act 1995 and are administered by the State Department of Environment and Heritage Protection.  <b>AO1.2</b> Coastal protection works are only undertaken as a last resort where coastal erosion presents an immediate threat to public safety or existing buildings or structures and the property cannot be relocated or abandoned.  <b>AO1.3</b> Coastal protection works are as far landward as practicable on the lot containing the property to the maximum extent reasonable.  <b>AO1.4</b> Coastal protection work mitigates any increase in the coastal hazard.	<b>Complies - There is no coastal building line</b>





Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>P02</b> Where a coastal building line does not exist on a lot fronting the coast or a reserve adjoining the coast, development is setback to maintain the amenity and use of the coastal resource.	<b>A02</b> Where a coastal building line does not exist on a lot fronting the coast or a reserve adjoining the coast, development (including all buildings and structures such as swimming pools) and retaining walls are set back not less than 6 metres from the seaward boundary of the lot.	<b>Complies.</b>  Development is set back approximately 82 metres from the seaward boundary of the lot.



For assessable development		
Erosion prone areas		
<b>PO3</b> Development identifies erosion prone areas (coastal hazards).	<b>A03</b> No acceptable outcomes are prescribed.	<b>Complies</b>
<b>PO4</b> Erosion prone areas are free from development to allow for natural coastal processes.	<b>A04.1</b> Development is not located within the Erosion prone area, unless it can be demonstrated that the development is for: <ul style="list-style-type: none"> <li>(a) community infrastructure where no suitable alternative location or site exists for this infrastructure; or</li> <li>(b) development that reflects the preferred development outcomes in accordance with the zoning of the site (i.e. in the Low density residential zone, a dwelling house is a preferred development outcome in accordance with the zoning of the site)</li> </ul>	<b>Complies</b> <b>There are no proposed works within the Erosion prone Area.</b>
	<b>A04.2</b> Development involving existing permanent buildings and structures within an erosion prone area does not increase in intensity of its use by: <ul style="list-style-type: none"> <li>(a) adding additional buildings or structures; or</li> <li>(b) incorporating a land use that will result in an increase in the number of people or employees occupying the site.</li> </ul>	<b>N/a</b>



Coastal management districts		
<p><b>PO5</b> Natural processes and protective functions of landforms and vegetation are maintained.</p>	<p><b>PO5.1</b> Development within the coastal management district:</p> <ul style="list-style-type: none"> <li>(a) maintains vegetation on coastal land forms where its removal or damage may:               <ul style="list-style-type: none"> <li>(i) destabilise the area and increase the potential for coastal erosion, or</li> <li>(ii) interrupt the natural sediment trapping processes or dune or land building processes;</li> </ul> </li> <li>(b) maintains sediment volumes of dunes and near-shore coastal landforms, or where a reduction in sediment volumes cannot be avoided, increased risks to development from coastal erosion are mitigated by location, design and construction and operating standards;</li> <li>(c) minimises the need for erosion control structures or riverine hardening through location, design and construction standards;</li> <li>(d) maintains physical coastal processes outside the development footprint for the development, including longshore transport of sediment along the coast;</li> <li>(e) reduces the risk of shoreline erosion for areas adjacent to the development footprint to the maximum extent feasible in the case of erosion control structures.</li> </ul>	<p><b>Complies</b></p> <p><b>The lot is not within the Coastal Management District</b></p> <p><b>The works do not affect any vegetation on Coastal Land Form.</b></p>

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Performance outcomes	Acceptable outcomes	Applicant response
<b>P07</b> Development is to maintain access to and along the foreshore for general public access.	<b>A07.1</b> Development provides for regular access points for pedestrians including approved walking tracks, boardwalks and viewing platforms.  and  <b>A07.2</b> Development provides for regular access points for vehicles including approved roads and tracks.  or <b>A07.3</b> Development demonstrates an alternative solution to achieve an equivalent standard of performance.	<b>N/a there is no public Access</b>
<b>P08</b> Public access to the coast is appropriately located, designed and operated.	<b>A08.1</b> Development maintains or enhances public access to the coast.  or  <b>A08.2</b> Development is located adjacent to state coastal land or tidal water and minimises and offsets any loss of access to and along the foreshore within 500 metres.  or  <b>A08.3</b> Development adjacent to state coastal land or tidal water demonstrates an alternative solution to achieve an equivalent standard and quality of access	<b>N/a there is no public Access</b>





Performance outcomes	Acceptable outcomes	Applicant response
<p><b>PO9</b> Development adjacent to state coastal land or tidal water is located, designed and operated to:</p> <ul style="list-style-type: none"> <li>(a) maintain existing access to and along the foreshore;</li> <li>(b) minimise any loss of access to and along the foreshore, or</li> <li>(c) offset any loss of access to and along the foreshore by providing for enhanced alternative access in the general location.</li> </ul>	<p><b>AO9.1</b> Development adjacent to state coastal land or tidal water:</p> <ul style="list-style-type: none"> <li>(a) demonstrates that restrictions to public access are necessary for: <ul style="list-style-type: none"> <li>(i) the safe and secure operation of development;</li> <li>(ii) the maintenance of coastal landforms and coastal habitat; or</li> </ul> </li> <li>(b) maintains public access (including public access infrastructure that has been approved by the local government or relevant authority) through the site to the foreshore for: <ul style="list-style-type: none"> <li>(i) pedestrians via access points including approved walking tracks, boardwalks and viewing platforms;</li> <li>(ii) vehicles via access points including approved roads or tracks.</li> </ul> </li> </ul> <p><b>AO9.2</b> Development adjacent to state coastal land or tidal water:</p> <ul style="list-style-type: none"> <li>(a) is located and designed to: <ul style="list-style-type: none"> <li>(i) allow safe unimpeded access to, over, under or around built infrastructure located on, over or along the foreshore, for example through the provision of esplanades or easement corridors to preserve future access;</li> <li>(ii) ensure emergency vehicles can access the area near the development.</li> </ul> </li> </ul> <p>or</p>	<p><b>Complies - there is no public Access</b></p>



Performance outcomes	Acceptable outcomes	Applicant response
	<p>(b) minimises and offsets any loss of access to and along the foreshore within 500m of existing access points and development is located and designed to:</p> <p>(i) allow safe unimpeded access to, over, under or around built infrastructure located on, over or along the foreshore, and</p> <p>(ii) ensure emergency vehicles can access the area near the development.</p>	
<p><b>AO10</b> Development that involves reconfiguring a lot for urban purposes adjacent to the coast is designed to ensure public access to the coast in consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat.</p>	<p><b>AO10.1</b> Development complies if consideration of public access demand from a whole-of-community basis and the maintenance of coastal landforms and coastal habitat is undertaken.</p> <p>or</p> <p><b>AO10.2</b> Development demonstrates an alternative solution to achieve an equivalent standard and quality of access.</p>	N/a
<p><b>PO11</b> Development maintains public access to State coastal land by avoiding private marine development attaching to, or extending across, non-tidal State coastal land.</p>	<p><b>AO11</b> Private marine access structures and other structures such as decks or boardwalks for private use do not attach to or extend across State coastal land that is situated above high water mark</p>	Complies - there is no public Access
<p><b>PO12</b> Development in connection with an artificial waterway enhances public access to coastal waters.</p>	<p><b>AO12</b> The artificial waterway avoids intersecting with or connection to inundated land or leased land where the passage, use or movement of vessels in water on the land could be restricted or prohibited by the registered proprietor of the inundated land or leased land.</p>	N/a



Performance outcomes	Acceptable outcomes	Applicant response
<b>Coastal landscapes, views and vistas</b>		
<b>PO13</b> Development maintains and / or enhances natural coastal landscapes, views and vistas.	<b>AO13</b> No acceptable outcomes are prescribed.	<b>Complies</b>
<b>PO14</b> Coastal settlements are consolidated through the concentration of development within the existing urban areas through infill and conserving the natural state of the coastal area outside existing urban areas.	<b>AO14</b> No acceptable outcomes are prescribed.	<b>N/a</b>
<b>Private marine development</b>		
<b>PO15</b> Private marine development is to avoid attaching to, or extending across, non-tidal State coastal land.	<b>AO15</b> Private marine development and other structures such as decks or boardwalks for private use do not attach to, or extend across, State coastal land that is situated above high water mark.  Note – For occupation permits or allocations of State land, refer to the <i>Land Act 1994</i> .	<b>N/a</b>
<b>PO16</b> The location and design of private marine development does not adversely affect the safety of members of the public access to the foreshore.	<b>AO16</b> Private marine development does not involve the erection or placement of any physical barrier preventing existing access, along a public access way to the foreshores.	<b>N/a</b>
<b>PO17</b> Private marine development is of a height and scale and size compatible with the character and amenity of the location.	<b>AO17</b> Private marine development has regard to: (a) the height, scale and size of the natural features of the immediate surroundings and locality; (b) the height, scale and size of existing buildings or other structures in the immediate surroundings and the locality;	<b>N/a</b>



Performance outcomes	Acceptable outcomes	Applicant response
	<p>(c) if the relevant planning scheme states that desired height, scale or size of buildings or other structures in the immediate surroundings or locality – the stated desired height, scale or size.</p> <p>Note – The prescribed tidal works code in the <i>Coastal Protection and Management Regulation 2003</i> outlines design and construction requirements that must be complied with.</p>	
<b>PO18</b> Private marine development avoids adverse impacts on coastal landforms and coastal processes.	<b>AO18</b> Private marine development does not require the construction of coastal protection works, shoreline or riverbank hardening or dredging for marine access.	N/a
<b>For dry land marinas and artificial waterways</b>		
<b>PO19</b> Dry land marinas and artificial waterways: <ul style="list-style-type: none"> <li>(a) avoid impacts on coastal resources;</li> <li>(b) do not contribute to the degradation of water quality;</li> <li>(c) do not increase the risk of flooding;</li> <li>(d) do not result in the degradation or loss of MSES;</li> <li>(e) do not result in an adverse change to the tidal prism of the natural waterway to which development is connected.</li> <li>(f) does not involve reclamation of tidal land other than for the purpose of:               <ul style="list-style-type: none"> <li>(i) coastal dependent development, public marine development; or</li> <li>(i) community infrastructure, where there is no feasible alternative; or</li> </ul> </li> </ul>	<b>AO19</b> No acceptable solutions are prescribed.	N/a

Performance outcomes		Acceptable outcomes	Applicant response
(iii)	strategic ports, boat harbours or strategic airports and aviation facilities in accordance with a statutory land use plan; or		
(iv)	coastal protection works or works necessary to protect coastal resources and processes.		

### 9.3.9 Dwelling unit code

#### 9.3.9.1 Application

- (1) This code applies to assessing development for a dwelling unit if:
  - (a) assessable development where the code is an applicable code identified in the assessment criteria column of a table of assessment; or
  - (b) impact assessable development.
- (2) When using this code, reference should be made to Part 5.

#### 9.3.9.2 Purpose

- (1) The purpose of the Dwelling unit code is to assess the suitability of development to which this code applies.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) an acceptable level of amenity is provided to the dwelling unit, while maintaining the integrity of the relevant zone.

#### 9.3.9.3 Criteria for assessment

Table 9.3.9.3.a – Dwelling unit code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<b>Design</b>		
PO1 The Dwelling unit is provided with an appropriate level of recreation and service facilities.	<b>AO1.1</b> Development: (a) at ground-level provides private open space of at least 30m <sup>2</sup> with a minimum dimension of 3 metres that is screened from other activities on site; or (b) located entirely above ground floor level provides a private open space comprising a balcony or deck or open roof space, with a minimum horizontal dimension of at least 8m <sup>2</sup> and minimum dimension of 2 metres, which is directly accessible to a living area.	<b>Complies</b>





Performance outcomes	Acceptable outcomes	Applicant response
	<p><b>AO1.2</b></p> <p>The Dwelling unit is provided with:</p> <ul style="list-style-type: none"><li>(a) an outdoor service court with a minimum area of 5m<sup>2</sup> to facilitate clothes drying;</li><li>(b) an area for general storage;</li><li>(c) an area for the storage of a garbage receptacle;</li></ul> <p>a designated covered car parking space.</p>	

### 9.4.3 Environmental performance code

#### 9.4.3.1 Criteria for assessment

Table 9.4.3.3.a – Environmental performance code – assessable development

Performance outcomes		Acceptable	Comments
outcomes			
<b>Lighting</b>			
<b>PO1</b> Lighting incorporated within development does not cause an adverse impact on the amenity of adjacent uses and nearby sensitive land uses.	<b>AO1.1</b> Technical parameters, design, installation, operation and maintenance of outdoor lighting comply with the requirements of Australian standard AS4282-1997 Control of the obtrusive effects of outdoor lighting.		Complies. The subject site is located within the Rural Zone, therefore there are no sensitive receptors located within close proximity to the site. The close dwelling is located over 500m to the north of the hangar and is an abandoned dwelling.
	<b>AO1.2</b> Development that involves flood lighting is restricted to a type that gives no upward component of light where mounted horizontally.		
	<b>AO1.3</b> Access, car parking and manoeuvring areas are designed to shield nearby residential premises from impacts of vehicle headlights.		

Complies. The applicant has sought to locate the proposed development within the Rural Zone, partially to avoid impacts of the proposal upon adjoining sensitive receptors.



Airborne particles and other emissions		
<p><b>PO3</b> Potential airborne particles and emissions generated from the development are avoided through design, location and operation of the activity.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO3.1</b> Development does not involve activities that will result in airborne particles or emissions being generated.</p> <p>or</p> <p><b>AO3.2</b> The design, layout and operation of the development activity ensures that no airborne particles or emissions cause environmental harm or nuisance.</p> <p>Note - examples of activities which generally cause airborne particles include spray painting, abrasive blasting, manufacturing activities and car wash facilities.</p> <p>Examples of emissions include exhaust ventilation from basement or enclosed parking structures, air conditioning/refrigeration ventilation and exhaustion.</p> <p>The <i>Environmental Protection (Air) Policy 2008</i>, Schedule 1 provides guidance on air quality objectives to ensure environmental harm (including nuisance) is avoided.</p>	<p>Complies.</p> <p>The Hangar, landing area and hardstand are sealed concrete surfaces to minimize the potential for airborne particles for the helicopters.</p>
Odours		
<p><b>PO4</b> Potential odour causing activities associated with the development are avoided through design, location and operation of the activity.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO4.1</b> The development does not involve activities that create odorous emissions;</p> <p>or</p> <p><b>AO4.2</b> The use does not involve any activities likely to give rise to offensive odours, environmental harm or nuisance with respect to surrounding land uses.</p>	<p>N/A. The proposed development will not generate odorous emissions.</p> <p>N/A</p>



Performance outcomes	Acceptable outcomes	Comments
<b>Waste and recyclable material storage</b>		
<p><b>PO5</b> Waste and recyclable material storage facilities are located and maintained to not cause adverse impacts on adjacent uses.</p> <p>Note – Planning Scheme Policy SC6.4 – Environmental management plans provides guidance on preparing a report to demonstrate compliance with the purpose and outcomes of the code.</p>	<p><b>AO5.1</b> The use ensures that all putrescent waste is stored in a manner that prevents odour nuisance and is disposed of at regular intervals.</p> <p><b>AO5.2</b> Waste and recyclable material storage facilities are located, designed and maintained to not cause an adverse impact on users of the premises and adjacent uses through consideration of:</p> <ul style="list-style-type: none"> <li>(a) the location of the waste and recyclable material storage areas in relation to the noise and odour generated;</li> <li>(b) the number of receptacles provided in relation to the collection, maintenance and use of the receptacles;</li> <li>(c) the durability of the receptacles, sheltering and potential impacts of local climatic conditions;</li> <li>(d) the ability to mitigate spillage, seepage or leakage from receptacles into adjacent areas and sensitive receiving waters and environments.</li> </ul> <p>Editor's note - the <i>Environmental Protection (Waste Management) Policy 2008</i> provides guidance on the design of waste containers (receptacles) to ensure environmental harm (including nuisance) is avoided.</p>	Complies. The proposed development has incorporated adequate space within the hangar to accommodate waste storage facilities
<b>Sensitive land use activities</b>		
<p><b>PO6</b> Sensitive land use activities are not established in areas which will receive potentially incompatible impacts on amenity from surrounding, existing development activities and land uses.</p>	<p><b>AO6.1</b> Sensitive land use activities are not established in areas that will be adversely impacted upon by existing land uses, activities and potential development possible in an area;</p> <p>or</p> <p><b>AO6.2</b> Sensitive land activities are located in areas where potential adverse amenity impacts mitigate all potential impacts through layout, design, operation and maintenance.</p>	<p>n/a</p> <p>n/a</p>



Stormwater quality		
<p><b>P07</b> The quality of stormwater flowing over, through or being discharged from development activities into watercourses and drainage lines is of adequate quality for downstream environments, with respect to:</p> <ul style="list-style-type: none"> <li>(a) the amount and type of pollutants borne from the activity;</li> <li>(b) maintaining natural stream flows;</li> <li>(c) the amount and type of site disturbance;</li> <li>(d) site management and control measures.</li> </ul>	<p><b>A07.1</b> Development activities are designed to ensure stormwater over roofed and hard stand areas is directed to a lawful point of discharge.</p> <p><b>A07.2</b> Development ensures movement of stormwater over the site is not impeded or directed through potentially polluting activities.</p> <p><b>A07.3</b> Soil and water control measures are incorporated into the activity's design and operation to control sediment and erosion potentially entering watercourses, drainage lines and downstream receiving waters.</p> <p>Note - Planning scheme policy - FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the <i>Environmental Protection Act 1994</i>.</p> <p>During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality.</p>	<p><b>Complies.</b> <b>Stormwater falling on the hangar roof will be directed to rainwater tanks.</b></p> <p><b>Stormwater falling on outside hardstand areas will be directed away from the hangar and storage areas to a grassed swale.</b></p>





Performance outcomes	Acceptable outcomes	Comments
<b>Pest plants (for material change of use on vacant land over 1,000m<sup>2</sup>)</b>		
<p><b>PO8</b> 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 <i>Land Protection (Pest and Stock Route Management) Act 2002</i>.</p>	<p><b>A08.1</b> The land is free of declared pest plants before development establishes new buildings, structures and practices;</p> <p>or</p> <p><b>A08.2</b> Pest plants detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person prior to construction of buildings and structures or earthworks.</p> <p>Note - A declaration from an appropriately qualified person validates the land being free from pest plants.</p> <p>Declared pest plants include locally declared and State declared pest plants.</p>	<p><b>Complies. There was no evidence of pest plants on the site.</b></p>

## 9.4.4 Filling and excavation code

### 9.4.4.1 Criteria for assessment

Table 9.4.4.3.a – Filling and excavation code – for self-assessable and assessable development

Performance outcomes outcomes	Acceptable	Comments
<b>For self-assessable and assessable development</b>		
<b>Filling and excavation - General</b>		
<b>PO1</b> All filling and excavation work does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the site or the surrounding area.	<b>AO1.1</b> The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height.  and  Cuts in excess of those stated in A1.1 above are separated by benches/ terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting.  <b>AO1.2</b> Cuts are supported by batters, retaining or rockwalls and associated benches/terraces are capable of supporting mature vegetation.  <b>AO1.3</b> Cuts are screened from view by the siting of the building/structure, wherever possible.	Complies. The floor Level of the hanger and pad and pilot accommodation is on the RL4.5m contour, allowing for 1m cut and 1m fill each side. The Estimated volume of earthworks will be in the order of 1000m <sup>3</sup>  Complies. The batters are expected to be less than 1m heights and at approx. 1: 4 slopes  Batters are minimal and will be screened from view from the highway by the existing ground surface and vegetation along the highway.
	<b>AO1.4</b> Topsoil from the site is retained from cuttings and reused on benches/terraces.  <b>AO1.5</b> No crest of any cut or toe of any fill, or any part of any retaining wall or structure is closer than 600mm to any boundary of the property, unless the prior written approval of the adjoining landowner has been obtained.  <b>AO1.6</b> Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, landscaping or other protective/aesthetic measures.	Complies. Topsoil will be stockpiled prior to reuse on site.  Complies.  Complies.

Performance outcomes	Acceptable outcomes	Comments
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**PO2**  
Filling and excavation are carried out in such a manner that the visual/scenic amenity of the area and the privacy and stability of adjoining properties is not compromised.

The extent of filling and excavation does not exceed 40% of the site area, or 500m<sup>2</sup> whichever is the lesser,

except that AO2.1 does not apply to reconfiguration of 5 lots or more.

Complies

**PO3**  
Filling and excavation does not result in a change to the run off characteristics of a site which then have a detrimental impact on the site or nearby land or adjacent road reserves.

Filling and excavation does not result in the ponding of water on a site or adjacent land or road reserves.

Filling and excavation does not result in an increase in the flow of water across a site or any other land or road reserves.

Filling and excavation does not result in an increase in the volume of water or concentration of water in a watercourse and overland flow paths.

Filling and excavation complies with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.

Complies

**PO4**  
Filling and excavation does not result in a reduction of the water quality of receiving waters.

Water quality is maintained to comply with the specifications set out in Planning Scheme Policy No SC5 – FNQROC Development Manual.

Complies. The proposed earthworks are minor and are separated for the adjoining wetland by a minimum of 82m of grassed area.

**PO5**  
Excavation and filling does not impact on PublicUtilities.

Excavation and filling is clear of the zone of influence of public utilities.

Complies. The proposed development will not impact Public Utilities.

## 8.2.4 Flood and storm tide hazard overlay code

### 8.2.4.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Flood and storm tide hazard overlay, if:
  - (a) self assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
  - (b) impact assessable development.
- (2) Land in the Flood and storm tide hazard overlay is identified on the Flood and storm tide hazard overlay map in Schedule 2 and includes the:
  - (a) Storm tide – high hazard sub-category;
  - (b) Storm tide – medium hazard sub-category;
  - (c) Flood plain assessment sub-category;
  - (d) 100 ARI Mossman, Port Douglas and Daintree Township Flood Studies sub-category.
- (3) When using this code, reference should be made to Part 5.

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

### 8.2.4.2 Purpose

- (1) The purpose of the Flood and storm tide hazard overlay code is to:
  - (a) implement the policy direction in the Strategic Framework, in particular:
    - (i) Theme 1 Settlement pattern: Element 3.4.7 Mitigation of hazards;
    - (ii) Theme 6 Infrastructure and transport: Element 3.9.2 Energy.
  - (b) enable an assessment of whether development is suitable on land within the Flood and storm tide hazard sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development siting, layout and access responds to the risk of the natural hazard and minimises risk to personal safety;
  - (b) development achieves an acceptable or tolerable risk level, based on a fit for purpose risk assessment;
  - (c) the development is resilient to natural hazard events by ensuring siting and design accounts for the potential risks of natural hazards to property;

- (d) the development supports, and does not unduly burden disaster management response or recovery capacity and capabilities;
- (e) the development directly, indirectly and cumulatively avoids an unacceptable increase in severity of the natural hazards and does not significantly increase the potential for damage on site or to other properties;
- (f) the development avoids the release of hazardous materials as a result of a natural hazard event;
- (g) natural processes and the protective function of landforms and/or vegetation are maintained in natural hazard areas;
- (h) community infrastructure is located and designed to maintain the required level of functionality during and immediately after a hazard event.



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

Performance outcomes	Acceptable outcomes	Applicant response
<b>For self-assessable and assessable development</b>		
<p><b>PO1</b> Development is located and designed to: ensure the safety of all persons; minimise damage to the development and contents of buildings; provide suitable amenity; minimise disruption to residents, recovery time, and rebuilding or restoration costs after inundation events.</p> <p>Note – For assessable development within the flood plain assessment sub-category, a flood study by a suitably qualified professional is required to identify compliance with the intent of the acceptable outcome.</p>	<p><b>AO1.1</b> Development is sited on parts of the land that is not within the Flood and Storm tide hazards overlay maps contained in Schedule 2;</p> <p>or</p> <p>For dwelling houses,</p> <p><b>AO1.2</b> Development within the Flood and Storm Tide hazards overlay maps (excluding the Flood plain assessment sub-category) is designed to provide immunity to the Defined Inundation Event as outlined within Table 8.2.4.3.b plus a freeboard of 300mm.</p>	<p><b>The development is located above the 100 year ARI - Mossman Port Douglas and Daintree Flood levels</b></p> <p><b>The floor level of RL4.5m AHD is above the predicted Stormtide levels (including freeboard) of 3.58m adopted by Council.</b></p> <p>Defined Inundation Event as outlined within Table 8.2.4.3.b plus a freeboard of 300mm. <b>Is 1% AEP.</b></p> <p><b>Refer to Planning report for more detail.</b></p> <p><b>The proposed development is located with a nominal floor level of RL4.5m AHD. The earthworks for the development are minor, and involve earthworks in the order of 1m cut and 1m fill. The site is located at the base of ridgelines running from the hills to the west of the highway, midway between the Mossman river and Yule Point. There are no formed waterways nor gullies across the site. Note location of ridgelines and absence of major rivers or watercourses affecting the site.</b></p>





Performance outcomes	Acceptable outcomes	Applicant response
	<p><b>AO1.3</b> New buildings are:</p> <ul style="list-style-type: none"> <li>(a) not located within the overlay area;</li> <li>(b) located on the highest part of the site to minimise entrance of flood waters;</li> <li>(c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.</li> </ul>	<p>a) New buildings are located in the Floodplain Assessment Overlay, but above the 100 year ARI - Mossman Port Douglas and Daintree Flood predicted Stormtide levels (including freeboard) of 3.58m adopted by Council.</p> <p>b) complies c) complies</p>
	<p><b>AO1.4</b> In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.</p>	<p><b>Complies</b></p>



For assessable development		
<b>P02</b> The development is compatible with the level of risk associated with the natural hazard.	<b>A02</b> The following uses are not located in land inundated by the Defined Flood Event (DFE) / Storm tide: (a) Retirement facility; (b) Community care facility; (c) Child care centre.	<b>Complies</b>
<b>P03</b> Development siting and layout responds to flooding potential and maintains personal safety	For Material change of use  <b>A03.1</b> New buildings are: (a) not located within the overlay area;  (b) located on the highest part of the site to minimise entrance of flood waters; (c) provided with clear and direct pedestrian and vehicle evacuation routes off the site.  or  <b>A03.2</b> The development incorporates an area on site that is at least 300mm above the highest known flood inundation level with sufficient space to accommodate the likely population of the development safely for a relatively short time until flash flooding subsides or people can be evacuated.  or	a) New buildings are located in the Floodplain Assessment Overlay, but above the 100 year ARI - Mossman Port Douglas and Daintree Flood predicted Stormtide levels (including freeboard) of 3.58m adopted by Council.  b) complies c) complies  <b>Complies</b>

	<p><b>A03.3</b> Where involving an extension to an existing dwelling house that is situated below DFE /Storm tide, the maximum size of the extension does not exceed 70m<sup>2</sup> gross floor area.</p> <p>Note – If part of the site is outside the Hazard Overlay area, this is the preferred location of all buildings.</p>	<b>N/a</b>
	<p>For Reconfiguring a lot</p> <p><b>A03.4</b> Additional lots: (a) are not located in the hazard overlay area; or (b) are demonstrated to be above the flood level identified for the site.</p> <p>Note - If part of the site is outside the Hazard Overlay area, this is the preferred location for all lots (excluding park or other open space and recreation lots).</p> <p>Note – Buildings subsequently developed on the lots will need to comply with the relevant building assessment provisions under the <i>Building Act 1975</i>.</p>	<b>N/a</b>
	<p><b>A03.5</b> Road and/or pathway layout ensures residents are not physically isolated from adjacent flood free urban areas and provides a safe and clear evacuation route path: (a) by locating entry points into the reconfiguration above the flood level and avoiding culs-de-sac or other non-permeable layouts; and (b) by direct and simple routes to main carriageways.</p>	<b>N/a</b>

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Performance outcomes	Acceptable outcomes	Applicant response
<p><b>PO4</b> Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.</p>	<p>For Material change of use (Non-residential uses) <b>AO4.2</b> Non residential buildings and structures allow for the flow through of flood waters on the ground floor. Note - Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site). Note - The relevant building assessment provisions under the <i>Building Act 1975</i> apply to all building work within the Hazard Area and need to take into account the flood potential within the area.</p> <p><b>AO4.3</b> Materials are stored on-site: (a) are those that are readily able to be moved in a flood event; (b) where capable of creating a safety hazard by being shifted by flood waters, are contained in order to minimise movement in times of flood.</p> <p>Notes - (a) Businesses should ensure that they have the necessary contingency plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site). (b) Queensland Government Fact Sheet 'Repairing your House after a Flood' provides information about water resilient products and building techniques.</p>	<p><b>Can Comply, although the floor level of RL4.5m AHD is above the predicted Stormtide levels (including freeboard) of 3.58m adopted by Council.</b></p> <p><b>To be incorporated into the design</b></p>
<p><b>PO5</b> Development directly, indirectly and cumulatively avoids any increase in water flow velocity or flood level and does not increase the potential flood damage either on site or on other properties.</p> <p>Note – Berms and mounds are considered to be an undesirable built form outcome and are not supported.</p>	<p>For Operational works <b>AO5.1</b> Works in urban areas associated with the proposed development do not involve: (a) any physical alteration to a watercourse or floodway including vegetation clearing; or (b) a net increase in filling (including berms and mounds).</p> <p><b>AO5.2</b></p>	<p><b>N/a</b></p>



Performance outcomes	Acceptable outcomes	Applicant response
	<p>Works (including buildings and earthworks) in non urban areas either:</p> <ul style="list-style-type: none"> <li>(a) do not involve a net increase in filling greater than 50m<sup>3</sup>; or</li> <li>(b) do not result in any reductions of on-site flood storage capacity and contain within the subject site any changes to depth/duration/velocity of flood waters;</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>(c) do not change flood characteristics outside the subject site in ways that result in: <ul style="list-style-type: none"> <li>(i) loss of flood storage;</li> <li>(ii) loss of/changes to flow paths;</li> <li>(iii) acceleration or retardation of flows or any reduction in flood warning times elsewhere on the flood plain.</li> </ul> </li> </ul>	<p><b>As the Cut/fill volumes will balance out there will be no reductions of on-site flood storage capacity</b></p>





Performance outcomes	Acceptable outcomes	Applicant response
	<p>For Material change of use</p> <p><b>AO5.3</b> Where development is located in an area affected by DFE/Storm tide, a hydraulic and hydrology report, prepared by a suitably qualified professional, demonstrates that the development maintains the flood storage capacity on the subject site; and</p> <p>(a) does not increase the volume, velocity, concentration of flow path alignment of stormwater flow across sites upstream, downstream or in the general vicinity of the subject site; and</p> <p>(b) does not increase ponding on sites upstream, downstream or in the general vicinity of the subject site.</p> <p>For Material change of use and Reconfiguring a lot</p> <p><b>AO5.4</b> In non urban areas, buildings and infrastructure are set back 50 metres from natural riparian corridors to maintain their natural function of reducing velocity of floodwaters.</p> <p>Note – Fences and irrigation infrastructure (e.g. irrigation tape) in rural areas should be managed to minimise adverse the impacts that they may have on downstream properties in the event of a flood.</p>	<p><b>N/a</b> <b>The floor level of RL4.5m AHD is above the predicted Stormtide levels (including freeboard) of 3.58m adopted by Council.</b></p>
<p><b>PO6</b> Development avoids the release of hazardous materials into floodwaters.</p>	<p>For Material change of use</p> <p><b>AO6.1</b> Materials manufactured or stored on site are not hazardous or noxious, or comprise materials that may cause a detrimental effect on the environment if discharged in a flood event;</p>	<p><b>N/a</b></p>



Performance outcomes	Acceptable outcomes	Applicant response
	<p>or</p> <p><b>AO6.2</b> If a DFE level is adopted, structures used for the manufacture or storage of hazardous materials are:</p> <ul style="list-style-type: none"> <li>(a) located above the DFE level;</li> <li>or</li> <li>(b) designed to prevent the intrusion of floodwaters.</li> </ul> <p><b>AO6.3</b> Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by the DFE.</p> <p><b>AO6.4</b> If a flood level is not adopted, hazardous materials and their manufacturing equipment are located on the highest part of the site to enhance flood immunity and designed to prevent the intrusion of floodwaters.</p> <p>Note – Refer to <i>Work Health and Safety Act 2011</i> and associated Regulation and Guidelines, the <i>Environmental Protection Act 1994</i> and the relevant building assessment provisions under the <i>Building Act 1975</i> for requirements related to the manufacture and storage of hazardous materials.</p>	<p><b>All works are above the DFE level of 3.58m</b></p>
<p><b>P07</b> The development supports, and does not unduly burden, disaster management response or recovery capacity and capabilities.</p>	<p><b>A07</b> Development does not:</p> <ul style="list-style-type: none"> <li>(a) increase the number of people calculated to be at risk of flooding;</li> <li>(b) increase the number of people likely to need evacuation;</li> <li>(c) shorten flood warning times; and</li> </ul>	<p><b>Complies</b> <b>The proposed number of people at the new helipad is 2 pilots, which is a similar number used for the existing rural purposes.</b></p>

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Performance outcomes	Acceptable outcomes	Applicant response
	<p>The following uses are not located on land inundated during a 0.5% AEP flood event.</p> <ul style="list-style-type: none"> <li>(a) emergency shelters;</li> <li>(b) police facilities;</li> <li>(c) sub stations;</li> <li>(d) water treatment plant</li> </ul> <p>The following uses are not located on land inundated during a 0.2% AEP flood event:</p> <ul style="list-style-type: none"> <li>(a) correctional facilities;</li> <li>(b) emergency services;</li> <li>(c) power stations;</li> <li>(d) major switch yards.</li> </ul> <p>and/or</p> <p><b>AO8.3</b> The following uses have direct access to low hazard evacuation routes as defined in</p> <p>Table 8.2.4.3.c :</p> <ul style="list-style-type: none"> <li>(a) community residence; and</li> <li>(b) emergency services; and</li> <li>(c) hospitals; and</li> <li>(d) residential care facility; and</li> <li>(e) sub stations; and</li> <li>(f) utility installations involving water and sewerage treatment plants.</li> </ul> <p><b>AO8.4</b> Any components of infrastructure that are likely to fail to function or may result in contamination when inundated by flood, such as electrical switch gear and</p>	<p><b>N/a The works do not involve these uses</b></p> <p><b>N/a The works do not involve these uses</b></p> <p><b>N/a The works do not involve these uses</b></p> <p><b>All works are above the DFE level of 3.58m</b></p>



Performance outcomes	Acceptable outcomes	Applicant response
	<p>motors, telecommunications connections, or water supply pipeline air valves are:</p> <p>(a) located above DFE/Storm tide or the highest known flood level for the site;</p> <p>(b) designed and constructed to exclude floodwater intrusion / infiltration.</p> <p><b>AO8.5</b> Infrastructure is designed and constructed to resist hydrostatic and hydrodynamic forces as a result of inundation by a flood.</p>	

Table 8.2.4.3.b - Minimum immunity (floor levels) for development

Minimum immunity to be achieved (floor levels)	Uses and elements of activities acceptable in the event
20% AEP level	<ul style="list-style-type: none"> <li>• Parks and open space.</li> </ul>
5% AEP level	<ul style="list-style-type: none"> <li>• Car parking facilities (including car parking associated with use of land).</li> </ul>
1% AEP level	<ul style="list-style-type: none"> <li>• All development (where not otherwise requiring an alternative level of minimum immunity).</li> </ul>
0.5% AEP level	<ul style="list-style-type: none"> <li>• Emergency services (if for a police station);</li> <li>• Industry activities (if including components which store, treat or use hazardous materials);</li> <li>• Substation;</li> <li>• Utility installation.</li> </ul>
0.2% AEP level	<ul style="list-style-type: none"> <li>• Emergency services;</li> <li>• Hospital;</li> <li>• Major electricity infrastructure;</li> <li>• Special industry.</li> </ul>

Table 8.2.4.3.c - Degree of flood

Criteria	Low	Medium	High	Extreme
Wading ability	If necessary children and the elderly could wade. (Generally, safe wading velocity depth product is less than 0.25)	Fit adults can wade. (Generally, safe wading velocity depth product is less than 0.4)	Fit adults would have difficulty wading. (Generally, safe wading velocity depth product is less than 0.6)	Wading is not an option.
Evacuation distances	< 200 metres	200-400 metres	400-600 metres	600 metres
Maximum flood depths	< 0.3 metre	< 0.6 metre	< 1.2 metres	1.2 metres
Maximum flood velocity	< 0.4 metres per second	< 0.8 metres per second	< 1.5 metres per second	1.5 metres per second
Typical means of egress	Sedan	Sedan early, but 4WD or trucks later	4WD or trucks only in early stages, boats or helicopters	Large trucks, boats or helicopters
Timing Note: This category cannot be implemented until evacuation times have been established in the Counter Disaster Plan (Flooding)	Ample flood forecasting. Warning and evacuation routes remain passable for twice as long as evacuation time.	Evacuation routes remain trafficable for 1.5 times as long as the evacuation.	Evacuation routes remain trafficable for only up to minimum evacuation time.	There is insufficient evacuation time.

Note: The evacuation times for various facilities or areas would (but not necessarily) be included in the Counter Disaster Plan.  
Generally safe wading conditions assume even walking surfaces and no obstructions, steps, soft underfoot etc.







Performance outcomes	Acceptable outcomes	Comments
	<p>in the Planning scheme policy SC5 – FNQROC Regional Development Manual, and is not less than a 1.2 metre section.</p> <p><b>AO1.4</b> Where existing footpaths are damaged as a result of development, footpaths are reinstated ensuring:</p> <ul style="list-style-type: none"> <li>(a) similar surface finishes are used;</li> <li>(b) there is no change in level at joins of new and existing sections;</li> <li>(c) new sections are matched to existing in terms of dimension and reinforcement.</li> </ul> <p>Note – Figure 9.4.5.3.a provides guidance on meeting the outcomes.</p> <p><b>AO1.5</b> Decks, verandahs, stairs, posts and other structures located in the road reserve do not restrict or impede pedestrian movement on footpaths or change the level of the road verges.</p>	<p>N/A. The subject site is located within the Rural Zone and there are no existing footpaths.</p> <p>N/A</p>
<b>Accessibility structures</b>		
<p><b>P02</b> Development is designed to ensure it is accessible for people of all abilities and accessibility features do not impact on the efficient and safe use of footpaths.</p> <p>Note – Accessibility features are those features required to ensure access to premises is provided for people of all abilities and include ramps and lifts.</p>	<p><b>AO2.1</b> Accessibility structures are not located within the road reserve.</p> <p><b>AO2.2</b> Accessibility structures are designed in accordance with AS1428.3.</p> <p><b>AO2.3</b> When retrofitting accessibility features in existing buildings, all structures and changes in grade are contained within the boundaries of the lot and not within the road reserve.</p>	<p>N/A. Internal accessibility structures will be incorporated as part of the detailed design phase and will be confirmed at the time of seeking Building Works approval.</p> <p>N/A</p>

## Water supply

An adequate, safe and reliable supply of potable, fire fighting and general use water is provided.

The premises is connected to Council's reticulated water supply system in accordance with the Design Guidelines set out in Section D6 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;

## AO3.2

Where a reticulated water supply system is not available to the premises, on site water storage tank/s with a minimum capacity of 10,000 litres of stored water, with a minimum 7,500 litre tank, with the balance from other sources (e.g. accessible swimming pool, dam etc.) and access to the tank/s for fire trucks is provided for each new house or other development. Tank/s are to be fitted with a 50mm ball valve with a camlock fitting and installed and connected prior to occupation of the house and sited to be visually unobtrusive.

Complies.

Provision is made for the treatment and disposal of effluent to ensure that there are no adverse impacts on water quality and no adverse ecological impacts as a result of the system or as a result of increasing the cumulative effect of systems in the locality.

The site is connected to Council's sewerage system and the extension of or connection to thesewerage system is designed and constructed inaccordance with the Design Guidelines set out inSection D7 of the Planning scheme policy SC5 – FNQROC Regional Development Manual;

## AO4.2

Where not in a sewerage scheme area, the proposed disposal system meets the requirements of Section 33 of the *Environmental Protection Policy (Water) 1997* and the proposed on site effluent disposal system is designed in accordance with the *Plumbing and Drainage Act (2002)*.

Complies. The subject site is not located within an area serviced by reticulated sewer.

The proposal seeks to establish an on-site effluent treatment and system, details of which can be provided after more detailed design.

The development footprint is only 4000m<sup>2</sup> which leaves a large area available for on-site effluent disposal.



Stormwater quality		
<b>PO5</b> Development is planned, designed, constructed and operated to avoid or minimise adverse impacts on stormwater quality in natural and developed catchments by: <ul style="list-style-type: none"> <li>(a) achieving stormwater quality objectives;</li> <li>(b) protecting water environmental values;</li> <li>(c) maintaining waterway hydrology.</li> </ul>	<b>AO5.1</b> A connection is provided from the premises to Council's drainage system; or	N/A
	<b>AO5.2</b> An underground drainage system is constructed to convey stormwater from the premises to Council's drainage system in accordance with the Design Guidelines set out in Sections D4 and D5 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.	N/a
	<b>AO5.3</b> A stormwater quality management plan is prepared, and provides for achievable stormwater quality treatment measures meeting design objectives listed in Table 9.4.5.3.b and Table 9.4.5.3.c, reflecting land use constraints, such as: <ul style="list-style-type: none"> <li>(a) erosive, dispersive and/or saline soil types;</li> <li>(b) landscape features (including landform);</li> <li>(c) acid sulfate soil and management of nutrients of concern;</li> <li>(d) rainfall erosivity.</li> </ul>	The minor cut/fill batters will be revegetated and/or planted out with grass.  The balance of the site contains extensive existing grassed areas that will continue to provide stormwater quality.
	<b>AO5.4</b> Erosion and sediment control practices are designed, installed, constructed, monitored, maintained, and carried out in accordance with an erosion and sediment control plan.	Detailed Erosion and sediment control measures will be incorporated into the building approval.
	<b>AO5.5</b> Development incorporates stormwater flow control measures to achieve the design objectives set out in Table 9.4.5.3.b and Table 9.4.5.3.c, including management of frequent flows, peak flows, and construction phase hydrological impacts.  Note – Planning scheme policy SC5 – FNQROC Regional Development Manual provides guidance on soil and water control measures to meet the requirements of the <i>Environmental Protection Act 1994</i> .  Note – During construction phases of development, contractors and builders are to have consideration in their work methods and site preparation for their environmental duty to protect stormwater quality.	



Performance outcomes	Acceptable outcomes	Comments
<b>Non-tidal artificial waterways</b>		
<b>PO6</b> Development involving non-tidal artificial waterways is planned, designed, constructed and operated to: <ul style="list-style-type: none"> <li>(a) protect water environmental values;</li> <li>(b) be compatible with the land use constraints for the site for protecting water environmental values;</li> <li>(c) be compatible with existing tidal and non-tidal waterways;</li> <li>(d) perform a function in addition to stormwater management;</li> <li>(e) achieve water quality objectives.</li> </ul>	<b>AO6.1</b> Development involving non-tidal artificial waterways ensures: <ul style="list-style-type: none"> <li>(a) environmental values in downstream waterways are protected;</li> <li>(b) any ground water recharge areas are not affected;</li> <li>(c) the location of the waterway incorporates low lying areas of the catchment connected to an existing waterway;</li> <li>(d) existing areas of ponded water are included.</li> </ul> <b>AO6.2</b> Non-tidal artificial waterways are located: <ul style="list-style-type: none"> <li>(a) outside natural wetlands and any associated buffer areas;</li> <li>(b) to minimise disturbing soils or sediments;</li> <li>(c) to avoid altering the natural hydrologic regime in acid sulfate soil and nutrient hazardous areas.</li> </ul> <b>AO6.3</b> Non-tidal artificial waterways located adjacent to, or connected to a tidal waterway by means of a weir, lock, pumping system or similar ensures: <ul style="list-style-type: none"> <li>(a) there is sufficient flushing or a tidal range of &gt;0.3 m; or</li> <li>(b) any tidal flow alteration does not adversely impact on the tidal waterway; or</li> <li>(c) there is no introduction of salt water into freshwater environments.</li> </ul> <b>AO6.4</b> Non-tidal artificial waterways are designed and managed for any of the following end-use purposes: <ul style="list-style-type: none"> <li>(a) amenity (including aesthetics), landscaping or recreation; or</li> <li>(b) flood management, in accordance with a drainage catchment management plan; or</li> <li>(c) stormwater harvesting plan as part of an integrated water cycle management plan; or</li> <li>(d) aquatic habitat.</li> </ul> <b>AO6.5</b> The end-use purpose of the non-tidal artificial waterway is designed and operated in a way that protects water environmental values. <b>AO6.6</b> Monitoring and maintenance programs adaptively manage water quality to achieve relevant water quality objectives downstream of the waterway. <b>AO6.7</b> Aquatic weeds are managed to achieve a low percentage of coverage of the water surface area, and pests and vectors are managed through design and maintenance.	N/A




Wastewater discharge		
<p><b>O7</b> Discharge of wastewater to waterways, or off site:</p> <ul style="list-style-type: none"> <li>(a) meets best practice environmental management;</li> <li>(b) is treated to: <ul style="list-style-type: none"> <li>(i) meet water quality objectives for its receiving waters;</li> <li>(ii) avoid adverse impact on ecosystem health or waterway health;</li> <li>(iii) maintain ecological processes, riparian vegetation and waterway integrity;</li> <li>(iv) offset impacts on high ecological value waters.</li> </ul> </li> </ul>	<p><b>A07.1</b> A wastewater management plan is prepared and addresses:</p> <ul style="list-style-type: none"> <li>(a) wastewater type;</li> <li>(b) climatic conditions;</li> <li>(c) water quality objectives;</li> <li>(d) best practice environmental management.</li> </ul> <p><b>A07.2</b> The waste water management plan is managed in accordance with a waste management hierarchy that:</p> <ul style="list-style-type: none"> <li>(a) avoids wastewater discharge to waterways; or</li> <li>(b) if wastewater discharge cannot practicably be avoided, minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and ground water.</li> </ul> <p><b>A07.3</b> Wastewater discharge is managed to avoid or minimise the release of nutrients of concern so as to minimise the occurrence, frequency and intensity of algal blooms.</p>	<p>Wastewater will be handled by an on-site effluent disposal system developed during the Building phase.</p>





Performance outcomes	Acceptable outcomes	Comments
	<p><b>A07.4</b> Development in coastal catchments avoids or minimises and appropriately manages soil disturbance or altering natural hydrology and:</p> <ul style="list-style-type: none"> <li>(a) avoids lowering ground water levels where potential or actual acid sulfate soils are present;</li> <li>(b) manages wastewater so that: <ul style="list-style-type: none"> <li>(i) the pH of any wastewater discharges is maintained between 6.5 and 8.5 to avoid mobilisation of acid, iron, aluminium and other metals;</li> <li>(ii) holding times of neutralised wastewater ensures the flocculation and removal of any dissolved iron prior to release; visible iron floc is not present in any discharge;</li> <li>(iv) precipitated iron floc is contained and disposed of; wastewater and precipitates that cannot be contained and treated for discharge on site are removed and disposed of through trade waste or another lawful method.</li> </ul> </li> </ul>	Complies



Electricity supply		
<p><b>PO8</b> Development is provided with a source of power that will meet its energy needs.</p>	<p><b>AO8.1</b> A connection is provided from the premises to the electricity distribution network;</p> <p>or</p> <p><b>AO8.2</b> The premises is connected to the electricity distribution network in accordance with the Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.</p> <p>Note - Areas north of the Daintree River have a different standard.</p>	<p>The development will be connected to the existing power pole located on the eastern side of the Captain Cook Highway</p> 
<p><b>PO9</b> Development incorporating pad-mount electricity infrastructure does not cause an adverse impact on amenity.</p>	<p><b>AO9.1</b> Pad-mount electricity infrastructure is:</p> <ul style="list-style-type: none"> <li>(a) not located in land for open space or sport and recreation purposes;</li> <li>(b) screened from view by landscaping or fencing;</li> <li>(c) accessible for maintenance.</li> </ul> <p><b>AO9.2</b> Pad-mount electricity infrastructure within a building, in a Town Centre is designed and located to enable an active street frontage.</p> <p>Note – Pad-mounts in buildings in activity centres should not be located on the street frontage.</p>	<p>N/a</p>
Telecommunications		
<p><b>PO10</b> Development is connected to a telecommunications service approved by the relevant telecommunication regulatory authority.</p>	<p><b>AO10</b> The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.</p>	<p>It is anticipated that there is sufficient capacity to connect to the existing network along the Captain Cook Highway.</p>
<p><b>PO11</b> Provision is made for future telecommunications services (e.g. fibre optic cable).</p>	<p><b>AO11</b> Conduits are provided in accordance with Planning scheme policy SC5 – FNQROC Regional Development Manual.</p>	<p>N/a</p>



Road construction		
<p><b>PO12</b> The road to the frontage of the premises is constructed to provide for the safe and efficient movement of:</p> <ul style="list-style-type: none"> <li>(a) pedestrians and cyclists to and from the site;</li> <li>(b) pedestrians and cyclists adjacent to the site;</li> <li>(c) vehicles on the road adjacent to the site;</li> <li>(d) vehicles to and from the site;</li> <li>(e) emergency vehicles.</li> </ul>	<p><b>AO12.1</b> The road to the frontage of the site is constructed in accordance with the Design Guidelines set out in Sections D1 and D3 of the Planning scheme policy SC5 – FNQROC Regional Development Manual, for the particular class of road, as identified in the road hierarchy.</p> <p><b>AO12.2</b> There is existing road, kerb and channel for the full road frontage of the site.</p> <p><b>AO12.3</b> Road access minimum clearances of 3.5 metres wide and 4.8 metres high are provided for the safe passage of emergency vehicles.</p>	<p>N/a. (Captain Cook Highway)</p>



Performance outcomes	Acceptable outcomes	Comments
<b>Alterations and repairs to public utility services</b>		
<b>PO13</b> Infrastructure is integrated with, and efficiently extends, existing networks.	<b>AO13</b> Development is designed to allow for efficient connection to existing infrastructure networks.	<b>N/a</b>
<b>PO14</b> Development and works do not affect the efficient functioning of public utility mains, services or installations.	<b>AO14.1</b> Public utility mains, services and installations are not required to be altered or repaired as a result of the development;  or  <b>AO14.2</b> Public utility mains, services and installations are altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines set out in Section D8 of the Planning scheme policy SC5 – FNQROC Regional Development Manual.	<b>Complies</b>
<b>Construction management</b>		
<b>PO15</b> Work is undertaken in a manner which minimises adverse impacts on vegetation that is to be retained.	<b>AO15</b> Works include, at a minimum: (a) installation of protective fencing around retained vegetation during construction; (b) erection of advisory signage; (c) no disturbance, due to earthworks or storage of plant, materials and equipment, of ground level and soils below the canopy of any retained vegetation; (d) removal from the site of all declared noxious weeds.	<b>Can Comply</b>
<b>PO16</b> Existing infrastructure is not damaged by construction activities.	<b>AO16</b> Construction, alterations and any repairs to infrastructure is undertaken in accordance with the Planning scheme policy SC5 – FNQROC Regional Development Manual.  Note - Construction, alterations and any repairs to State-controlled roads and rail corridors are undertaken in accordance with the Transport Infrastructure Act 1994.	<b>Complies</b>



Performance outcomes outcomes		Acceptable	Comments
<b>For assessable development</b>			
<b>High speed telecommunication infrastructure</b>			
<b>PO17</b> Development provides infrastructure to facilitate the roll out of high speed telecommunications infrastructure.	<b>AO17</b> No acceptable outcomes are prescribed.		N/a
<b>Trade waste</b>			
<b>PO18</b> Where relevant, the development is capable of providing for the storage, collection treatment and disposal of trade waste such that: (a) off-site releases of contaminants do not occur; (b) the health and safety of people and the environment are protected; (c) the performance of the wastewater system is not put at risk.	<b>AO18</b> No acceptable outcomes are prescribed.		Can Comply
<b>Fire services in developments accessed by common private title</b>			
<b>PO19</b> Hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.	<b>AO19.1</b> Residential streets and common access ways within a common private title places hydrants at intervals of no more than 120 metres and at each intersection. Hydrants may have a single outlet and be situated above or below ground.  <b>AO19.2</b> Commercial and industrial streets and access ways within a common private title serving commercial properties such as factories and warehouses and offices are provided with above or below ground fire hydrants located at not more than 90 metre intervals and at each intersection. Above ground fire hydrants have dual-valved outlets.		N/a
<b>PO20</b> Hydrants are suitable identified so that fire services can locate them at all hours.  Note – Hydrants are identified as specified in the Department of Transport and Main Roads Technical Note: 'Identification of street hydrants for fire fighting purposes' available under 'Publications'.	<b>AO20</b> No acceptable outcomes are prescribed.		N/a

Table 9.4.5.3.b – Stormwater management design objectives (Construction phase).

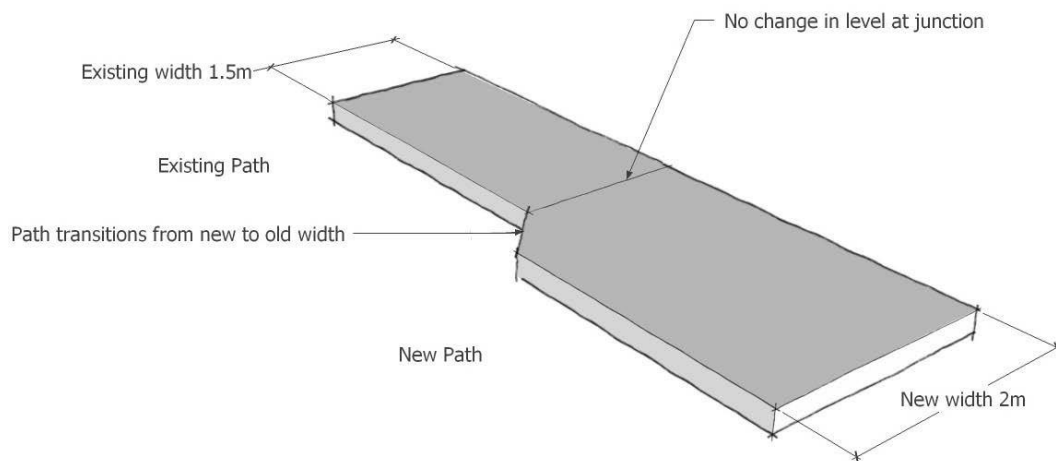
Issue	Design objectives
<b>Drainage control</b> (Temporary drainage works)	<ul style="list-style-type: none"> <li>(a) Design life and design storm for temporary drainage works: <ul style="list-style-type: none"> <li>(i) Disturbed open area for &lt;12 months – 1 in 2 year ARI event;</li> <li>(ii) Disturbed open area for 12-24 months – 1 in 5 year ARI event;</li> <li>(iii) Disturbed open area for &gt;24 months – 1 in 10 year ARI event.</li> </ul> </li> <li>(b) Design capacity excludes minimum 150mm freeboard.</li> <li>(c) Temporary culvert crossing – minimum of 1 in 1-year ARI hydraulic capacity.</li> </ul>
<b>Erosion control</b> (Erosion control measures)	<ul style="list-style-type: none"> <li>(a) Minimise exposure of disturbed soils at any time.</li> <li>(b) Divert water run-off from undisturbed areas around disturbed areas.</li> <li>(c) Determine erosion risk rating using local rainfall erosivity, rainfall depth, soil loss rate or other acceptable methods.</li> <li>(d) Implement erosion control methods corresponding to identified erosion risk rating.</li> </ul>
<b>Sediment control measures</b> (sediment control measures, design storm for sediment control basins, Sediment basin dewatering)	<ul style="list-style-type: none"> <li>(a) Determine appropriate sediment control measures using: <ul style="list-style-type: none"> <li>(i) potential soil loss rate; or</li> <li>(ii) monthly erosivity; or</li> <li>(iii) average monthly rainfall.</li> </ul> </li> <li>(b) Collect and drain stormwater from disturbed soils to sediment basin for design storm event: <ul style="list-style-type: none"> <li>(i) design storm for sediment basin sizing is 80th% five-day event or similar.</li> </ul> </li> <li>(c) Site discharge during sediment basin dewatering: <ul style="list-style-type: none"> <li>(i) TSS &lt; 50mg/L TSS;</li> <li>(ii) Turbidity not &gt; 10% receiving water's turbidity;</li> <li>(iii) pH 6.5-8.5.</li> </ul> </li> </ul>
<b>Water quality</b> (Litter and other waste, hydrocarbons and other contaminants)	<ul style="list-style-type: none"> <li>(a) Avoid wind-blown litter; remove grass pollutants.</li> <li>(b) Ensure there is no visible oil or grease sheen on released waters.</li> <li>(c) Dispose of waste containing contaminants at authorised facilities.</li> </ul>
<b>Waterway stability and flood flow management</b> (Changes to the natural hydraulics and hydrology)	<ul style="list-style-type: none"> <li>(a) For peak flow for the 100% AEP event and 1% AEP event, use constructed sediment basins to attenuate the discharge rate of stormwater from the site.</li> </ul>



Table 9.4.5.3.c – Stormwater management design objectives (post-construction phase)

Design objectives				Application
Minimum reductions in mean annual load from unmitigated development (%)				
Total suspended solids (TSS)	Total phosphorus (TP)	Total nitrogen (TN)	Gross pollutants >5mm	
80	60	40	90	<p>Development for urban purposes</p> <p>Excludes development that is less than 25% pervious.</p> <p>In lieu of modelling, the default bio-retention treatment area to comply with load reduction targets of 1.5% of contributing catchment area.</p>
<p>Water stability management</p> <p>(a) Limit peak 100% AEP event discharge within the receiving waterway to the pre-development peak 100% AEP event discharge.</p>				<p>Catchments contributing to un-lined receiving waterway. Degraded waterways may seek alternative discharge management objectives to achieve waterway stability.</p> <p>For peak flow for the 100% AEP event, use co-located storages to attenuate site discharge rate of stormwater.</p>

Figure 9.4.5.3.a – New footpath sections



## 8.2.6 Landscape values overlay code

### 8.2.6.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Landscape values overlay, if:
  - (a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
  - (b) impact assessable development.
- (2) Land in the Landscape values overlay is identified on the Landscape values overlay map in Schedule 2 and includes in following sub-categories:
  - (a) High landscape value sub-category;
  - (b) Medium landscape value sub-category;
  - (c) Scenic route buffer / view corridor area sub-category;
  - (d) Coastal scenery area sub-category.
- (3) When using this code, reference should be made to Part 5.

### 8.2.6.2 Purpose

- (1) The purpose of the Landscape values overlay code is to:
  - (a) implement the policy direction of the Strategic Framework, in particular:
    - (i) Theme 2: Environment and landscape values Element 3.5.5 Scenic amenity;
    - (ii) Theme 3: Natural resource management Element 3.6.4 – Resource extraction.
  - (b) enable an assessment of whether development is suitable on land within the Landscape values overlay sub-categories.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) areas of High landscape value are protected, retained and enhanced;
  - (b) areas of Medium landscape value are managed to integrate and limit the visual impact of development;
  - (c) the landscape values of the Coastal scenery area are managed to integrate and limit the visual impact of development;
  - (d) development maintains and enhances the significant landscape elements and features which contribute to the distinctive character and identity of Douglas Shire;
  - (e) ridges and vegetated hillslopes are not developed in a way that adversely impacts on landscape values;

- (f) watercourses, forested mountains and coastal landscape character types remain predominantly natural in appearance in order to maintain the region's diverse character and distinctive tropical image, in particular:
  - (i) areas in the coastal landscape character type which are predominantly natural and undeveloped in appearance retain this natural landscape character;
  - (ii) watercourses which are predominantly natural and undeveloped in appearance retain this natural landscape character;
  - (iii) the rural character of cane fields and lowlands landscape character types which are predominantly rural or natural in appearance are maintained;
  - (iv) landscape values are maintained when viewed from lookouts, scenic routes, gateways and public places.
- (g) views towards High landscape value areas and the Coral Sea are not diminished;
- (h) development is consistent with the prevailing landscape character of its setting, and is neither visually dominant nor visually intrusive;
- (i) advertising devices do not detract from the landscape values, character types or amenity of an area.



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

Performance outcomes	Acceptable outcomes	Applicant response
<b>For assessable development</b>		
<b>Development in a High landscape value area</b>		
<b>PO1</b> Development within High landscape value areas identified on the Landscape values overlay maps contained in Schedule 2: (a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation; (b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 3 years of construction;	<b>AO1.1</b> Buildings and structures are not more than 8.5 metres and two storeys in height.  Note - Height is inclusive of roof height.  <b>AO1.2</b> Buildings and structures are setback not less than 50 metres from ridgelines or peaks.  <b>AO1.3</b> Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.	<b>Complies - the development is sited on the portion of the lot that is not in a high landscape value area</b>   <b>Complies</b>   <b>Complies</b>
(c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements; (d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality; (e) avoids detrimental impacts on landscape values and excessive changes to the natural landform as a result of the location, position on site, scale, design, extent and alignment of earthworks, roads, driveways, retaining	<b>AO1.4</b> Where development on land steeper than 1 in 6 (16.6%) cannot be avoided: (a) development follows the natural; contours of the site; buildings are split level or suspended floor construction, or a combination of the two; lightweight materials are used to areas with suspended floors.  Note - Examples of suitable lightweight materials include timber or fibre cement boards or sheeting for walls and factory treated metal sheeting for walls and roofs.	<b>Complies- the land is flatter than 1 in 6</b>



Performance outcomes	Acceptable outcomes	Applicant response
<p>walls and other on-ground or in-ground infrastructure;</p> <p>(f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;</p> <p>(g) extractive industry operations are avoided.</p> <p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p><b>AO1.5</b> The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.</p> <p>Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow.</p> <p><b>AO1.6</b> No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.5%).</p> <p><b>AO1.7</b> Where for accommodation activities or reconfiguration of a lot in a High landscape value area, development demonstrates that the height, design, scale, positioning on-site, proposed construction materials and external finishes are compatible with the landscape values.</p> <p>Note - A visual impact assessment undertaken in accordance with Planning scheme policy SC6.6 – Landscape values may be required.</p> <p><b>AO1.8</b> Advertising devices do not occur.</p>	<p><b>Complies - proposed colourbond colour Monument (grey)</b></p> <p><b>Complies</b></p> <p><b>N/a the development is sited on the portion of the lot that is not in a high landscape value area</b></p> <p><b>Complies</b></p>



Development within the Medium landscape value area		
<p><b>PO2</b> Development within Medium landscape value areas identified on the Landscape values overlay maps contained in Schedule 2:</p> <ul style="list-style-type: none"> <li>(a) avoids detrimental impacts on the landscape values of forested skylines, visible hillslopes, ridgelines, the coastal foreshore or the shoreline of other water bodies through the loss of vegetation;</li> <li>(b) is effectively screened from view from a road, lookout or other public place by an existing natural landform or native vegetation, or will be effectively screened by native vegetation within 5 years of construction;</li> <li>(c) retains existing vegetation and incorporates new landscaping to enhance existing vegetation and visually soften built form elements;</li> <li>(d) incorporates development of a scale, design, height, position on site, construction materials and external finishes that are compatible with the landscape values of the locality;</li> <li>(e) avoids detrimental impacts on landscape values and excessive changes to the natural landform as a result of the location, position on site, scale, design and alignment of earthworks, roads, driveways, retaining walls and other on-ground or in-ground infrastructure;</li> <li>(f) avoids detrimental impacts on landscape values and views as a result of the location, position on site, scale, design and alignment</li> </ul>	<p><b>AO2.1</b> Buildings and structures are not more than 8.5 metres and two storeys in height.</p> <p>Note - Height is inclusive of the roof height.</p>	<p><b>Complies - the height is approx. 7 metres</b></p>
	<p><b>AO2.2</b> Development is screened from view from roads or other public places by an existing natural landform or an existing native vegetation buffer.</p>	<p><b>Complies</b></p>
	<p><b>AO2.3</b> Where development on land steeper than 1 in 6 (16.6%) cannot be avoided:</p> <ul style="list-style-type: none"> <li>(a) development follows the natural; contours of the site;</li> <li>(b) buildings are split level or suspended floor construction, or a combination of the two;</li> <li>(c) lightweight materials are used to areas with suspended floors.</li> </ul> <p>Note - Examples of suitable lightweight materials include timber or fibre cement boards or sheeting for walls and factory treated metal sheeting for walls and roofs.</p>	<p><b>Complies - the land is flatter than 1 in 6</b></p>
	<p><b>AO2.4</b> The external features, walls and roofs of buildings and structures have a subdued and non-reflective palette.</p> <p>Note - Examples of suitable colours include shades of green, olive green, blue green, grey green, green blue, indigo, brown, blue grey, and green yellow.</p>	<p><b>Complies - proposed colourbond colour Monument (grey)</b></p>





<p>of telecommunications facilities, electricity towers, poles and lines and other tall infrastructure;</p> <p>(g) extractive industry operations are avoided, or where they cannot be avoided, are screened from view.</p> <p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p><b>A02.5</b> No clearing of native vegetation occurs on land with a slope greater than 1 in 6 (16.6%).</p> <p><b>A02.6</b> Advertising devices do not occur.</p>	<p><b>Complies - the land is flatter than 1 in 6</b></p> <p><b>Complies</b></p>
<b>Development within a Scenic route buffer / view corridor area</b>		
<p><b>P03</b> Development within a Scenic route buffer / view corridor area as identified on the Landscape values overlay maps contained in Schedule 2:</p> <p>(a) retains visual access to views of the surrounding landscape, the sea and other water bodies;</p> <p>(b) retains existing vegetation and incorporates landscaping to visually screen and soften built form elements whilst not impeding distant views or view corridors;</p> <p>(c) incorporates building materials and external finishes that are compatible with the visual amenity and the landscape character;</p> <p>(d) minimises visual impacts on the setting and views in terms of:</p> <p>(e) the scale, height and setback of buildings;</p> <p>(f) the extent of earthworks and impacts on the landform including the location and configuration of access roads and driveways;</p> <p>(g) the scale, extent and visual prominence of advertising devices.</p> <p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p><b>A03.1</b> Where within a Scenic route buffer / view corridor area, the height of buildings and structures is not more than identified within the acceptable outcomes of the applicable zone code.</p> <p><b>A03.2</b> No clearing of native vegetation is undertaken within a Scenic route buffer area.</p> <p><b>A03.3</b> Where within a Scenic route buffer / view corridor area development is set back and screened from view from a scenic route by existing native vegetation with a width of at least 10 metres and landscaped in accordance with the requirements of the landscaping code.</p> <p><b>A03.4</b> Development does not result in the replacement of, or creation of new, additional, or enlarged advertising devices.</p>	<p><b>Complies</b></p> <p><b>Complies</b></p> <p><b>The development is setback 20m from the highway boundary. The existing vegetation along the highway is untouched.</b></p> <p><b>Complies</b></p>



Development within the Coastal scenery area		
<p><b>PO4</b> The landscape values of the Coastal scenery zone as identified on the Landscape values overlay maps contained in Schedule 2 are managed to integrated and limit the visual impact of development.</p> <p>Note - A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in order to satisfy performance outcomes.</p>	<p><b>AO4.1</b> The dominance of the natural character of the coast is maintained or enhanced when viewed from the foreshore.</p> <p><b>AO4.2</b> Where located adjacent to the foreshore buildings and structures are setback:</p> <ul style="list-style-type: none"> <li>(a) Where no adjoining development, a minimum of 50 metres from the coastal high water mark and the setback area is landscaped with a native vegetation buffer that has a minimum width of 25 metres; or</li> <li>(b) Where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures, but not less than 10 metres from the coastal high water mark. The setback area is landscaped in accordance with the requirements of the Landscaping code.</li> </ul> <p><b>AO4.3</b> Where separated from the foreshore by land contained within public ownership (e.g. unallocated State land, esplanade or other public open space), buildings and structures area setback:</p> <ul style="list-style-type: none"> <li>(a) where no adjoining development, a minimum of 6 metres from the coastward property boundary. The setback area is landscaped in accordance with the requirements of the Landscaping code; or</li> <li>(b) where there is adjoining development, setbacks will be consistent with that of adjoining buildings and structures. The setback area is landscaped</li> </ul>	<p><b>N/a The land is not within the Coastal Scenery Zone</b></p>

	in accordance with the requirements of the Landscaping code.	
<p><b>P05</b> Development is to maximise opportunities to maintain and/or enhance natural landscape values through the maintenance and restoration of vegetated buffers between development and coastal waters, where practical.</p> <p>Note – A visual impact assessment is undertaken in accordance with Planning scheme policy SC6.6 – Landscape values in satisfaction of a performance outcome.</p>	<p><b>A05</b> No clearing of native vegetation is undertaken within a Coastal scenery area zone, except for exempt vegetation damage undertaken in accordance with the Vegetation management code</p>	<p><b>N/a The land is not within the Coastal Scenery Zone</b></p>

## Landscaping code

### 9.4.6.1 Criteria for assessment

Table 9.4.6.3.a – Landscaping code –assessable development

Performance outcomes		Acceptable	Comments
outcomes			
For self-assessable and assessable development			
Landscape design			
<p><b>PO1</b></p> <p>Development provides landscaping that contributes to and creates a high quality landscape character for the site, street and local areas of the Shire by:</p> <p>(a) promoting the Shire’s character as a tropical environment;</p> <p>(b) softening the built form of development;</p> <p>(c) enhancing the appearance of the development from within and outside the development and makes a positive contribution to the streetscape;</p> <p>(d) screening the view of buildings, structures, open storage areas, service equipment, machinery plant and the like from public places, residences and other sensitive development;</p> <p>(e) where necessary, ensuring the privacy of</p>	<p><b>A01</b></p> <p>Development provides landscaping:</p> <p>(a) in accordance with the minimum area, dimensions and other requirements of applicable development codes;</p> <p>(b) that is designed and planned in a way that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 – Landscaping;</p> <p>(c) that is carried out and maintained in accordance with a landscaping plan that meets the guidelines for landscaping outlined in Planning Scheme Policy SC6.7 – Landscaping.</p> <p>Note - Planning scheme policy SC6.7 – Landscaping provides guidance on meeting the outcomes of this code. A landscape plan submitted for approval in accordance with the Planning policy is one way to achieve this outcome.</p>	<p>N/a</p>	

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<p><b>P03</b> Development provides landscaping that is, as far as practical, consistent with the existing desirable landscape character of the area and protects trees, vegetation and other features of ecological, recreational, aesthetic and cultural value.</p>	<p><b>A03.1</b> Existing vegetation on site is retained and incorporated into the site design, wherever possible, utilising the methodologies and principles outline in AS4970-2009 Protection of Trees on Development Sites.</p> <p><b>A03.2</b> Mature vegetation on the site that is removed or damaged during development is replaced with advanced species.</p> <p><b>A03.3</b> Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are incorporated into new development.</p> <p><b>A03.4</b> Street trees are species which enhance the landscape character of the streetscape, with species chosen from the Planning scheme policy SC6.7 – Landscaping.</p>	<p>N/a</p> <p>N/a There is no removal of vegetation in the proposal</p> <p>n/a</p> <p>N/a</p>
<p><b>P04</b> Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.</p>	<p><b>A04</b> Species are selected in accordance with Planning scheme policy SC6.7 – Landscaping.</p>	<p>N/a</p>





Performance outcomes	Acceptable outcomes	Comments
<b>PO5</b> Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal roadways.	<b>AO5</b> Species are selected in accordance with Planning Scheme policy SC6.7 – Landscaping.	N/a
<b>PO6</b> Landscaped areas are designed in order to allow for efficient maintenance.	<b>AO6.1</b> A maintenance program is undertaken in accordance with Planning scheme policy SC6.7 – Landscaping.  <b>AO6.2</b> Tree maintenance is to have regard to the 'Safe Useful Life Expectancy of Trees (SULE).  Note – It may be more appropriate to replace trees with a SULE of less than 20 years (as an example), and replant with younger healthy species.	N/a
<b>PO7</b> Podium planting is provided with appropriate species for long term survival and ease of maintenance, with beds capable of proper drainage.	<b>AO7.1</b> Podium planting beds are provided with irrigation and are connected to stormwater infrastructure to permit flush out.  <b>AO7.2</b> Species of plants are selected for long term performance designed to suit the degree of access to podiums and roof tops for maintenance.	N/a
<b>PO8</b> Development provides for the removal of all weed and invasive species and implement on-going measures to ensure that weeds and invasive species do not reinfest the site and nearby premises.	<b>AO8</b> Weed and invasive species detected on a development site are removed in accordance with a management plan prepared by an appropriately qualified person.	Complies
<b>PO9</b> The landscape design enhances personal safety and reduces the potential for crime and vandalism.	<b>AO9</b> No acceptable outcomes are specified.  Note - Planning scheme policy SC6.3 – Crime prevention through environmental design (CPTED) provides guidance on meeting this outcome.	N/a
<b>PO10</b> The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	<b>AO10</b> Species are selected in accordance with Planning Scheme Policy SC6.7 – Landscaping.	N/a

## 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.

- (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:
    - (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;
    - (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.

**Criteria for assessment**

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

Performance outcomes	Acceptable outcomes	Applicant response
<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> Development avoids significant impact on the relevant 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.  or  <b>AO1.3</b> 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.	<b>Complies</b>  <b>Complies - A site inspection with a senior environmental scientist from RPS has confirmed there are no matters of state and local environmental significance on site.</b>  <b>The Natural Areas Overlay Code shows mapped MSES_ Regulation traversing the site. This mapping reflects the Mapped Category R Reef Regrowth Vegetation, which in turn reflects a perceived watercourse through the site.</b>  <b>In reality there is no watercourse or gully through the site. Stormwater flows from the middle of the from the Captain Cook Highway northerly along frontage boundary and the dissipates over the site approximately 100m to the west of the mapped watercourse. The stormwater flow will not be affected by the works.</b>



Performance outcomes	Acceptable outcomes	Applicant response
<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> <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>Complies</b>
<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 a Urban areas.</li> </ul> or	<b>Substantially Complies</b>  The site does not contain any mapped wetland. The wetland is located on the adjoining land to the east Lot 118 SR286.  Distances to mapped wetland are: <ul style="list-style-type: none"> <li>• Toe of earthworks between 82m to 92m</li> <li>• Edge of hardstand between 91m to 100m</li> </ul>



Performance outcomes	Acceptable outcomes	Applicant response
	<b>A03.2</b> 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.	
<b>PO4</b> Wetland and wetland buffer areas are maintained, protected and restored.  Note – Wetland buffer areas are identified in A03.1.	<b>A04.1</b> Native vegetation within wetlands and wetland buffer areas is retained.  <b>A04.2</b> Degraded sections of wetlands and wetland buffer areas are revegetated with endemic native plants in patterns and densities which emulate the relevant regional ecosystem.	<b>Complies</b>  <b>The wetland buffer area is currently cleared land used for agricultural purposes.</b>
<b>PO5</b> Development avoids the introduction of non-native pest species (plant or animal), that pose a risk to ecological integrity.	<b>A05.1</b> Development avoids the introduction of non-native pest species.  <b>A05.2</b> The threat of existing pest species is controlled by adopting pest management practices for long-term ecological integrity.	<b>Complies</b>
<b>Ecological connectivity</b>		
<b>PO6</b> Development protects and enhances ecological connectivity and/or habitat extent.	<b>A06.1</b> Development retains native vegetation in areas large enough to maintain ecological values, functions and processes. and <b>A06.2</b> Development within an ecological corridor rehabilitates native vegetation.	<b>Complies</b> <b>The only vegetation on site is a small sliver along the highway which is retained.</b>





Performance outcomes	Acceptable outcomes	Applicant response
	and <b>A06.3</b> Development within a conservation corridor mitigates adverse impacts on native fauna, feeding, nesting, breeding and roosting sites and native fauna movements.	
<b>P07</b> Development minimises disturbance to matters of state environmental significance (including existing ecological corridors).	<b>A07.1</b> Development avoids shading of vegetation by setting back buildings by a distance equivalent to the height of the native vegetation.  and <b>A07.2</b> Development does not encroach within 10 metres of existing riparian vegetation and watercourses.	<b>Complies</b>     <b>Complies</b>
<b>Waterways in an urban area</b>		
<b>P08</b> Development is set back from waterways to protect and maintain: (a) water quality; (b) hydrological functions; (c) ecological processes; (d) biodiversity values; (e) riparian and in-stream habitat values and connectivity; (f) in-stream migration	<b>A08.1</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; or <b>A08.2</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>N/a</b>
<b>Waterways in a non-urban area</b>		
<b>P09</b> Development is set back from waterways to protect and maintain:	<b>A09</b> Development does not occur on that part of the site affected by a waterway corridor.	<b>N/a there are no waterways on the site</b>



Performance outcomes	Acceptable outcomes	Applicant response
(a) water quality; (b) hydrological functions; (c) ecological processes; (d) biodiversity values; (e) riparian and in-stream habitat values and connectivity; (f) in-stream migration.	Note – Waterway corridors are identified within Table 8.2.7.3.b.	

Table 8.2.7.3.b — Widths of waterway corridors for waterways

Waterways classification	Waterway corridor width
Waterways in Urban areas	10 metres measured perpendicular from the top of the high bank.
Waterways in Other areas	For a dwelling house, 10 metres measured perpendicular from the top of the high bank. For all other development, 20 metres measured perpendicular from the top of the high bank.

## 8.2.10 Transport network overlay code

### 8.2.10.1 Application

- (1) This code applies to assessing a material change of use, reconfiguring a lot, operational work or building work within the Transport network overlay; if:
  - (a) self-assessable or assessable development where the code is identified as being applicable in the Assessment criteria for the Overlay Codes contained in the Levels of Assessment Tables in section 5.6;
  - (b) impact assessable development.
- (2) Land within the Transport network overlay is identified on the Transport network (Road Hierarchy) overlay map and the Transport network (Pedestrian and Cycle) overlay map in Schedule 2 and includes the following sub-categories:
  - (a) Transport network (Road Hierarchy) overlay sub-categories:
    - (i) State controlled road sub-category;
    - (ii) Sub-arterial road sub-category;
    - (iii) Collector road sub-category;
    - (iv) Access road sub-category;
    - (v) Industrial road sub-category;
    - (vi) Major rural road sub-category;
    - (vii) Minor rural road sub-category;
    - (viii) Unformed road sub-category;
    - (ix) Major transport corridor buffer area sub-category.
  - (b) Transport network (Pedestrian and Cycle) overlay sub-categories:
    - (i) Principal route;
    - (ii) Future principal route;
    - (iii) District route;
    - (iv) Neighbourhood route;
    - (v) Strategic investigation route.

#### 8.2.10.2 Purpose

- (1) The purpose of the Transport network overlay code is to:
  - (a) implement the policy direction of the Strategic Framework, in particular:
    - (i) Theme 1: Settlement pattern Element 3.4.2 Urban settlement, Element 3.4.3 Activity centres;
    - (ii) Theme 6: Infrastructure and transport Element 3.9.4 Transport;
  - (b) enable an assessment of whether development is suitable on land within the Transport network overlay.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) development provides for transport infrastructure (including active transport infrastructure);
  - (b) development contributes to a safe and efficient transport network;
  - (c) development supports the existing and future role and function of the transport network;
  - (d) development does not compromise the safety and efficiency of major transport infrastructure and facilities.

## Criteria for assessment

Table 8.2.10.3 a – Transport network overlay code – assessable development

Performance outcomes	Acceptable outcomes	Applicant response
<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>AO1.2</b> Development does not compromise the safety and efficiency of the transport 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</b>  <b>The development does not change the road access nor road hierarchy</b>  <b>The development does not change the road access nor road hierarchy</b>  <b>The development does not change the road access nor road hierarchy</b>



Performance outcomes	Acceptable outcomes	Applicant response
<p><b>PO2</b> 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> Development provides infrastructure (including improvements to existing infrastructure) in accordance with:</p> <ul style="list-style-type: none"> <li>(a) the Transport network overlay maps contained in Schedule 2;</li> <li>(b) any relevant Local Plan.</li> </ul> <p>Note – The Translink Public Transport Infrastructure Manual provides guidance on the design of public transport facilities.</p>	<p><b>N/a</b></p>
<p><b>PO3</b> 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> 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>Complies.</b> The development proposes 2 pilot accommodation units as part of the hangar. The pilots accommodation are located at least 30m from the highway boundary and are within the Noise category 1 area. The pilots accommodation will be designed to comply with the noise criteria.</p>
<p><b>PO4</b> 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><b>AO4.1</b> Development is compatible with the role and function (including the future role and function) of major transport corridors.</p> <p><b>AO4.2</b> Direct access is not provided to a major transport corridor where legal and practical access from another road is available.</p>	<p><b>Complies</b></p>





Performance outcomes	Acceptable outcomes	Applicant response
	<p><b>AO4.3</b> Intersection and access points associated with major transport corridors are located in accordance with: (a) the Transport network overlay maps contained in Schedule 2; and (b) any relevant Local Plan.</p> <p><b>AO4.4</b> The layout of development and the design of the associated access is compatible with existing and future boundaries of the major transport corridor or major transport facility.</p>	<p><b>N/a</b></p> <p><b>Complies.</b></p>
<p><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.</p>	<p><b>AO5</b> No acceptable outcomes are prescribed.</p>	<p><b>Complies</b></p>
<b>Pedestrian and cycle network</b>		
<p><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</p>	<p><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.</p> <p><b>AO6.2</b> 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>N/a</b></p>

## 9.4.9 Vegetation management code

### 9.4.9.1 Criteria for assessment

**Table 9.4.9.3.a – Vegetation management –assessable development**

Note – All vegetation damage is to have regard to the provisions of AS4373-2009 Pruning of Amenity Trees

Performance outcomes	Acceptable outcomes	Comments
<b>For self-assessable and assessable development</b>		
<b>PO1</b> Vegetation is protected to ensure that: <ul style="list-style-type: none"> <li>(a) the character and amenity of the local area is maintained;</li> <li>(b) vegetation damage does not result in fragmentation of habitats;</li> <li>(c) vegetation damage is undertaken in a sustainable manner;</li> <li>(d) the Shire's biodiversity and ecological values are maintained and protected;</li> <li>(e) vegetation of historical, cultural and / or visual significance is retained;</li> <li>(f) vegetation is retained for erosion prevention and slope stabilisation.</li> </ul>	<b>AO1.1</b> Vegetation damage is undertaken by a statutory authority on land other than freehold land that the statutory authority has control over; <p>or</p> <b>AO1.2</b> Vegetation damage is undertaken by or on behalf of the local government on land controlled, owned or operated by the local government; <p>or</p> <b>AO1.3</b> Vegetation damage, other than referenced in AO1.1 or AO1.2 is the damage of: <ul style="list-style-type: none"> <li>(a) vegetation declared as a pest pursuant to the <i>Land Protection (Pest and Stock Route Management) Act 2002</i>; or</li> <li>(b) vegetation identified within the local government's register of declared plants pursuant to the local government's local laws; or</li> <li>(c) vegetation is located within a Rural zone and the trunk is located within ten metres of an existing building; or</li> <li>(d) vegetation is located within the Conservation zone or Environmental management zone and the trunk is located within three metres of an existing or approved structure, not including a boundary fence;.</li> </ul>	<p>N/A There is no removal of native vegetation by the proposed works.</p> <p>N/A</p> <p>The site is mapped as predominantly Category X</p>



Performance outcomes	Acceptable outcomes	Comments
	<p>or</p> <p><b>AO1.4</b> Vegetation damage that is reasonably necessary for carrying out work that is:</p> <ul style="list-style-type: none"> <li>(a) authorised or required under legislation or a local law;</li> <li>(b) specified in a notice served by the local government or another regulatory authority;</li> </ul> <p>or</p> <p><b>AO1.5</b> Vegetation damage for development where the damage is on land the subject of a valid development approval and is necessary to give effect to the development approval;</p> <p>or</p> <p><b>AO1.6</b> Vegetation damage is in accordance with an approved Property Map of Assessable Vegetation issued under the <i>Vegetation Management Act 1999</i>;</p> <p>or</p> <p><b>AO1.7</b> Vegetation damage is essential to the maintenance of an existing fire break;</p> <p>or</p> <p><b>AO1.8</b> Vegetation damage is essential to prevent interference to overhead service cabling;</p> <p>or</p> <p><b>AO1.9</b> Vegetation damage is for an approved Forest practice, where the lot is subject to a scheme approved under the <i>Vegetation Management Act 1999</i>;</p> <p>or</p> <p><b>AO1.10</b> Vegetation damage is undertaken in accordance with section 584 of the <i>Sustainable Planning Act 2009</i>.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>



Performance outcomes	Acceptable outcomes	Comments
	<b>AO1.11</b> Vegetation damage where it is necessary to remove one tree in order to protect an adjacent more significant tree (where they are growing close to one another).	N/A
	<b>AO1.12</b> Private property owners may only remove dead, dying, structurally unsound vegetation following receipt of written advice from, at minimum, a fully qualified Certificate V Arborist. A copy of the written advice is to be submitted to Council for its records, a minimum of seven business days prior to the vegetation damage work commencing.	N/A
<b>PO2</b> Vegetation damaged on a lot does not result in a nuisance	<b>AO2.1</b> Damaged vegetation is removed and disposed of at an approved site; or  <b>AO2.2</b> Damaged vegetation is mulched or chipped if used onsite.	N/A

For assessable development		
<b>PO3</b> Vegetation damage identified on the Places of significance overlay lot does not result in a negative impact on the site's heritage values.	<b>AO3</b> No acceptable outcomes are prescribed.	N/A



## Appendix K

### Bushfire Mapping Overlay and calculations



**AERIAL IMAGERY.**  
The aerial photography used in this plan has not been rectified. The image has been overlaid as a best fit on the boundaries shown and position is approximate only. Source DSC Planning Scheme

FIRE WEATHER SEVERITY = 46

22.1 Melaleuca Open Forest  
8 Melaleuca

FIRE WEATHER SEVERITY = 46  
Site = 40.4 low grass or tree  
19 Very low veg

approx 80m to Veg

19m offset

19m

9.1 Moist to dry  
3 East

22.1 Melaleuca Open Forest  
8 Melaleuca

**Adopt 19m setback to achieve BAL29 from Veg hazard class 22.1**  
**Adopt 28m setback to achieve BAL19 from Veg hazard class 22.1**  
**Adopt 38m setback to achieve BAL12.5 from Veg hazard class 22.1**

SPP Bushfire Asset Protection Zone Width Calculator			
VARIABLE DESCRIPTION	VARIABLE	UNITS	VALUE
Input Values			
FIRE WEATHER SEVERITY	FDI		46.00
VEGETATION HAZARD CLASS	VHC		22.1 Melaleuca open forests on seasonally inundated lowland coastal swamps
REMNANT STATUS	-	-	Remnant
SLOPE TYPE (UPSLOPE OR DOWNSLOPE)	ST	-	Upslope
EFFECTIVE SLOPE UNDER THE HAZARDOUS VEGETATION	eSlope	degrees	1.00
SLOPE BETWEEN SITE AND HAZARDOUS VEGETATION	θ	degrees	1.00
DISTANCE OF THE SITE FROM HAZARDOUS VEGETATION	d	m	19.00
Output Values			
SURFACE FUEL LOAD	-	t/ha	15.40
NEAR SURFACE FUEL LOAD	-	t/ha	8.00
BARK FUEL LOAD	-	t/ha	3.00
ELEVATED FUEL LOAD	-	t/ha	2.00
TOTAL OVERALL FUEL LOAD	W	t/ha	28.40
TOTAL SURFACE FUEL LOAD	w	t/ha	23.40
POTENTIAL FIRE LINE INTENSITY	I	kW/m	18953
RADIANT HEAT FLUX	q	kW/m²	28.79
BUSHFIRE ATTACK LEVEL (AS 3959-2018)	BAL	-	BAL 29

DISCLAIMER: Fire-line intensity and radiant heat calculations where effective slope exceeds 20 degrees (downslope) or 15 degrees (upslope) may be unreliable. In these locations, specialist assessment is warranted.

- IMPORTANT NOTE**
- This plan was prepared for the sole purposes of the client for the specific purpose of accompanying an application to the Mapoon Aboriginal Shire Council for a reconfiguration of a lot described on this plan. This plan is strictly limited to the Purpose and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter. The plan is presented without the assumption of a duty of care to any other person (other than the Client) ("Third Party") and may not be relied on by Third Party.
  - RPS Australia East Pty Ltd will not be liable (in negligence or otherwise) for any direct or indirect loss, damage, liability or claim arising out of or incidental to:
    - Third Party publishing, using or relying on the plan;
    - RPS Australia East Pty Ltd relying on information provided to it by the Client or a Third Party where the information is incorrect, incomplete, inaccurate, out-of-date or unreasonable;
    - any inaccuracies or other faults with information or data sourced from a Third Party;
    - RPS Australia East Pty Ltd relying on surface indicators that are incorrect or inaccurate;
    - the Client or any Third Party not verifying information in this plan where recommended by RPS Australia East Pty Ltd;
    - lodgement of this plan with any local authority against the recommendation of RPS Australia East Pty Ltd;
    - the accuracy, reliability, suitability or completeness of any approximations or estimates made or referred to by RPS Australia East Pty Ltd in this plan.
  - Without limiting paragraph 1 or 2 above, this plan may not be copied, distributed, or reproduced by any process unless this note is clearly displayed on the plan.
  - Scale shown is correct for the original plan and any copies of this plan should be verified by checking against the bar scale.
  - The dimensions, area, size and location of improvements, flood information (if shown) and number of lots shown on this plan are approximate only and may vary.
  - Cadastral boundaries are obtained by title dimensions and/or digitising from existing cadastral maps and/or DCDB. These boundaries have not been verified and are approximate only.
  - This plan was prepared as a concept plan only and accuracy of all aspects of the plan have not been verified. No reliance should be placed on the plan and RPS Australia East Pty Ltd accepts no responsibility for any loss or damage suffered howsoever arising to any person who may use or rely on this plan.
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**Mowbray Helicopter Site**  
**BUSHFIRE MAPPING**  
lot 78 SR416 - Captain Cook Highway, Mowbray



PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

Datum: MGA94 Z55 | Scale: 1:2000 @ A3 | Date: 30-4-2021 | Drawing: PR149569-3

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## Appendix L

### Site Soil investigation

# **DIRT PROFESSIONALS**

Email: dirtprofessionals@bigpond.com  
MOBILE 0417 647 477

Des Davey  
des@helibez.com

Tandel Investments Pty Ltd  
QBCC No. 1173606

14 April 2021

Site Investigation  
Lot 78 Captain Cook Highway  
Mowbray QLD

**Job No 22499**

## **INTRODUCTION**

This report presents the results of a site investigation performed at Lot 78 Captain Cook Highway Mowbray. The classification is required in connection with a proposed dwelling to be constructed on the allotment.

## **EXISTING CONDITIONS**

At the time of the investigation the allotment was located in a rural subdivision. The building area was grassed and sloped to the East. The proposed dwelling is to be located on a slight ridge. The foot print of the building area was approximately shown.

## **FIELD WORK**

To investigate subsurface conditions bore holes were excavated to depths of 2.0m. The location of these holes were at diagonal corners of the approximate building area. Dynamic Cone Penetrometer Tests were carried out at these locations. A disturbed sample was taken for laboratory testing. The results are attached.

## **SOIL PROFILE**

The bore holes indicate variable soil profiles. There is a layer of gravely sand clay silt with cobbles to the depth of holes. A Plasticity Indices Test was carried out on a sample of gravely sand clay silt from the area. The results are as follows: Liquid Limit 34%, Plastic Limit 21%, Plasticity Index 13% and Linear Shrinkage 5.0%.

## **SITE CLASSIFICATION**

The materials in the area are regarded as having low shrink/swell potential with less than 400 mm of fill. The site classification in accordance with the AS 2780 residential slabs and footings, visual inspection of the soils, Dynamic Cone Penetrometer Tests and a Plasticity Indices Test is found to be **CLASS P**.

The problem site is due to the low bearing capacity as indicated by the Dynamic Cone Penetrometer Tests. The Footing should be designed by a Professional Registered Engineer.

## **FOUNDATION RECOMMENDATIONS**

The building area should be stripped of all topsoil.

If any filling material is to be used as part of the foundation building platform, the fill should be engineered in accordance with the requirements of AS 3798 Level 1, Guidelines on Earthworks for Commercial and Residential Developments. That is, the fill should be placed in no greater than 200 mm layers within 2% of optimum moisture content and at a density of not less than 95% of maximum standard dry density as per AS 1289. The filling used should be free from any organic and deleterious materials.

**This report should be read in conjunction with the attached CSIRO information leaflet.**

## **VALIDITY**

The excavation of a limited number of holes does not preclude the possibility of some conditions on the site being different from those encountered in the holes. Should conditions be found which differ from those described in this report, then the recommendations are not valid and this organisation should be contacted.

Yours faithfully



Angelo Tudini  
Director

Tandel Investments Pty Ltd T/as **DIRT PROFESSIONALS**

Attached

- CSIRO SHEET NO 10-91 Foundation Maintenance
- Site plan of approximate building area
- Photo of building area

## **BORE HOLE LOG**

### **HOLE 1** Location: Southeast corner

0.0 - 1.6m      Gravely Sandy Clay Silt with cobbles - Dark Brown

### **HOLE 2** Location: Northwest corner

0.0 - 1.8m      Gravely Sandy Clay Silt with cobbles - Dark Brown

## *Dirt Professionals*

Phone (07) 40927081 | Mobile 0417647477 | 7 Reynolds Street, Mareeba QLD 4880  
Email [dirtprofessionals@bigpond.com](mailto:dirtprofessionals@bigpond.com) | ABN 78 137 132 220

# Dynamic Cone Penetrometer Report

Client :	<b>Des Davey</b>	Report Number:	<b>22499 - 1/1</b>
Address :	<b>des@helibiz.com</b>	Report Date :	<b>16/05/2021</b>
Project Name :	<b>Investigation</b>	Order Number :	
Project Number :	<b>22499</b>	Test Method :	<b>AS1289.6.3.2</b>
Location:	<b>Lot 78 Captain Cook Highway , Mowbray</b>		<b>Page 1 of 1</b>

[illegible]

APPROVED SIGNATORY





Inbound Route

NOTE: In northerly winds, the  
same route paths apply but  
in opposite direction.

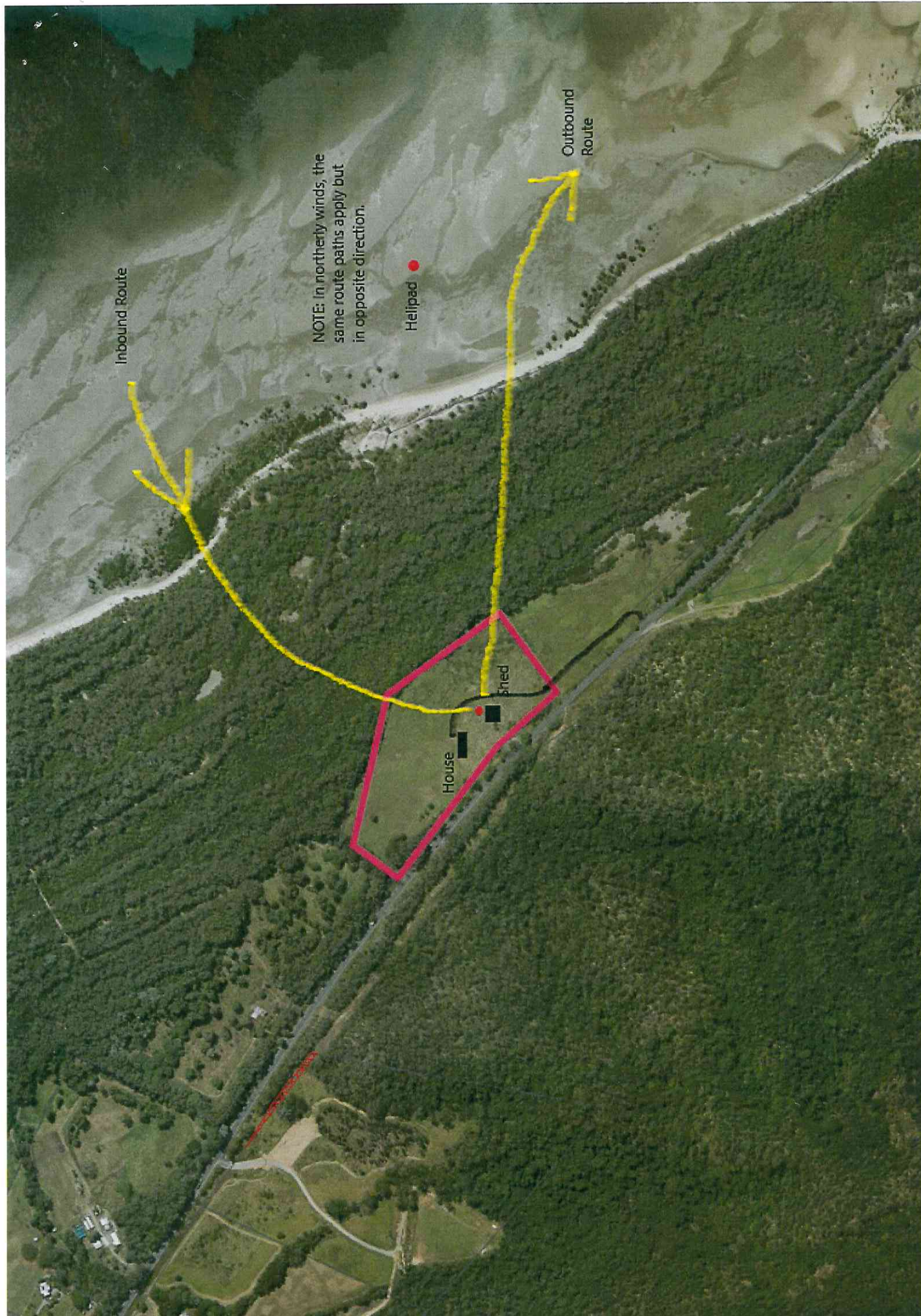
Helipad



Outbound Route

House

Shed







# 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)	Algona Developments Pty Ltd ATF Davey Family Trust ACN: 068 770 632 c/o RPS Australia East Pty Ltd
Contact name (only applicable for companies)	Ian Doust – RPS Australia East Pty Ltd
Postal address (P.O. Box or street address)	PO Box 1949
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4031 1336
Email address (non-mandatory)	ian.doust@rpsgroup.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	PR149569

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input type="checkbox"/> No – proceed to 3)	

## PART 2 – LOCATION DETAILS

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

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

#### 3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
			Captain Cook highway	Mowbray
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	78	SR416	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:	

#### I Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
340097	8168039	<input type="checkbox"/> 54 <input checked="" type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input checked="" type="checkbox"/> GDA94 <input type="checkbox"/> Other:	Douglas

#### 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

<input type="checkbox"/> In or adjacent to a water body or watercourse or in or above an aquifer
Name of water body, watercourse or aquifer:
<input type="checkbox"/> On strategic port land under the <i>Transport Infrastructure Act 1994</i>
Lot on plan description of strategic port land:
Name of port authority for the lot:
<input type="checkbox"/> In a tidal area
Name of local government for the tidal area (if applicable):
Name of port authority for tidal area (if applicable):
<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
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):*

Material Change of Use for Air Services and Ancillary Use (Pilots Accommodation)

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 checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input 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)
Helipad and Pilots accommodation	Air Services	N/A	820m <sup>2</sup>
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input type="checkbox"/> Yes			
<input checked="" 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?	
9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)	
<input 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				
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input 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

**Division 3 – Operational work**

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

**14.1) What is the nature of the operational work?**

- |  |                                     |  |
|--|-------------------------------------|--|
| <input type="checkbox"/> Road work   | <input type="checkbox"/> Stormwater | <input type="checkbox"/> Water infrastructure  |
| <input type="checkbox"/> Drainage work   | <input type="checkbox"/> Earthworks | <input type="checkbox"/> Sewage infrastructure |
| <input type="checkbox"/> Landscaping   | <input type="checkbox"/> Signage    | <input type="checkbox"/> Clearing vegetation   |
| <input type="checkbox"/> Other – please specify: <table border="1" style="display: inline-table; width: 400px; height: 20px;"></table> |                                     |  |

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

☐ Yes – specify number of new lots:

☐ No

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

--

**PART 4 – ASSESSMENT MANAGER DETAILS**

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

Douglas Shire Council

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

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

## PART 5 – REFERRAL DETAILS

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

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

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

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

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure-related referrals – designated premises
- ☐ Infrastructure-related referrals – state transport infrastructure
- ☒ **Infrastructure-related referrals – State transport corridor and future State transport corridor**
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits (*below high-water mark*)
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ 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 checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and 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:	
-----------------------------	--	-----------	--

### **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

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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	

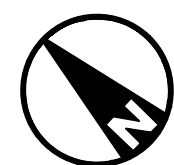




- IMPORTANT NOTE**
1. This plan was prepared for the sole purposes of the client for the specific purpose of accompanying an application to the Mapoon Aboriginal Shire Council for a reconfiguration of a lot described on this plan. This plan is strictly limited to the Purpose and does not apply directly or indirectly and will not be used for any other application, purpose, use or matter. The plan is presented without the assumption of a duty of care to any other person (other than the Client) ("Third Party") and may not be relied on by Third Party.
  2. RPS Australia East Pty Ltd will not be liable (in negligence or otherwise) for any direct or indirect loss, damage, liability or claim arising out of or incidental to:
    - A. Third Party publishing, using or relying on the plan;
    - B. RPS Australia East Pty Ltd relying on information provided to it by the Client or a Third Party where the information is incorrect, incomplete, inaccurate, out-of-date or unreasonable;
    - C. any inaccuracies or other faults with information or data sourced from a Third Party;
    - D. RPS Australia East Pty Ltd relying on surface indicators that are incorrect or inaccurate;
    - E. the Client or any Third Party not verifying information in this plan where recommended by RPS Australia East Pty Ltd;
    - F. lodgement of this plan with any local authority against the recommendation of RPS Australia East Pty Ltd;
    - G. the accuracy, reliability, suitability or completeness of any approximations or estimates made or referred to by RPS Australia East Pty Ltd in this plan.
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**AERIAL IMAGERY.**

The aerial photography used in this plan has not been rectified. The image has been overlaid as a best fit on the boundaries shown and position is approximate only. Date of Capture: c2019  
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# Mowbray Helicopter Site

## Proposed Concept for Helipad

### lot 78 SR416 - Captain Cook Highway, Mowbray



PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

Datum: MGA94 Z55 | Scale: 1:2000 @ A3 | Date: 18-5-2021 | Drawing: PR149569-1 C

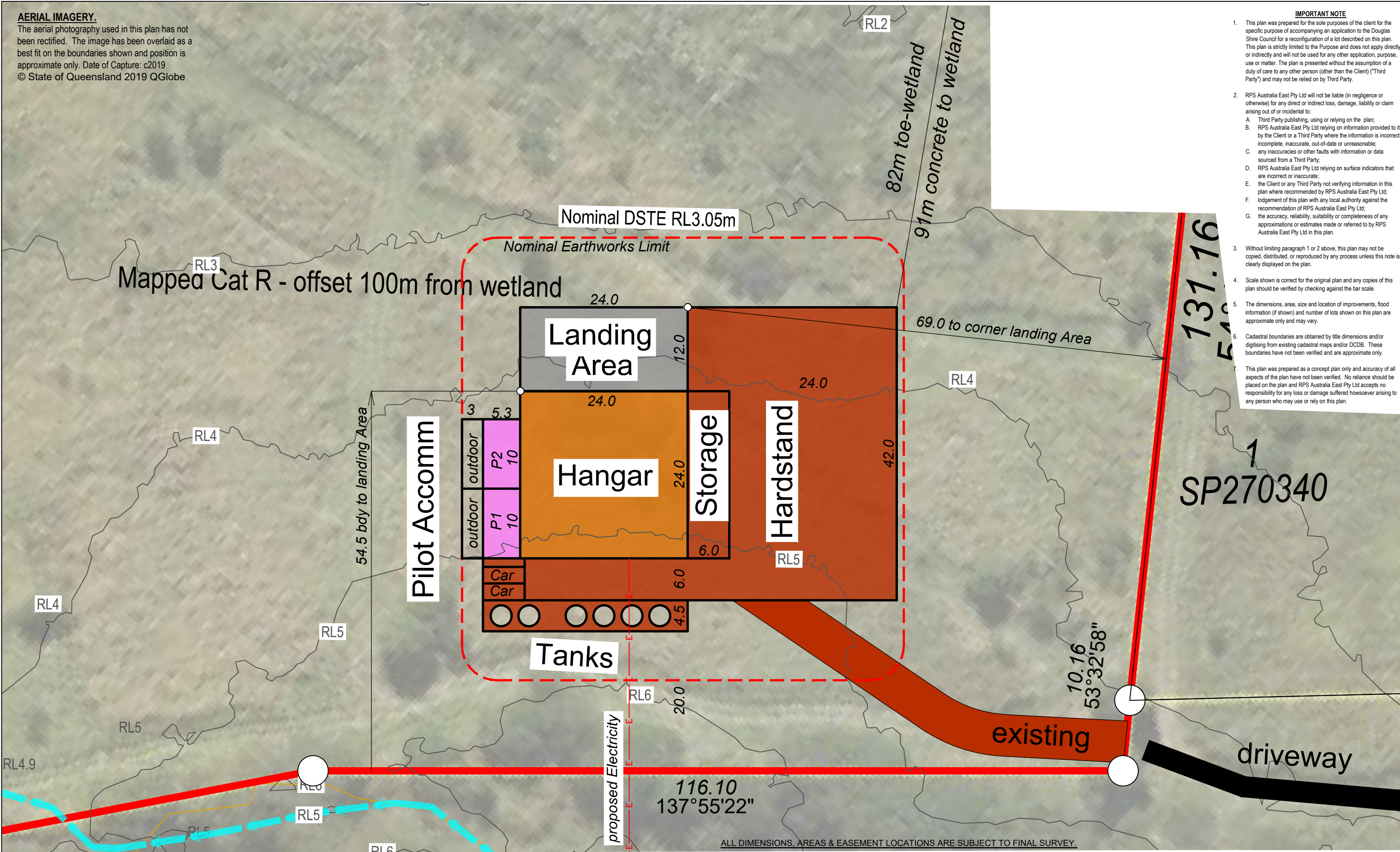
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**AERIAL IMAGERY.**  
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**Mowbray Helicopter Site**  
Proposed Concept for Helipad (enlarged)  
lot 78 SR416 - Captain Cook Highway, Mowbray



PRELIMINARY - FOR DISCUSSION PURPOSES ONLY

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