



PLANNING REPORT

APPLICATION FOR
'CRYSTALBROOK SUPERYACHT MARINA'
WHARF STREET, PORT DOUGLAS

December 2017

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I EXECUTIVE SUMMARY

Crystalbrook Superyacht Marina, Port Douglas Pty Ltd (the 'Applicant') is requesting a Development Permit from Douglas Shire Council (Council) to support the redevelopment of 'The Reef Marina' overlooking Dickson's Inlet to create a world-class hotel, private villa accommodation, commercial/retailing activities and public plaza & boardwalks along with a vastly improved marina experience over Lot 1-3 and part of Lot 4 on SP288985 at Wharf Street, Port Douglas.

This development proposal follows the recent acquisition of the property by GA Group Australia who are developing the 'Crystalbrook Collection' of hotel accommodation to promote a unique Port Douglas landmark, offering a defined gateway to the Marina and Dickson's Inlet. The Crystalbrook Superyacht Marina Masterplan now offers a 'clean slate' approach of the land based areas of the site and an increase in the density and mix of land use offerings as a means of contributing to the growth and vitality of the adjoining Marina and Port Douglas township. The project will also include substantial re-development and improvements to the Duck Pond, reclaiming the existing Port Douglas slipway for development activities, public waterfront access along Dickson's Inlet and the redevelopment/expansion of retail/dining/entertainment activities between the Marina and Macrossan Street. Primary access to the development will continue be provided from Wharf Street and the project envisages carparking and services via a basement arrangement meeting the needs of the overall development and the continuing use of marina operations.

In a planning context, the site is an existing operating Marina and is included under the Port Douglas Waterfront North Planning Area designation, which is also complimented by a Tourist Centre Precinct. The proposed redevelopment seeks to establish a variety of uses, including 'Holiday Accommodation', 'Indoor Sport and Entertainment', 'Multi-Unit Housing', 'Restaurant', and 'Shopping Facilities', all of which require a **Code Assessable** Material Change of Use application to be submitted to Douglas Shire Council for assessment against the provisions of the current *Douglas Shire Planning Scheme 2006* (Planning Scheme).

Accordingly, this application seeks the following approvals from Council:

- **Development Permit for a Material Change of Use (Holiday Accommodation, Indoor Sport and Entertainment, Multi-Unit Housing, Restaurant, and Shopping Facility)**

The application has been informed by the sites approval history, several technical investigations undertaken by the project team, including pre-lodgement discussions with Council and an assessment of the planning outcomes sought through the SPP. The architectural plans, and other technical inputs, accompanying this report are reflective off all works which support the assessment and the proposed establishment of the 'Crystalbrook Superyacht Marina'.

This report has been undertaken to:

- Describe the physical characteristics of the subject land affecting this project and most recent approval history which has guided the development, where available;
- Accurately describe the 'design concept' for the Crystalbrook Superyacht Marina in respect to the mix and density of land uses; as well as drawing upon design principles prepared by SJB Architects used to shape the built form to compliment the natural surrounds.
- Provide an overview of other technical elements that support the development, such as the detailed landscape design contributing to the public/private space and strengthening the sites ability to become a 'landmark' development and world class destination;
- Address the applicable statutory/legislative requirements under the Planning Act 2016 and the Douglas Shire Planning Scheme 2006, and other state legislative provisions (where applicable) for the reasonable consideration of the project; and
- Offer detailed commentary demonstrating sufficient planning grounds where any level of departure may be experienced against the assessment benchmarks, in support of the project.

We submit this application for Council's assessment and favourable consideration and recommend its approval subject to reasonable and relevant conditions.



2 APPLICATION DETAILS

2.1 APPLICATION SUMMARY

Approval Sought:	<p>Application for a combined development that is designed and operated as the 'Crystalbrook Superyacht Marina'</p> <p>The project seeks the following approvals under the <i>Planning Act 2016</i></p> <p>Development Permit for:</p> <ul style="list-style-type: none"> ▪ Material Change of Use (Holiday Accommodation, Indoor Sport and Entertainment, Multi-Unit Housing, Restaurant, and Shopping Facility).
Applicant:	<p>Crystalbrook Superyacht Marina, Port Douglas Pty Ltd C/- Urban Sync Pty Ltd PO Box 2970 CAIRNS QLD 4870</p>
Project Description Details:	<p>The project plans prepared by SJB Architects (refer Attachment 2) illustrate the complete redevelopment of 'The Reef Marina' to support a purpose-built mixed-use development to be named 'Crystalbrook Superyacht Marina', comprising the following:</p> <ul style="list-style-type: none"> ▪ <u>International 5-Star Resort Hotel:</u> <ul style="list-style-type: none"> - All vehicle access from Wharf Street, landscaped approaches and all-weather access to the resort foyer and entry; - Spacious, two (2) storey foyer/reception and common space; - Restaurant, Bar, Wellness Centre, and Function Facilities all located on ground floor; - 130 Hotel Rooms extending from the ground level to Level 4 to a maximum of approx 18.6 metres; - Architectural relief and softening of the built form provided through a variety of greenspaces, including courtyard garden on the ground floor and green roofs scattered throughout between levels 2-4 ▪ <u>Villas:</u> <ul style="list-style-type: none"> - 45 Villas (10 in the Resort & 35 privately owned) strategically scattered throughout the site to take advantage of existing views and vistas and to provide opportunities for privacy, separation, and open space. ▪ <u>Apartments</u> <ul style="list-style-type: none"> - 9 private apartments available between levels 1-3 (i.e. 3 per level), sited over the southern-facing wing;



- Retailing, Food & Beverage, and Tourism Opportunities:
 - Provision of five (6) commercial tenancies, ranging from approx. 55m² to 579m², all with the intent to support a variety of shops, food outlets, and/or tourism agencies;
 - Design arrangements also include the establishment of a 625m² commercial tenancy (Marina 270* Bar) sited adjacent the primary access to the wharf (prominent position) with the intent to offer a new unique bar/dining experience overlooking the Marina and integrating with the adjacent green and public spaces.
 - Retention of existing 661m² food and retailing tenancies contained with the Existing Bally Hooley Railway Station fronting Wharf Street; and
- Pavilion @ Duck Pond:
 - Two (2) storey structure comprising 436m² of function facilities over the ground and first floor, complimented by 445m² commercial tenancy on the ground.
- Recreation & Enjoyment:
 - Establishment of a series pedestrian pathways, rainforest walk and linkages throughout the site between the street, plaza and the waterfront;
 - Maintenance of important viewlines and vistas available from internal and external to the site;
- Cultural Heritage:
 - Retention of the existing structure supporting the Bally Hooley Railway Station fronting Wharf Street, including the rail line and turntable culminating at the Wharf/Grant Streets intersection.
- Carparking:
 - Continued vehicular access to be provided via Wharf Street;
 - Circulation and short-term parking for the hotel to be managed via port cochere available at the primary entrance;
 - 276 off-street parking spaces provided within the basement, which also comprises a dedicated loading/unloading bay and several BOH and plant storage facilities (i.e. comms room, pool plant room, waste management, substation, etc.);
 - An allocation of 126 on-street carparking spaces along Wharf Street which continue to function and provide operational spaces for the Marina and Commercial activities; and
 - Dedicated bus drop-off/pick up zone sited directly adjacent the existing Bally Hooley Railway Station, supporting a maximum of five (5) coaches.



ASSESSMENT DETAILS	
Assessment Manager:	Douglas Shire Council
Planning Scheme:	Douglas Shire Planning Scheme 2006 (incorporating amendments 1 and 2 adopted 4 March 2008.
Level of Assessment:	Code
Public Notification:	Not Applicable
PRE-LODGEMENT CONSULTATION	
Local:	YES – ‘Preliminary’ pre-lodgement discussions were held with all relevant local and state authorities refer to commentary provided under Section 4 of this report.
State:	
RELEVANT STATE PLANNING INSTRUMENTS	
Legislation:	<i>Planning Act 2016</i> (Qld)
Planning Policy:	Queensland State Planning Policy (July 2017).
Planning Policy Assessment Benchmarks:	<ul style="list-style-type: none">▪ Biodiversity (MSES – Regulated Vegetation (Category R and Intersecting a Watercourse);▪ Coastal Management (Coastal Management District);▪ Natural Hazards, Risk, and Resilience (Flood Hazard Area – Level 1 – Queensland Floodplain Assessment Overlay*, Erosion Prone Area, and Medium and High Storm Tide Inundation Area).
Regional Plan:	Far North Queensland Regional Plan 2009-2031
Regional Plan Land Use:	Urban Footprint
Development Assessment Mapping:	<ul style="list-style-type: none">▪ Coastal Protection (Coastal Management District, Coastal Area – Erosion Prone Area, and Medium and High Storm Tide Inundation Area);▪ Fish Habitat Areas (Queensland Waterways for Waterway Barrier Works).
Referrals:	<ul style="list-style-type: none">▪ Schedule 10, Part 4, Division 2 Table 1 (Contaminated Land);▪ Schedule 10, Part 17, Division 3, Table 6, Item 1 (Coastal Management District).
RELEVANT LOCAL PLANNING INSTRUMENTS	
Planning Scheme:	Douglas Shire Planning Scheme 2006 (incorporating amendments 1 and 2 adopted 4 March 2008.
Locality:	Port Douglas & Environs
Planning Area:	Port Douglas Waterfront – North and Tourist Centre
Overlays:	<ul style="list-style-type: none">▪ Acid Sulfate Soils (land below 20m AHD);▪ Cultural Heritage and Valuable Sites;▪ Natural Hazards (Low Risk Hazard); and▪ Pedestrian & Cycle Movement (Future and Principal Pedestrian Route, and Principal Cycle Route).
Infrastructure Charges	As per Adopted Infrastructure Charges Resolution dated 24 June 2015.



2.2 SUPPORTING DOCUMENTATION

Document	Company	Ref	Rev	Author	Reviewer	Date
Planning Report	Urban Sync Pty Ltd	17-224	A	LC	SDR	December 2017
Architectural Drawings	SJB Architects	21383	8	KB	TW	December 2017
Traffic & Civil Engineering Assessment	Flanagan Consulting Group	R-JM0109	0	GA	JM	December 2017
Landscape Design	Scott Carver (LA)	2017-018LA	0	XC	AT	December 2017

3 SITE DETAILS & ANALYSIS

3.1 SITE DESCRIPTION

	Lots 1, 2 and 3			Lot 4	
Registered Land Owners:	GAG Port Douglas Property Company No 2 Pty Ltd			The State of Queensland with GAG Port Douglas Property Company No 2 Pty Ltd as the Registered Lessee.	
Site Location:	Wharf Street, Port Douglas				
Formal Description, Site Area, Tenure, & Easements / Encumbrances:	Lot	Plan	Site Area	Tenure	Easements
	1	SP288958	2.123ha	Freehold	Nil
	2	SP288958	9,604m ²	Freehold	Nil
	3	SP288958	3,457m ²	Freehold	Nil
	4	SP288958	6.661ha	Lands Lease	Nil
	Total Site Area:		10.09ha		
Local Government Area:	Douglas Shire Council				



Figure 1: The Site – Lots 1 - 4 Wharf Street, Port Douglas.

3.2 SITE ANALYSIS

The following section of the report examines the characteristics and values of the land.

	Lots 1 - 3	Lot 4
Existing Development:	Lots 1, 2 & 3 contains the existing 'Reef Marina' buildings which include the commercial/retailing activities, large off-street car park, landscaping, and provision of vehicular access to the Wharf. Other standalone buildings include 'On the Inlet' restaurant, Chandlery and a mixture of other service related industries associated with the operation of the existing slipway that extends over into part of Lot 4.	Lot 4 generally encompasses areas of the site which are used for 'Marina' in this instance extending to the developable areas where the slipway exists.
Topography:	Lots 1, 2 & 3 are all generally flat and show some slight grade towards Dickson's Inlet. There are buildings and structures present throughout.	Lot 4 is under tidal water.
Waterways:	All sites sit adjacent to Dickson Inlet.	
Vegetation:	All sites are clear of any remanent and/or regulated vegetation.	
Environmental Management & Contaminated Land:	Lots 1, 3 and 4 are all included on the Environmental Management Register due to previous allotments being Lot 126 on SR868 and Lot 146 on SR861, both of which were included on the EMR, being amalgamated into parts of Lots 1, 3, and 4 (see Attachment 3).	
Heritage Places:	None of the allotments are identified as comprising State Heritage Values. Lot 1 contains part of the Bally Hooley tramline and turntable, which currently forms an entry feature to the site from Wharf Street. This tramway extends south along the frontage of Lot 4, but does not intersect its boundaries; therefore, it is considered that Lot 4 is not recognised as holding any local cultural or heritage values.	

3.3 INFRASTRUCTURE AND SERVICES

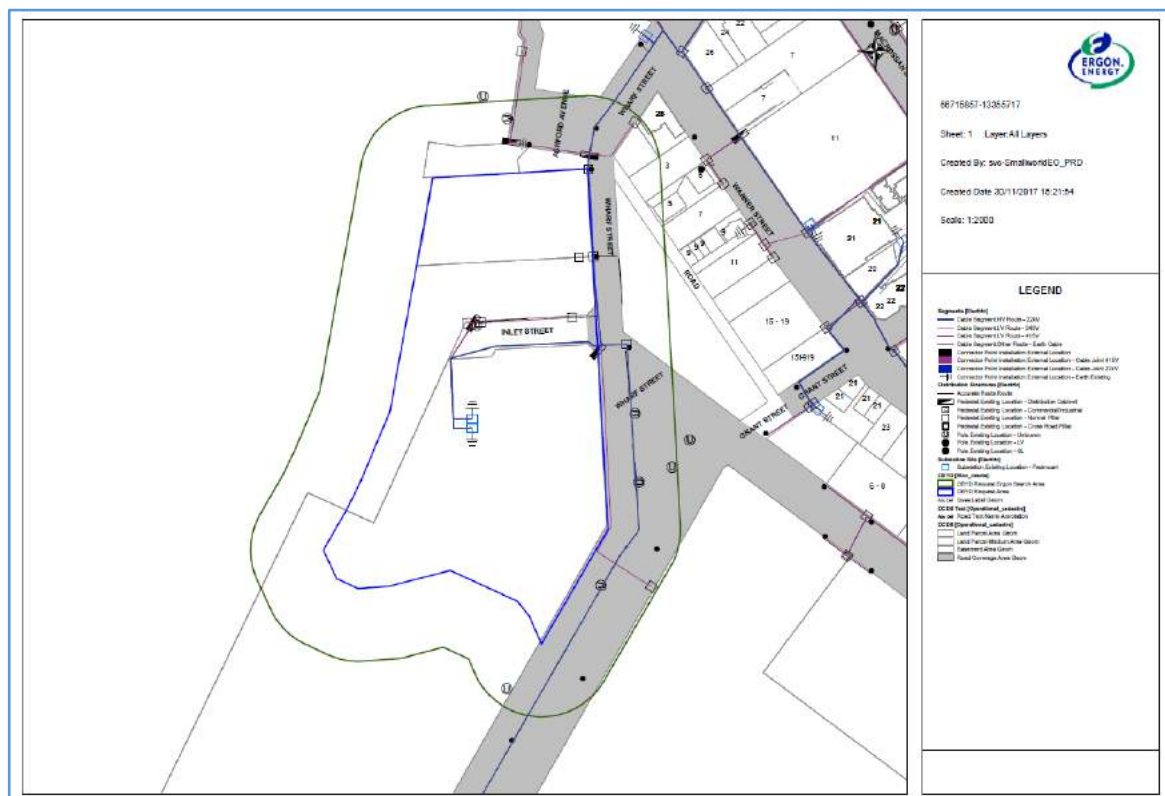
	Lot 1	Lot 2	Lot 3	Lot 4
Road Frontages:	200m to Wharf Street.	65m to Wharf Street;	60m frontage to Wharf Street.	400m frontage to Wharf Street
Water Supply:	The site is connected to Council's reticulated water network via the existing 150dia PVC main fed through to the site from Infrastructure present along Grant Street. It is noted that this main extends through the southern portion of the site, following the southern wing of the existing structure affording a connection to the centre of the site.			
Sewerage:	This Lot is connected to Council's reticulated sewerage network via an existing 150dia. AC main traversing the western side of Wharf Street, with a jump up provided to site adjacent to the Bally Hooley turntable – refer Figure 2 below.			
Stormwater:	Currently, all collected water is directed to an existing lawful point of discharge within the sites Wharf Street frontage, which is then outlet to Dickson's Inlet			
Gas:	Reticulated Gas services Port Douglas. As illustrated below in Figure 3 below, Lots 1, 2, and 3 are serviced by an existing 400mm MDPE connection provided via the 110mm MDPE main traversing along the eastern side of Wharf Street.			



Electricity:	<p>The subject land is serviced by the existing underground infrastructure that is supported via a series of pillar boxes present on the eastern side of Wharf Street and throughout Lots 2 and 3.</p> <p>In addition to this, a 22kV cable that traverses along Wharf Street from the south, feeding into Lot 1 via a normal pillar located at the Wharf/Inlet Street intersection, to service the two (2) existing padmounts located over the centre of the site – refer Figure 4 below.</p>
Telecommunications:	Each of the prescribed sites are serviced by the NBN – refer Figure 5 below.



Figure 2: Existing Infrastructure and Services – Water, Sewerage, and Stormwater



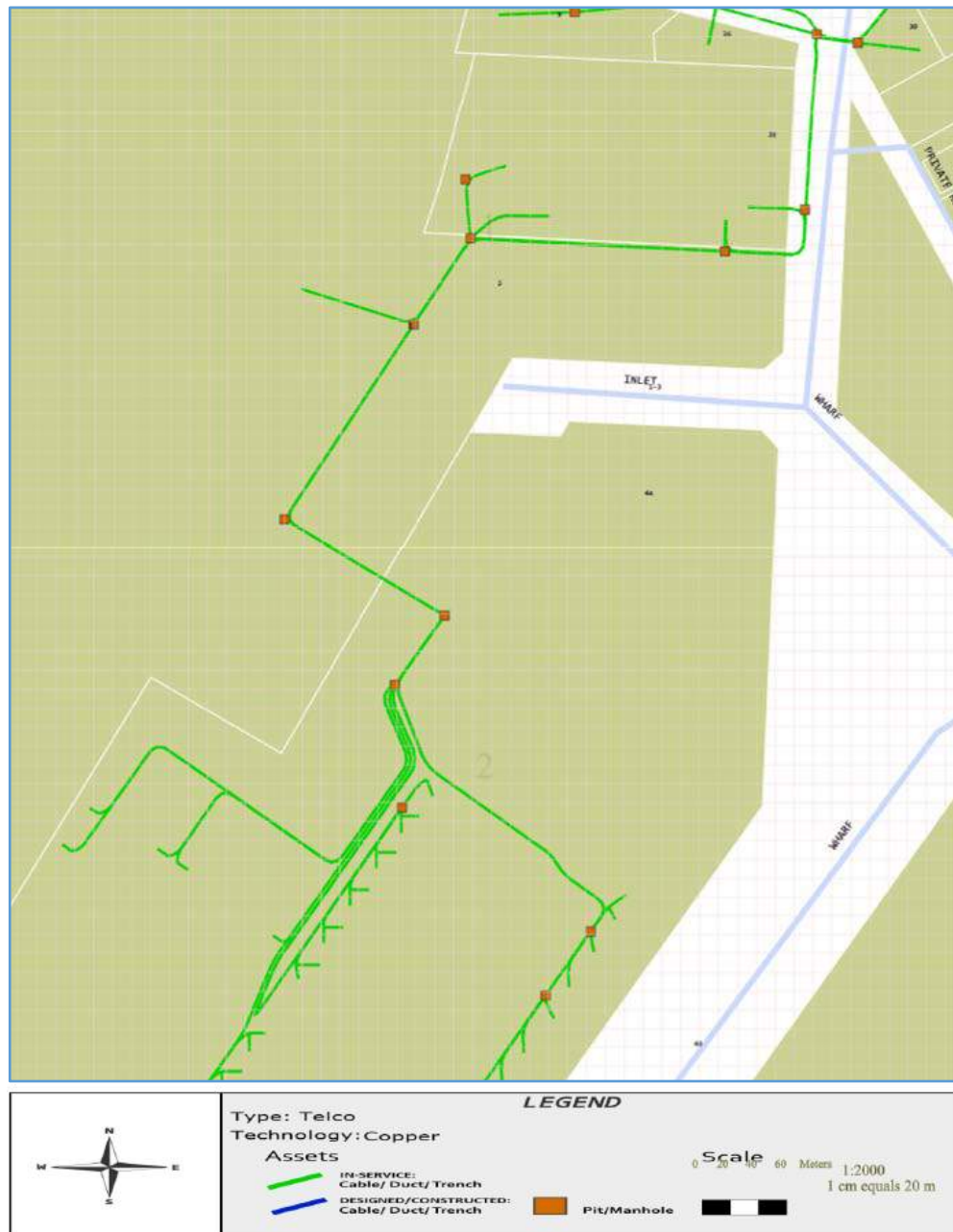


Figure 5: Existing Infrastructure and Services – Telecommunications.

3.4 SURROUNDING LAND USE

Historically, the land known commonly as 'Marina Mirage' has provided substantially greater influence in respect of commercial and business-related activities within Port Douglas than it has over the past 10 years. The site has been regionally recognised the 'gateway' for tourism related operations servicing the Great Barrier Reef operators (Quicksilver etc) and industrial maritime activities. Complimentary to this primary activity, the site also supports a variety of commercial and minor retailing tenancies linking the Marina to the Port Douglas CBD.

The development site lies adjacent to the 'The Combined Club', which is dedicated to the use of the Department of Boating and Fisheries Patrol, and the Coast Guard and then extending further northeast to St Mary's Chapel and community uses, such as market park, ANZAC Park, Douglas Shire Historical Society, and Rex Smeal Park.

The Port Douglas retailing and commercial precinct is primarily recognised as being present along the western portion of Warner Street and stretching along Macrossan Street through to the Davidson Street intersection. This area comprises small commercial offices, a series of food and beverage outlets (ranging from high-end restaurants to local, historical pubs), a variety (size and offering) of short-term accommodation facilities, retail stores that offer an assortment of tourist merchandise and conveniences along with the Port Village Shopping Centre that includes a variety of outlet stores and cafes; as well as a Coles Supermarket and a Target Country.

To the southwest, the existing Port Douglas Yacht Club and Closehaven Marina support a variety of private and commercial vessels of various types and sizes. The western aspect is represented by Dickson's Inlet and Magazine Island.

Beyond the limits of the township, Port Douglas is surrounded by an abundance of natural features (i.e. Daintree Rainforest, Great Barrier Reef, Mossman Gorge (including acknowledgement and promotion of local indigenous peoples), that are the key drivers in supporting the local tourism industry. The developers of Crystalbrook Superyacht Marina recognise that Port Douglas offers a wide variety of, and relies heavily on these tourist-based services; therefore, the focus and the primary ethos that underpins this redevelopment is to offer a platform to not only to support, but foster the growth of these services and offerings.

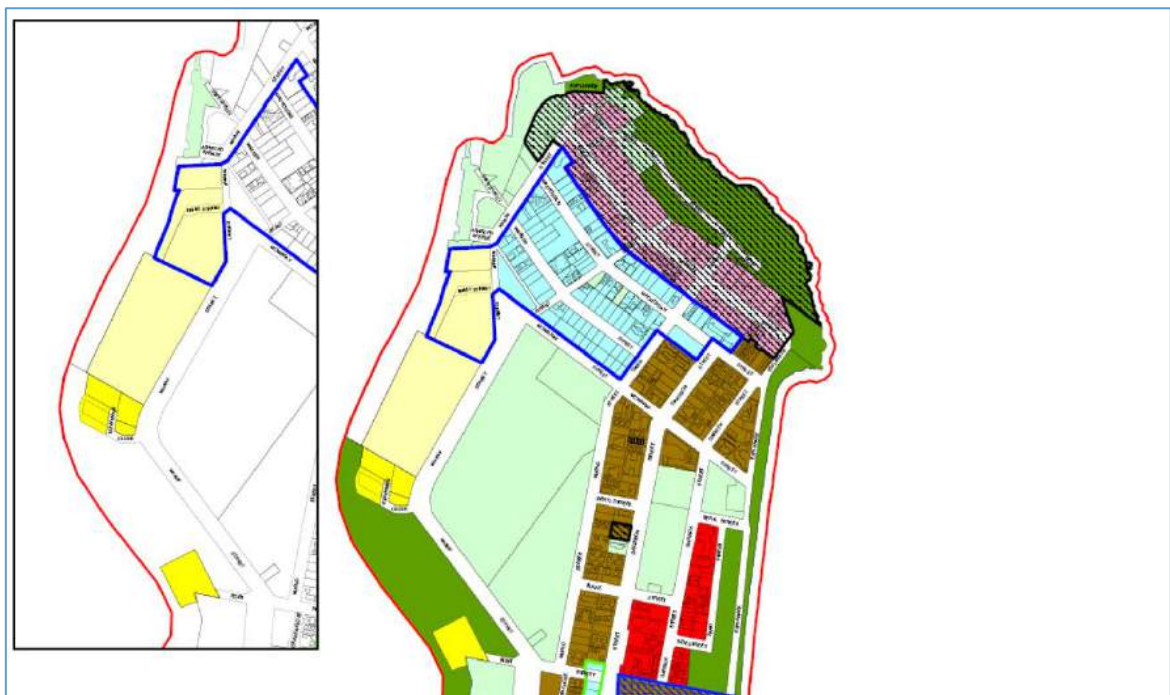


Figure 6: Planning Areas mapping – Port Douglas & Environs Locality.

4 BACKGROUND & PRE-LODGE MENT MEETING/S

4.1 APPROVALS HISTORY

Urban Sync Pty Ltd has completed a review of the most recent development approvals which sit over the subject land post 2010 and provides the following commentary in respect of the uses:

Reference	Approval Type	Aspect	Description	Date
449/2014	Development Permit	Material Change of Use	Marina (24 additional berths)	22/01/2015
1685/2016	Preliminary Approval (s241)	MCU Overriding the Planning Scheme	Masterplan and Changes to Code-assessable and Self-assessable to reflect precinct plans	18/05/2016
1685/2016	Development Permit	Material Change of Use; Reconfiguring a Lot	Redevelopment of the 'Reef Marina'	20/02/2017
1685/2016	Development Permit	Material Change of Use; Reconfiguring a Lot	Redevelopment of the 'Reef Marina'	10/05/2017

In respect of the current vision for 'Crystalbrook Superyacht Marina', there is very little that can be generally used or relied upon and the development seeks to approach the site afresh from a design perspective. However, in respect of the masterplan components (and importantly, the outcomes of past assessment) the overall elements of the Crystalbrook Superyacht Marina masterplan seek to maintain and improve upon the following:

- Prioritise public access along the waterfront extending between Wharf Street and the Marina;
- Create a public/community space in the location of the Duck Pond intended to 'activate' this space and operate as a destination or mid-point for pedestrians and visitors to the site between the Marina and Macrossan Street; and
- Maintain and incorporate the cultural significance of the Balley Hooley rail line and turn-table into the overall masterplan design for continuation of use

The 'new' Crystalbrook Superyacht Marina masterplan revolves around 5-star hotel accommodation, commercial/retailing opportunities, continued marina operations and usage of waterfront for public and guests. The development presents a high degree of consistency with the outcomes and purpose of the Planning Scheme and the intent of the Port Douglas Waterfront North Planning Area.

4.2 PRELODGE MENT MEETING/S & REVIEW

Douglas Shire Council officers and representatives of the applicant commenced preliminary design and pre-lodgement meeting in August 2017. The obvious intention of these initial discussions was to introduce the 'concept' and vision for the Crystalbrook Superyacht Marina and to co-ordinate efforts with Council provide for the efficient understanding of 'key' development issues. It was agreed that the project team lead by Prime Group and Council's technical officers would benefit from pre-lodgement discussions to identify any areas of potential conflict and to set the 'terms of reference' for suitable specialist reporting and design concepts.

Subsequently, the project team, including architects, traffic specialists, civil engineers, and landscape architects, were engaged by Prime Constructions to provide complimentary reports in support of the application and to address assessment requirements and potential for development impacts.



This section of the report seeks to summaries these discussions and the topics raised:

4.2.1 Assessment Manager – Douglas Shire Council

An introductory meeting was held with Council representatives and proponent on **7 August 2017**. The purpose of the meeting was to inform Council of the acquisition of 'The Reef Marina' by GA Group Australia Pty Ltd and to provide an overview of the intended direction that was being sought for the land.

It was also important to understand the background of the approval history including the constraints/opportunities which were encountered by the previous owners and Council's priorities for the development of this site. The project team were encouraged by the 'preliminary' responses received from Council to commit to a 5-star hotel development and proceed to the next stage of design development.

More detailed design works were progressed between September – December 2017 to refine the development 'concept' for the land and a later Pre-Lodgement Meeting with Senior Council staff was undertaken on **20 November 2017**. Notable items in the discussion were as follows:

- Review of earlier approvals applicable to the site and the intent to progress with a 'clean site' approach;
- Continuing Marina Operations throughout construction;
- 'Concept' Masterplan components
 - 5-Star Hotel including full amenities;
 - Permanent Residential Villas;
 - Commercial/retailing space
 - Combined Public/Community Space & Public Access
 - Landscaping Theme;
- Built Form Elements (Building Height and Transitions)

Further discussions and briefings with officer's regarding infrastructure, streetscape, landscaping design and architectural elements of the project have also been undertaken over recent weeks to guide the final submission of the application. The project team generally feel that most of the 'key' planning items have been reflected in the design report and planning submission and seek the relevant approvals to progress with the project with reasonable development controls.

Additional technical information and design plans demonstrating that the architectural design is responsive to tropical climate and perspectives detailing materials, colour palette and imagery to describe the final development approach will be presented to Council at time of final lodgement

4.2.2 DILGP & Referral Agencies

Preliminary discussions with the Department of Infrastructure, Local Government and Planning (DILGP) in respect of State Interests were held on **18 October 2017**. The purpose of the meeting was to understand the likely involvement by the State Government in terms of triggering assessment items and the approach to many of the constraints/opportunities being addressed through design.

Those in attendance included:

- Prime Constructions & Urban Sync
- Department of Infrastructure Local Government & Planning
- Department of Transport & Main Roads (including Marine Projects);
- Department of Environment & Heritage Protection
- Department of Agriculture and Fisheries;
- Maritime Safety Queensland (apologises)



5 DEVELOPMENT PROPOSAL

5.1 DESIGN PHILOSOPHY

The designs for 'Crystalbrook Superyacht Marina' are inspired by the reef's ecosystem and seek to incorporate the 'key' elements of design creating an internationally recognisable architectural landmark. This is illustrated through the design plans and other supporting illustrations prepared by SJB Architects Pty Ltd which accompany this report as **Attachment 2**.

The design briefs the developers has specifically sought to encourage a contemporary tropical styling. Commentary by the designers is provided within the technical supporting reports to demonstrate the importance of the fundamental elements of the built form.

5.2 GENERAL DESCRIPTION

The 'Crystalbrook Superyacht Marina' project requests the necessary approvals from Douglas Shire Council and other relevant State Agencies to proceed with the complete redevelopment of the subject land to support a landmark project for tourism and permanent residential accommodation. The project also includes public/community areas and improvements to the commercial/retailing activities offered within Port Douglas. Importantly, it is intended that the Crystalbrook Superyacht Marina will maintain the Balley Hooley railway and associated facilities and continue to provide and facilitate marina berths and operations acting as the 'gateway' to the Great Barrier Reef for visitors and tourists to Port Douglas.

Briefly, the architectural design plans as **Attachment 2** illustrates the evolution of the built form and design elements of the site along with the main hotel structure addressing the existing Marina and waterfront, comprising the following:

- **5 – Star Hotel:**
 - Spacious, two (2) storey foyer, reception, concierge area and common/leisure space;
 - Resort Facilities, including a Restaurant/Bar, Function Rooms, and Wellness Centre (ie Day Spa);
 - 130 Hotel rooms available throughout from the ground level to level four (4);
 - Various Back of House (BOH & FOH) services available over at ground and basement levels;
 - Terrace Bar (481m²) for use of hotel guests on Level 3 overlooking Dickson's Inlet; and
 - 2 Resort Pools and common areas;
- **Apartments:**
 - Nine (9) three-bedroom apartments located over the southern wing of resort building which overlook the marina berths.
 - Apartments will form part of the hotel operations though could equally be sold off and owned separately with access to resort facilities;
- **Residential Villas**
 - 45 two residential villas located around the development site in separate buildings. It is proposed that the villas which are in a collective design along Wharf Street and those on the western side of the Duck Pond will be made available to private landowners (35 villas) and the remaining (10 villas) situated on the eastern side of the Duck Pond will be operated by the hotel.



- **Commercial/Retailing:**

- A total of 2,279m² (NLA) dedicated to establishing/improving commercial opportunities throughout the site over nine (9) tenancies, including
 - ~ Six (6) tenancies established within the southern wing of the resort building, ranging from approx. 55m² to 579m². These areas will present opportunities to activate the pedestrian space and provide wharf/marina dining etc;
 - ~ A 'Marina Bar' tenancy will be established becoming a 'destination' and constructed with architectural styling at the point of the wharf. This building will include café and bar style activities for the visitors to the site and the tourists who transfer through the marina to the Great Barrier Reef;
 - ~ Retention of existing 476m² food and retailing tenancies contained with the Existing Bally Hooley Railway Station fronting Wharf Street; and

- **Pavilion**

- Two (2) storey structure comprising 445m² of function facilities over the ground and first floor, complimented by 436m² commercial tenancy on the ground.
- Opportunities on the ground floor of the proposed Pavilion to support the establishment of a café and art gallery/function space.

General Development Components

The Crystalbrook Superyacht Marina is also supported by a variety of parking, access, and manoeuvring areas, including:

- 280 off-street parking spaces distributed between two (2) basements as well as on-site arrangements available at grade, offering a combination of general parking and reserved spaces;
- 126 on-street parking spaces along the sites Wharf Street frontage;
- Circulation and short-term parking for the Resort Hotel to be managed via porte cochère available at the primary entrance;
- Loading/unloading facilities available within the basement directly associated with this BOH services contained at this level (i.e. store rooms, waste collection and storage, etc.)
- Dedicated bus drop-off/pick up zone sited directly adjacent the existing Bally Hooley Railway Station, supporting a maximum of five (5) coaches associated with tourist activities.

In addition to this, the project includes Public/Private spaces utilising pathways and boardwalks to encourage pedestrian connectivity throughout the site. The design also encourages lush tropical gardens throughout as a means of reducing the thermal load, soften the built form, and to embrace the tropical vernacular of the region including the following:

- Marina Boardwalk which links the public space and extends along Dickson's Inlet to the Marina. The boardwalk will be situated along the existing revetment wall providing a minimum 4 metres wide along the length and will be separated from 'private' resort space through a combination of hard/soft landscaping elements.
- A civic 'plaza' space fronting the Duck Pond is being envisaged with landscaping, public furniture, and shading elements. A long canopy extending from Wharf Street to the water's edge functions as a directional cue into the site.



- A 'Pavilion' fronts the duck pond (as well as the street edge) and will activate this space with a cafe and gallery spaces at the ground level. It is intended that the pavilion will be built with the ground level allowing views to the waters and mountains beyond.
- Landscaping and wayfinding elements will be incorporated into the design to create linkages between the Marina, Duck Pond and extending through to the tourism areas of Macrossan Street and more broadly to Port Douglas

5.2.1 Local Cultural Heritage

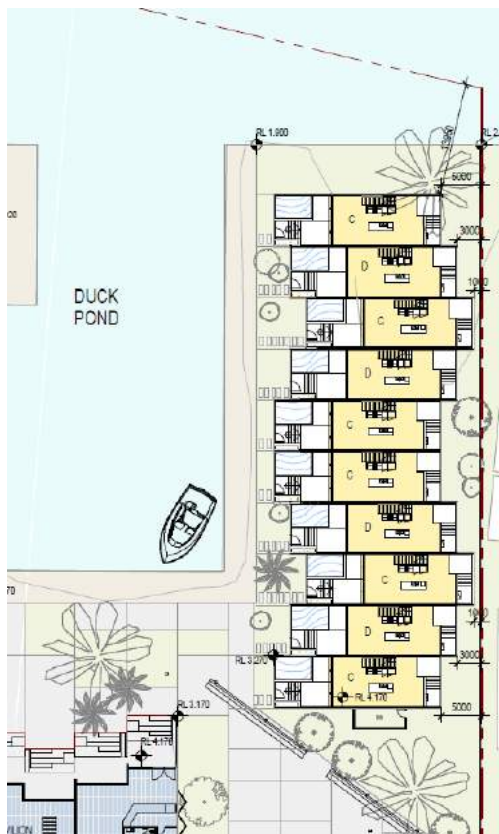
The 'Crystalbrook Superyacht Marina' Masterplan currently retains the existing buildings/structures and associated elements of the Balley Hooley Railway Station fronting Wharf Street, including the rail line and turntable culminating at the Wharf/Grant Streets intersection.

All structures are proposed to be retained in their current form, with existing uses currently in operation with the Railway Station to be maintained and be included as part of the new commercial operations over the site.

5.2.2 Reclamation of Slipway

The 'Crystalbrook Superyacht Marina' Masterplan envisages that the Port Douglas Slipway will be relocated consistent with the on-going Deed of Agreement (DOA) and responsibilities negotiated with Douglas Shire Council in early 2017. We note that Council is to investigate and commit to the relocation and establishment of a similar facility servicing the needs of the local maritime industry with the support of the marina operators and developer.

This Crystalbrook Superyacht Marina masterplan seeks to allow for the development works at the southern end of the site to commence with the slipway to remain operational (for a limited period) until such time and relocation of the slipway has been completed with the support of Douglas Shire Council or prior to the 'expiry date' under the agreement. It is entirely expected that the slipway arrangements will be resolved prior to the commenced of construction works in 2018.



It is intended that the existing slipway will be reclaimed for development activities, remediated if required and structural revetment wall being provided along existing alignment to maintain a consistent façade along to Dickson's Inlet



5.2.3 Environmental Assessment - Site Remediation

Early site works have commenced in respect of understanding geotechnical constraints affecting the land will continue to be progressed independently. We understand that the various allotments that make up this site are included on the Environmental Management Register (EMR) in relation to the on-going and continued activities of 'Fuel Storage' (greater than 10,000L).

The lodgement of the application is not 'Prohibited' under Planning Regulation 2016 though the assessment triggers referral to the State Government and it is intended that a Remediation Action Plan (RAP) will be developed in consultation with an independent third-party assessor. It is likely that suitable conditions will be linked to the approval that require certification prior to commencement of construction activities on the land. Regarding the overall development, it is submitted:

- It is intended to decommission the existing fuel storage equipment and remediate this area of the site;
- The fuel storage and equipment used in the continuing operations of the marina will be relocated to the basement areas of the 'new' development.

Once finalised, the documents will be provided to Department of Environment & Heritage Protection for certification and to ensure that the site remains fit for purpose. The request will likely also seek to remove part of the land from the register.

5.3 STAGING OF THE DEVELOPMENT

The development will not be staged.

At this time, 'Crystalbrook Superyacht Marina' will be undertaken in a single construction phase though the establishment and commencement of individual activities maybe dependant on commercial arrangements and the effects of the commercial/residential market. It is also important to note that the timing for the slipway relocation will be given priority and this will be the focus of subsequent dealings and agreement with Douglas Shire Council prior to the decommissioning of this activity.

Detailed design works for civil and building works are to be undertaken in 2018 and construction is expected to commence shortly thereafter.

5.4 SPECIALIST REPORTING AND TECHNICAL INPUTS

In support of the proposal for 'Crystalbrook Superyacht Marina' the project team engaged technical reporting to address the assessment criteria and review of potential development impacts relating to the following 'key' development items:

1. Traffic Impact Assessment & Carparking Supply/Demand;
2. Infrastructure & Engineering Services Report;
3. Landscaping Design and Community Spaces.



5.4.1 Traffic Impact Assessment and Carparking

The project team engaged Flanagan Consulting Group (FCG) to complete a Traffic Impact Assessment of the 'Crystalbrook Superyacht Marina' design and to review any development related matters affecting the assessment against Council's criteria. In summary, the report has sought to deal with the following 'key' design items:

1. Provision of suitable carparking servicing the needs of the development; and
2. Suitable and effective access for all visitors and service vehicles provided to the site via two (2) separate locations from Wharf Street;

To briefly summarise the findings of the technical report prepared by FCG, the following is presented for your consideration:

Overall, this Traffic Impact Assessment by FCG Pty Ltd establishes that the carparking arrangements meet with the demand likely to be exhibited by the project and that access arrangements can be provided to the external road networks to meet acceptable design requirements. A completed report is included as **Attachment 4**.

5.4.2 Infrastructure & Engineering Services Report

Technical engineering inputs were sourced from Flanagan Consulting Group (FCG) to confirm existing and required civil arrangements to support the proposed development. The Engineering Report made available as **Attachment 4** explores the following matters:

1. Flooding & Site Levels;
2. Stormwater Drainage;
3. Earthworks;
4. Water Supply; and
5. Sewerage.

In respect to the investigations undertaken regarding matters, a brief overview of each is provided below for your consideration:

5.4.2.1 Water & Sewer Supply Network

Engineering assessment identifies that several improvements are required to meet the needs of the development and these will be the subject of further detailed assessment on receipt of a development approval.

5.4.2.2 Flooding and Site Levels

A flood search has confirmed that the site experienced inundation from a 1% annual exceedance probability (AEP) event (Q100) at a level of 3.07m AHD. Preliminary assessments also confirm that existing site levels vary between 1.9m – 2.2m AHD between the Wharf Street frontage and areas within the development.

The Engineering Services Report confirms earthworks will be required to ensure the appropriate level of inundation immunity is achieved (i.e. defined flood event + Sea Level Rise of 800mm + 300mm freeboard).

Considering earthwork arrangements of the site (i.e. location, extent, and height of retaining walls, location of infrastructure, and to achieve minimum grades throughout the site), it is projected that finished floor levels will range from 4.17m AHD for habitable areas and 3.87m AHD for non-habitable locations within the development.



5.4.2.3 Stormwater Drainage

This section of the report describes existing drainage arrangements associated with the site and the nature of the surrounding catchment in which the development is sited to ensure that the stormwater management and drainage arrangements are suitable to capture, treat, and convey water in and around the site; and eventually outlet into Dickson's Inlet:

- Site is generally flat with most of the land having localised grade to a piped drainage network across the existing marina which discharges to the Council network;
- The likely drainage regime will seek to retain existing flows and provide a suitable design arrangement.

5.4.3 Landscaping Design and Community Spaces

The project team engaged Scott Carver (landscape Architecture) to complete a Landscape Design Report and Concept Plans for the 'Crystalbrook Superyacht Marina' to present the landscape theme and review potential development related matters affecting the assessment against Council's criteria. A completed 'Landscape Design Report' is included as **Attachment 5**

In respect to these items, we note the landscaping approach will:

- Enhance the appearance and amenity of the hotel development through integrating architecture and landscaping. A landscape theme/design will be adopted that remains consistent with the tropical character of Port Douglas
- Highlight the quality of the public domain and private open space provisions and embellishments;
- Incorporate a design that creates a walkable destination and waterfront by improving access to and within the site, presenting an opportunity to link existing openspaces; and
- Encourages environmental efficiencies through design and building approach to manage and address the cooling of building through ventilation and natural processes;



6 STATUTORY REQUIREMENTS

This section of the Town Planning Report establishes the assessment framework for the consideration of the project and provides an overview of the legislative context of the development application confirming that the application is being submitted under the relevant provision of the *Planning Act 2016* ('PA')

The 'Crystalbrook Superyacht Marina' project is considered 'assessable development' in a legislative context, taking place within the Douglas Shire Council Local Government Area and within the State Planning legislative requirements.

6.1 STATE PLANNING REQUIREMENTS

6.1.1 Planning Act 2016

6.1.1.1 Confirmation that the Development is not Prohibited

The proposed development is not prohibited. This has been established by considering all the relevant State and local instruments which can provide prohibitions under the PA, including Schedule 10, Parts 2-5, Parts 10-11 and Parts 16 and 20, of the *Planning Regulation 2016* (PR).

6.1.1.2 Assessable Development

The overall development represents a Material Change of Use in respect to 'the start of a new use of the premises' where the project would trigger an assessment in respect to local instruments. The development proposal is deemed to be considered "Assessable Development" pursuant to Section 44 of the PA, which states that "Assessable Development is development for which a development approval is required."

The activity reflects a number of landuse elements and collectively is defined as "Holiday Accommodation, Indoor Sport and Entertainment, Multi-Unit Housing, Restaurant, and Shopping Facility" under the relevant Planning Scheme (Douglas Shire Council Planning Scheme 2006, including amendments to 2008) and is located within a zoning designation where the land use identified as being subject to **code assessment**.

6.1.1.3 Assessment Manager

The Assessment Manager for this development application is Douglas Shire Council, as determined by Schedule 8 of the PR.

6.1.2 Far North Queensland Regional Plan

The site is located within the 'Urban Footprint' Regional Land Use Category of the Far North Queensland 2009-2031. When the Far North Queensland Regional Plan 2009-2031 (FNQRP) SPRP's were repealed on 26 October 2012, Local Governments become responsible for defining the extent of the Regional Land Use Categories.

The site is located in the Port Douglas Waterfront – North Planning Area, which is consistent with the 'Urban Footprint' designation. While in a broader sense, the proposed development is providing urban development in an urban area; and therefore, is accordingly considered that the proposed development is consistent with the policy intent of the FNQRP.

6.1.3 State Planning Policy

The State Planning Policy (SPP) came into effect on July 2017, under the PA. The SPP continues to progress the purpose of SPP brought into effect in April 2016 which sought to consolidate the former multiple SPP's into one document.



The changes introduced as part of the new suite of legislation, included the update of Part E of the SPP to include an array of benchmarks in respect to State interests and policies relevant to each project.

A review of the proposal against the SPP (July 2017) indicates that the prescribed land is subject to several state interests. **Figure 7** below identifies the following interests:

- Biodiversity:
 - MSES – Regulated Vegetation (Category R); and
 - MSES – Regulated Vegetation (Intersecting a Watercourse).
- Coastal Environment:
 - Coastal Management District.
- Natural Hazards, Risk, and Resilience:
 - Flood Hazard Area – Level 1 – Queensland Floodplain Assessment Overlay*;
 - Erosion Prone Area;
 - Medium Storm Tide Inundation Area; and
 - High Storm Tide Inundation Area.



Figure 7: Search Results of the subject land against State Planning Policy Interactive Mapping System.

It is acknowledged that all these State interests, except for interests relating to flood and inundation, are suitable accommodated under the assessment provisions of the Douglas Shire Council's Planning Scheme. Accordingly, only commentary is offered here against the prescribed assessment benchmarks of the SPP with regards to Natural Hazards, Risk, and Resilience, which has been provided in the table below:

Assessment Benchmarks – Natural Hazards, Risk and Resilience	Comment
Erosion Prone Area within a Coastal Management District:	
<p>(1) <i>Development does not occur in an erosion prone area within a coastal management district unless the development cannot feasibly be located elsewhere and is:</i></p> <p>(a) <i>Coastal-dependent development; or</i></p> <p>(b) <i>Temporary, readily relocatable or able to be abandoned development; or</i></p> <p>(c) <i>Essential community infrastructure; or</i></p>	<p>The project is considered to comply with item 1(d), where the proposal seeks to redevelop and reinvigorate an existing marina.</p> <p>The land is appropriately zoned and provided with a history of approvals that support the landuse rather than seeking to reposition the development on land elsewhere.</p>

<i>(d) Minor development of an existing permanent building or structure that cannot be relocated or abandoned.</i>	
<i>(2) Development permitted in (1) above, mitigates the risks to people and property to an acceptable or tolerable level.</i>	<p>The project acknowledges the need to ensure that the design and landuse achieves a reasonable level of flood immunity (also storm surge, SLR etc).</p> <p>The Infrastructure Services Report contains advice in respect of suitable flood immunity and access</p>
<i>Bushfire, flood, landslide, storm tide inundation, and erosion prone areas outside the coastal management district:</i>	
<i>(3) Development other than that assessed against (1) above, avoids natural hazard area, or where it is not possible to avoid the natural hazard area, development mitigates the risks to people and property to an acceptable or tolerable level.</i>	As per response provided under item (2) above.
<i>All natural hazard areas:</i>	
<i>(4) Development supports and does not hinder disaster management response or recovery capacity and capabilities.</i>	<p>All proposed structures present an acceptable level of flood immunity (and resistance to hazards) to ensure the risk or damage to any person or property is minimised.</p> <p>In addition to this, the site is connected to all essential services and infrastructure, including the urban road network, which can aid in either an evacuation or access for emergency service vehicles if required.</p>
<i>(5) Development directly, indirectly and cumulatively avoids an increase in the severity of the natural hazard and the potential for damage on the site or to other properties</i>	<p>The project seeks to retain the existing revetment wall that encircles the subject land therefore, it is considered that any potential risk of coastal erosion is suitably minimised.</p> <p>Public boardwalks will be constructed with solid connections to the land (rather than 'floating').</p>
<i>(6) Risk to public safety and the environment from the location of hazardous materials and the release of these materials as a result of the natural hazard area avoided.</i>	As previously mentioned, works will be completed under a Remediation Action Plan (RAP) to ensure the relocation of any fuel storage facilities are completed to acceptable requirements.
<i>(7) The natural process and the protective function of landforms and the vegetation that can mitigate risks associated with the natural hazard are maintained or enhanced."</i>	The proposed redevelopment seeks to retain the existing revetment wall that encircles the subject land to minimise any potential risk of coastal erosion.



6.1.4 Referrals & State Development Assessment Provisions

A review of the State Government DA mapping system indicates that the site is subject to the following state interests:

- Coastal Protection:
 - Coastal Management District
 - Coastal Area – Erosion Prone Area;
 - Coastal Area – Medium Storm Tide Inundation Area; and
 - Coastal Area – High Storm Tide Inundation Area
- Fish Habitat Areas:
 - Queensland Waterways for Waterway Barrier Works.



Figure 8: Search Results of the subject land against Development Assessment Mapping System.

In respect to the SARA DA mapping and consultation of Schedule 10 of the PR, it is noted the following triggers apply to the project:

- Schedule 10, Part 17, Division 3, Table 6, Item 1 (Coastal Management District).
- Schedule 10, Part 4, Division 2 Table 1 (Contaminated Land);

Further, it is noted that proposed development is not considered as 'assessable development' under the identified Fish Habitat Areas state interest (i.e. this application does not include operational work for waterway barrier works); therefore, no additional referral assessment is required in this instance. The reclamation works being propose for the slipway areas will be the subject of further detailed OPW assessment and at this stage will be considered under the Coastal Management provisions.

Accordingly, as per the assessment requirements outlined under Appendix 1 of the State Development Assessment Provisions (Version 2.1 – August 2017) the proposed development is required to provide assessment against State codes:

Relevant State Code	Comment
State Code 8: Coastal Development and Tidal Works State Code 13 – Unexploded Ordinance	Refer to Code Assessment as Attachment 7 .



6.2 LOCAL PLANNING FRAMEWORK

6.2.1 Planning Scheme (DSC Planning Scheme 2006, including amendments to 2008)

The site of the 'Crystalbrook Superyacht Marina' is located within the Douglas Shire Council LGA and therefore subject to assessment under local planning and development instruments – i.e. the Douglas Shire Council Planning Scheme 2006, including amendments to 2008, plus any other related policies and local laws.

This report, along with the accompanying technical plans/documents, address the planning provisions for the land and where necessary, provides suitable planning grounds and other technical inputs addressing compliance items in support of the project.

6.2.1.1 Applicable Zoning

The land is reflected in the Port Douglas Waterfront North Planning Area. Under the applicable Table of Assessment, the development to support the mixed-use development ('Holiday Accommodation', 'Multi-Unit Housing', 'Restaurant', and 'Shopping Facility') to be subject to **Code Assessment**.

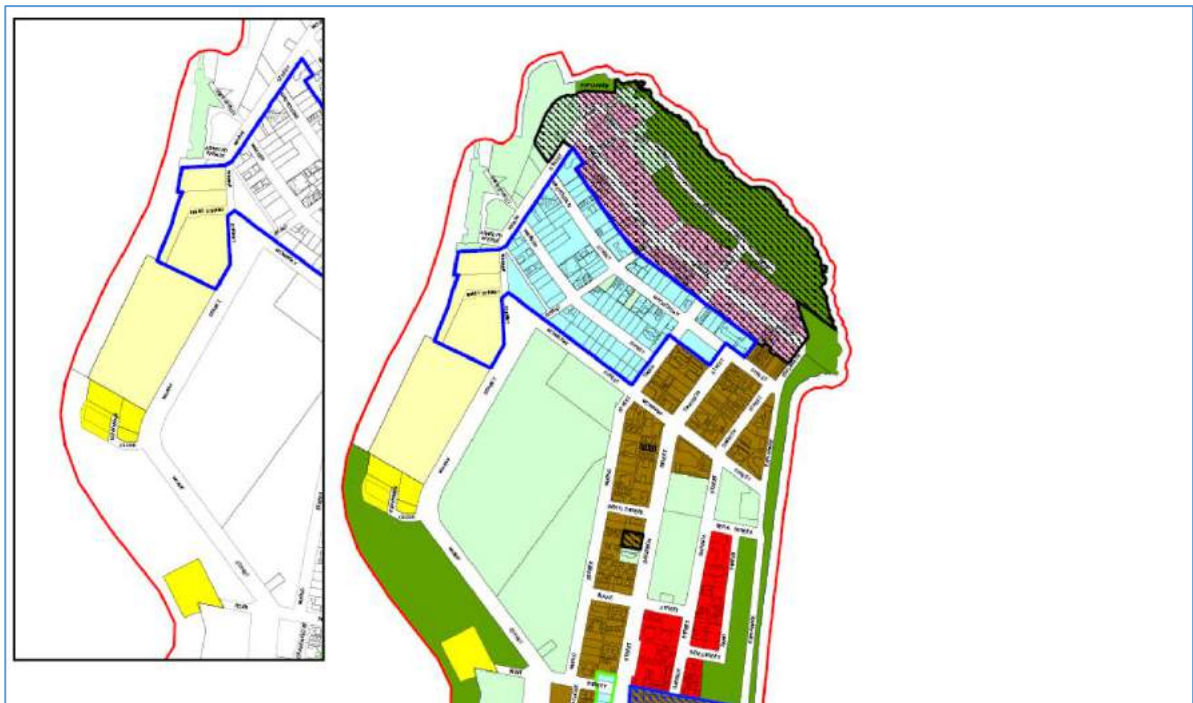


Figure 9: Planning Areas mapping – Port Douglas & Environs Locality.

The purpose of this Port Douglas Waterfront North Planning Area Code is to facilitate the achievement of the following desired development outcomes for the Port Douglas Waterfront North Planning Area:

1. The Port Douglas Waterfront North Planning Area evolves as revitalised open space and waterside development precinct;
2. Development within the Port Douglas Waterfront North Planning Area is designed to be sympathetic to the environmentally sensitive Dickson Inlet **and** mitigates any adverse impacts;
3. The establishment of mixed-use development is facilitated to promote activity and vitality;
4. Development contributes to a high quality public realm;
5. Built form provides an attractive point of arrival from both land and sea;
6. Pedestrian connectivity is safe, efficient and provides for the needs of all users of the Port Douglas Waterfront;



7. Parking (and associated infrastructure) does not undermine the relationship between buildings and street;
8. A sense of place is created through aesthetic streetscapes and innovative public and private open space;
9. Character is enhanced through the identification of gateway sites, landmarks, main approach routes and pedestrian thoroughfares and view corridors;
10. A high level of pedestrian and streetscape amenity is facilitated along the waterfront and road network using landscaping, public art and streetscape elements;
11. The importance of marine-based industries to the area is recognised;
12. Marine-based industries are protected from incompatible uses;
13. Marine infrastructure is established to service the tourism, fishing and private boating community;
14. The functionality of the Balley Hooley tourist rail is retained;
15. Uses identified as inconsistent uses in the Assessment Table dealing with material change of use for the Port Douglas & Environs Locality are not established in the Port Douglas Waterfront North Planning Area.

6.2.1.2 Prescribed Use Definition/s

The 'Crystalbrook Superyacht Marina' project represents a combination of development activities that will operate in a conjunction with the continuing marina operations. In regard to the assessment elements, we consider the proposal includes the following prescribed use definitions under the Planning Scheme:

'Holiday Accommodation':

"Means the use of premises for the accommodation of tourists or travelers in private accommodation.

The use may include:

- *Restaurants;*
- *Bars;*
- *Meeting and function facilities;*
- *Dining room;*
- *Facilities for the provision of meals to guests;*
- *A manager's unit and office; and*
- *A display unit which displays to the general public the type of construction or design offered by the builder/developer, for a maximum period of twelve (12) months and which is then demolished (if a freestanding replica), or converts to its intended purpose within the complex.*

When these facilities are integral to part of the accommodation. The use includes facilities commonly described as:

- *Holiday apartments or suites;*
- *International or resort hotel or motel."*



'Indoor Sport and Entertainment':

"Means the use of premises for sport, physical exercise, recreation or public entertainment predominately within a Building.

The use includes facilities commonly described as:

- Sports centre;
- Gymnasium;
- Amusement and leisure centre;
- Cinema;
- Dance club;
- Music club;
- Nightclub;
- Reception room;
- Theatre;
- Convention centre; or
- Function centre.

'Multi-Unit Housing':

"Means the use of premises comprising two or more dwelling units on one lot for residential purposes.

The use includes accommodation commonly described as:

- Duplexes;
- Flats;
- Home units;
- A display unit which displays to the general public the type of construction or design offered by the builder/developer, for a maximum period of twelve (12) months and which is then demolished if a freestanding replica or converts to its intended use within the complex."
- Apartments;
- Townhouses;
- Villa houses; or

'Restaurant':

"Means the use of licensed or unlicensed premises for the provision of means or light refreshments to members of the public for consumption on or off the premises.

The use includes facilities commonly described as:

- Bistro;
- Bar and grill;
- Café;
- Milk bar;
- Snack bar;
- Coffee shop;
- Tearoom;
- Takeaway;
- Drive through food outlet; and
- Fast food outlet."

'Shopping Facility':

"Means the use of premises for the display and retail sale of goods and for personal services such as betting (in the form of TAB agency or similar facility), hair and beauty care, laundromat, dry cleaning agent and other customer services.

The use includes:

- The hiring of small domestic items such as appliances, entertainment, sporting and health equipment;
- The exchange of domestic item and clothing; and
- Small scale bakery, dressmaking establishment, jewellery manufacturing establishment, etc., where the use includes a shopfront retail component.

The use also includes facilities commonly described as shop, supermarket, department store, retail chain outlets and the like.

The use does not include facilities herein defined as Display Facilities."



6.2.1.3 Statutory Considerations for Assessable Development

The development is considered **Code Assessable** against the local planning frameworks and hence, assessment is to be completed in accordance with Sections 59, 60(2), and 62 of the PA and Sections 25 to 28 of the PR.

A review of the applicable development codes presented under the Douglas Shire Council Planning Scheme 2006, including amendments to 2008 has been completed as part of this assessment and are included as **Attachment 6** in support of the project. Additionally, design plans and technical reporting has been provided in support of the assessment to deal with items that require review and visual presentation.

6.2.1.4 Applicable Overlays

The site is affected by the following Overlays from the Douglas Shire Council Planning Scheme 2006, including amendments to 2008:

- Acid Sulfate Soils (land below 20m AHD);
- Cultural Heritage and Valuable Sites;
- Natural Hazards (Low Risk Hazards); and
- Pedestrian and Cycle Movement (Future and Principal Pedestrian Route and Principal Cycle Route).

6.2.1.5 Applicable Codes

Further to the above, we note that the development is subject to assessment against the following relevant codes and provisions of the *Douglas Shire Council Planning Scheme 2006, including amendments to 2008*:

Scheme Component	Comment
Localities Code	
Port Douglas & Environs Locality Code	Refer to Code Assessment as Attachment 6 .
Planning Areas Code	
Port Douglas Waterfront North Planning Area Code	Refer to Code Assessment as Attachment 6 .
Overlay/s Codes	
Acid Sulfate Soil Overlay Code Cultural Heritage and Valuable Sides Code	Refer to Code Assessment as Attachment 6 .
Land Use/s Codes	
Multi-Unit Housing/Holiday Accommodation/Retirement Facility Code	Refer to Code Assessment as Attachment 6 .
General Codes	
Filling and Excavation Code Landscaping Code Vehicle Parking and Access Code	Refer to Code Assessment as Attachment 6



6.2.2 Planning Scheme Assessment

6.2.2.1 Desired Environmental Outcomes (Strategic Framework)

The proposed development is **Code Assessable** against the local planning frameworks and hence, assessment is to be completed in accordance with Sections 59, 60(2), and 62 of the PA and Sections 25 to 28 of the PR.

It is considered that the development remains consistent with the prescribed landuse intent expressed under the Planning Scheme and therefore does not require a complex review against the Desired Environmental Outcomes (ie Strategic Plan).

We note however, that a comprehensive Port Douglas Waterfront Masterplan was developed in 2009 lead by Cairns Regional Council with the input of various stakeholders and members of the local community. This plan, while not statutory in its effect, represents a foundation for the development of this site and seeks to encourage the development to consider linkages internal/external to the land. The outcomes and recommendations of the Port Douglas Waterfront Masterplan clearly identified the future development intent for the tourist precinct and provided guidance in respect of the development outcomes that sought to be achieved broadly for the Port Douglas township.

6.2.2.2 Port Douglas & Environs Locality

It is submitted that the development remains entirely consistent with the purpose of the Code for Port Douglas and Environs Locality with the overall 'Crystalbrook Superyacht Marina' ensuring the following have been suitably considered:

- *consolidate Port Douglas as the major tourist accommodation and tourist service centre in the Shire;*
- *ensure that tourist development and associated Landscaping is of high quality which reflects and complements the image of Port Douglas as a tropical seaside resort town of international renown;*
- *consolidate the area between Macrossan Street and Marina Mirage as the major tourist, retail, dining and entertainment centre of the Shire;*
- *ensure that all forms of development complement the tropical image of the town by incorporating attractive design and architectural features*

Commentary in respect of the Architectural Design arrangements and Building Height where an alternative solution is proposed is addressed in Section 7 of this Planning Report

6.2.2.3 Port Douglas Waterfront North Planning Area

The project demonstrates consistency with the overall outcomes of the Port Douglas Waterfront North Planning Area. Where the project seeks to depart from the Acceptable Outcomes then suitable planning and design justification has been provided to support the proposal.

6.2.2.4 Overlay Code/s

The development is included in several Overlay Designations identified under the Planning Scheme. These items represent constraints and 'key' development items that should be addressed either through design, construction, or operation of the development.

In respect of these items, we submit that the design has suitably considered the operation and physical constraints of the land and that the development can proceed with the imposition of suitable development controls and/or conditions.



6.2.2.5 Development Code/s

The proposed development complies with, or can be conditioned to comply with all the applicable Development Codes of the Planning Scheme.

6.2.3 Local Government Infrastructure Plan

Chapter 4 – Infrastructure of the Planning Act 2016 outlines provisions for local governments to prescribe infrastructure changes for demands placed on trunk infrastructure where a Local Government Infrastructure Plans (LGIP) is included as part of the Planning Scheme and is adopted by resolution.

It is noted that these provisions are yet to be adopted under this Planning Scheme, however, considering that the adoption of the Draft Planning Scheme is on the horizon, it is expected that any and all charges will be calculated under the current resolution in affect under the provision of the *Sustainable Planning Act* – the Douglas Shire Council Adopted Infrastructure Charges Resolution (DSCAICR) of 24 June 2014.

Under this DSCAICR, levied charged are calculated as follows:

- Levied Charge = Adopted Charge – Credit

6.2.4 Planning Scheme (Proposed Douglas Shire Planning Scheme)

It is acknowledged that Douglas Shire Council has been preparing a new Planning Scheme for some time, currently titled the Proposed Douglas Shire Planning Scheme, which is anticipated for adoption sometime with the early part of 2018.

While this application is submitted prior its commencement, it is noted that Council may give weight to a draft Planning Scheme. Hence, this section of the report will briefly outline the applicable triggers and identify any departures where relevant.

Scheme Component (2006)	Scheme Component (Proposed)	Comment
Localities/Local Plans Code		
Port Douglas & Environs Locality Code	Port Douglas / Craiglie Local Plan Code	<p>The new Local Plan is comparable to the current Locality Code as both strive to manage development in line with major tourist, retailing, dining, and entertainment facilities; as well as the protection of local natural values. The code continues to incorporate provisions to support the establishment of a gateway site, and the maintenance and promotion of good urban design principles that endorse a high level of pedestrian connectivity.</p> <p>The new Local Plan now seeks to manage the site under a dedicated precinct, where the importance of existing marine and coastal services is considered vital and must be recognised and enhanced.</p>
Planning Areas/Zoning		
Port Douglas Waterfront North Planning Area Code	Centre Zone Code	<p>The new Centre Zone Code is fairly similar to the current Port Douglas Waterfront North Planning Area Code (PDWNPAC) in that it continues to prescribe the establishment of a range of retail, commercial, community, and residential uses.</p>



		The PDWNPAC more specifically caters for development along the waterfront, particularly this site, where masterplanned provisions are made available to foster good urban design principles to support the development of an iconic gateway site.
Overlay/s Codes		
<ul style="list-style-type: none"> ▪ Acid Sulfate Soil Overlay Code ▪ Cultural Heritage and Valuable Sites Code 	<ul style="list-style-type: none"> ▪ Acid Sulfate Soils Overlay Code ▪ Coastal Environment Overlay Code ▪ Flood & Storm Tide Hazard Overlay Code ▪ Landscape Values Overlay Code ▪ Places of Significance Overlay Code 	<ul style="list-style-type: none"> ▪ Acid Sulfate Soils (ASS) codes are similar and offer comparable outcomes with respect to identification and/or treatment of any ASS; ▪ Assessment against the coastal environment is not provisioned under the current Planning Scheme. However, in respect to the consideration of these matters under this assessment, it is offered that this matter has been suitably addressed under relevant assessment triggers and code assessment required at the state level. Therefore, no additional commentary is provided here in this regard; ▪ It is noted there is no specific code managing a potential flood and/or inundation hazard. However, the detailed assessment against all current applicable codes has uncovered that these provisions are outlined under current Land Use code (i.e. minimum level of immunity required), and have been specifically addressed for this development under the Land Use code detailed below. ▪ Similar to the above, there is no specific code that identifies and seeks to retain landscape values. Under the current Planning Scheme, these values were addressed and accommodated under either the Localities and/or the Planning Area code. therefore, in this instance, Landscape and Natural Values have considered to be appropriately addressed in this instance. ▪ Places of significance are already accommodated under the current Planning Scheme. It is noted that the identified values of the site have not change between instruments; therefore, no additional commentary is offered regarding these matters.
Land Use/s / Use Codes		
Multi-Unit Housing/Holiday Accommodation/Retirement Facility Code	Multiple Dwelling, Short-Term Accommodation & Retirement Facility Code;	<p>These codes remain relatively similar, the only discernible changes relate to the introduction of maximum allowable site code (i.e. 40%), and maximum GFA.</p> <p>In addition, the code as adopted a more streamlined process to calculating landscaping and recreation areas; and has also include provisions for storage. Given the amount of open space, landscaping, and recreation areas provided over the site, it is offered that compliance with these provisions can be achieved.</p> <p>Further, despite minimum storage areas being prescribed under the current Code, the design team have sought to include as part of each permanent accommodation unit – refer to design plans as Attachment 2.</p>



General/Development Codes		
<ul style="list-style-type: none"> ▪ Filling and Excavation Code ▪ Landscaping Code ▪ Vehicle Parking and Access Code 	<ul style="list-style-type: none"> ▪ Access, Parking and Servicing ▪ Environmental Performance; ▪ Filling & Excavation; ▪ Infrastructure Works ▪ Landscaping ▪ Vegetation Management 	<ul style="list-style-type: none"> ▪ There are no changes present against the Filling and Excavation Code, other than to change to referencing to Planning Scheme Policies. ▪ Very little change is noted with respect to the Landscaping Code, which still heavily references the corresponding Planning Scheme Policy for guidance. It is offered that the proposed redevelopment can achieve compliance given the abundance and variety of landscaping works proposed throughout the site. ▪ A review of the minimum requirements table prescribed under the proposed Access, Parking, and Servicing Requirements Code has uncovered that greater off-street parking provision have been adopted. It is offered that the development proposal continues to provide suitable and sufficient carparking to cater for the landuse. ▪ An Environmental Performance code is not available under the current Planning Scheme; and its provisions are not generally accommodated under other codes. However, it is offered that the proposed design arrangements and parameters would achieve compliance with all applicable outcomes given the intent to adopt Ecologically Sustainable Design. ▪ The Infrastructure Works code is not specifically accommodated under the current Planning Scheme, its provisions have been accommodated under other applicable codes of development. The proposed redevelopment expresses the ability to present a connection to all essential services and infrastructure; therefore, no additional commentary has been provided here in this instance. ▪ Vegetation Management or damage is not specifically catered for under the current Planning Scheme. It is noted that the proposed development does will involve the removal (damage) of non-regulated vegetation currently present over the subject site. It is offered that the removal of this vegetation is required to give the approval affect and will be replaced with mature species to ensure that any impact to the landscape character of the locality is minimised.



In this section, we seek to review the ‘key’ planning aspects and provide commentary specific to the development of ‘Crystalbrook Superyacht Marina’ along with technical justification in support of any variations being sought against the Acceptable Outcomes identified in relevant development codes that affect the project.

The current Planning Scheme allows and encourages a ‘mixed-use’ development outcome that establishes a major tourist accommodation and services hub complimented by open space and access to adjacent waterfront development and the natural environment.

Therefore, this section of the report provides commentary in respect to the ‘Crystalbrook Superyacht Marina’ against each departure experienced from the Acceptable Outcomes, offering sufficient grounds in support of the proposed redevelopment. It is offered that the design inputs embody good urban design principals and qualities (i.e. access and connectivity, variety, adaptability and versatility, active spaces, sustainability, etc.) that mark the cornerstone functional valuable urban space.

7.1 PORT DOUGLAS AND ENVIRONS LOCALITY CODE (4.2.4)

The project team acknowledges that the purpose and intent of this Locality Code is to provide general parameters to guide and shape the built form and allocation of land uses within the Port Douglas township along with ensuring development is reflective of the desired uses intended the locality.

A detailed assessment of the design elements against this Code has identified two (2) departures from applicable Acceptable Outcomes, being:

1. A1, which provides parameters managing the desired ‘building height’ of each structure; and
2. Part of A8.1, particularly item i) which seeks to manage and mitigate any overbearing effects of the built form.

It is also noted that the Port Douglas Waterfront North Planning Area Code regulates the height of the built form in greater detail, proving thorough development control guidelines for this site.

The project team submit that the ‘minor’ increase in building height encourages a ‘landmark’ style building at the marina but continues to respect the Port Douglas character and typically low-scale built form ensuring that any higher building positions are suitably setback from the street and other public viewing areas. The requested changes in height allow for a development of 5 stories in a specific position on-site (up to a maximum 18.6m) above Finished Floor Level FFL rather than the Acceptable Solution being 13.0 metres.

Architectural design statements are provided in support of the overall design philosophy.

7.1.1 Built Form & Layout (Length)

A5.1 to A13.1 of this code specifies a series of desired development outcomes for sites contained within the Tourist Centre identified on the Port Douglas & Environs Locality Planning Areas Mapping (Sheet 1 P1(a)).

As outlined above, the design presents a minor departure from the provisions stated under A8.1, particularly item i), which is a result of the Hotel Building and the Villas fronting Wharf Street exceeding a total 30 metres in overall length. Accordingly, the provisions of the corresponding PC, P8 will be addressed, which states:

“Development in the Tourist Centre is climate-responsive, contributes positively to the character of the Locality, is complementary in scale to surrounding development and does not exceed a base plot ration of 0.5:1 and a maximum plot ratio of 1:1.”



Firstly, it is noted that although these two (2) structures present a built form that exceeds a total of 30 metres in length, there are no continuous walls, or other elements that exceed 15 metres in length.

All structures present a high level of articulation which is achieved through various design principals, such as the use of a variety of shapes, stepping of the built form, strategic placement of openings and recesses, and landscaping. Amongst these, the design team have utilised biomimicry philosophies, to establish a pattern of development that naturally provides breaks, steps, and recesses within the built form.

The early phases of the masterplanning planning process determined the best positioning for each structure in terms of desired use, where biomimetic elements were then added to articulate each structure and to aid in creating a uniform flow and theme throughout the site.

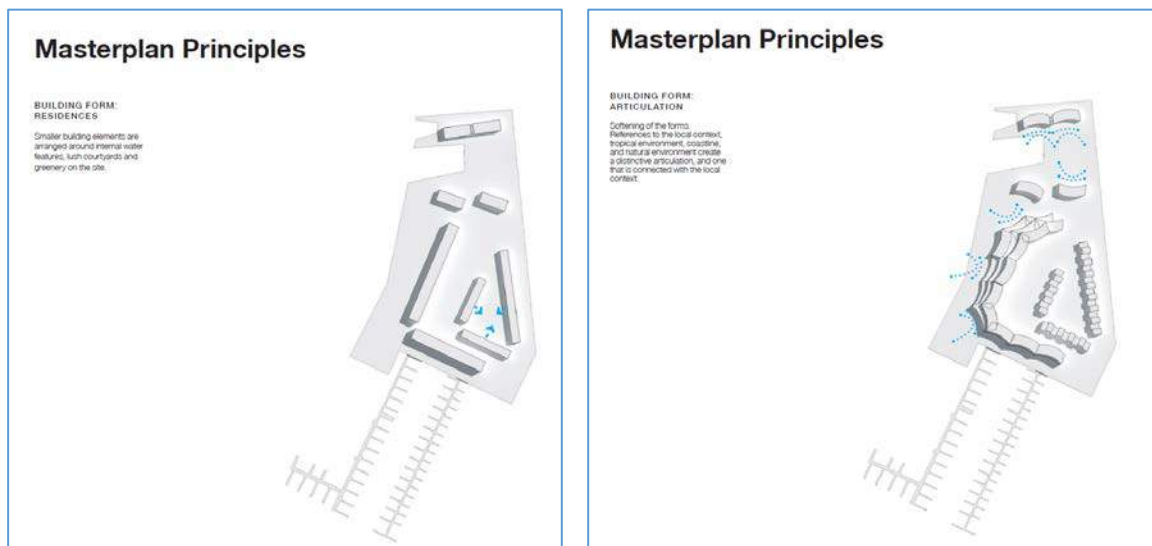


Figure 10: Masterplan Principles – Development of Built Form Articulation

The design submission describes the approach to the 'Crystalbrook Sauperyacht Marina' and highlights the classic and elegant curves of the Nautilus shell, coupled with the natural Fibonacci sequencing, has provided a model that allows the primary structure to adopt a more natural shape. We are advised that this approach offers seamless terracing which animates the built form, creating a distinct architectural landmark.

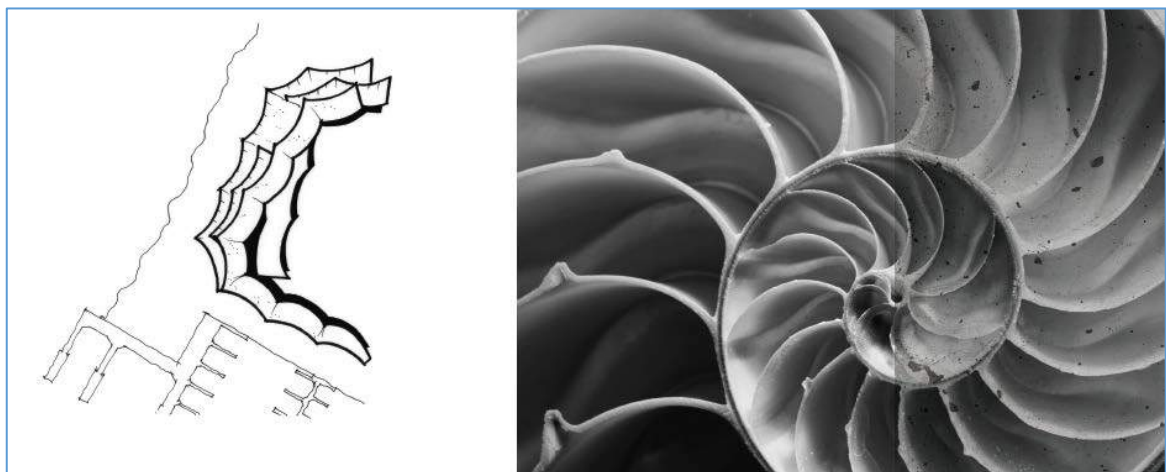


Figure 11: Masterplan Principles – Concept Vision & Biomimicry

With respect to the Villas fronting Wharf Street, an asymmetrical design has been adopted. Essentially, this simple design feature ensures that the built form presents a varied, yet rhythmic pattern to ensure that each dwelling is afforded a higher level of privacy and amenity where overlooking is greatly minimised, and a level of individuality is provided.

On context, it is submitted that although these structures present a length that is greater than 30 metres, the overall bulk of the built form is reduced through a highly articulated façade and a mixture of solid and soft elements, materials, colours, and textures. The layering and stepping of the built form also offers a landscape that respects the human scale, ensuring that each aspect does not present an overbearing or overshadowing structure that weights over another building or any adjacent public/pedestrian spaces.

“AND

Will not achieve the maximum Plot Ratio specified above unless the development incorporates building design features and architectural elements detailed in Planning Scheme Policy No. 2 – Building Design and Architectural Elements (and refer to in the Acceptable Solution).”

An Architectural Design submission is provided to address the overall ‘Crystalbrook Superyacht Marina’ presenting a contemporary ‘tropical’ design that is centred around the biomimetic principals of the Nautilus shell. These design principals have allowed the design to present a natural flow and land its self to the instinctive formation of steps and recesses, including the use of the following Architectural Elements listed under the prescribed Policy:

- Terraces;
- Contemporary (geometric) shade structures and awnings;
- Various roof profiles, transitioning from green roofs, flat roofs, and skillion designs; and
- Use of columns to create large opening that capture and frame surrounding vistas.

7.1.1.1 Multi-Unit Housing / Holiday Accommodation / Retirement Facility Code (4.5.14)

We note the Multi Unit Housing / Holiday Accommodation / Retirement Facility Code (4.5.14) also includes provisions to encourage 30m metre limitation to the overall length of any building. Accordingly, for completeness, the provisions of the corresponding PC (P2), is also explored. P2 states:

“The building bulk is reduced through effective design and materials.”

In addition to the above commentary, architectural design includes inputs for the construction materials and ways that the development will be managed for introducing exciting and innovative design. The design submission accompanying this Planning Report offers excerpts impressions and material design pallets that form of the architectural design package provided by SJB Architects.

Considering the above, it is offered that the development submission continues to satisfy the overall performance outcomes and development intent for the project.

7.2 PORT DOUGLAS WATERFRONT NORTH PLANNING AREA CODE (4.3.10)

The Port Douglas Waterfront North Planning Area Code provides more in-depth provisions that seek to shape and mould development over the site. The purpose and intent of this code continues to reinforce the establishment of a mixed-use development that compliment and promote activation and vitality of the site and the adjacent Marina and waterfront.

The code offers a design guideline for the development of an integrated masterplan for the site

An assessment of the applicable provisions of this code has identified that the ‘Crystalbrook Superyacht Marina’ presents an alternative solution in respect of A2.1 and A17.1, both of which stipulate design requirements in accordance with ‘Figure 1 – Development Control Guide’ (provided as **Figure 14** below).



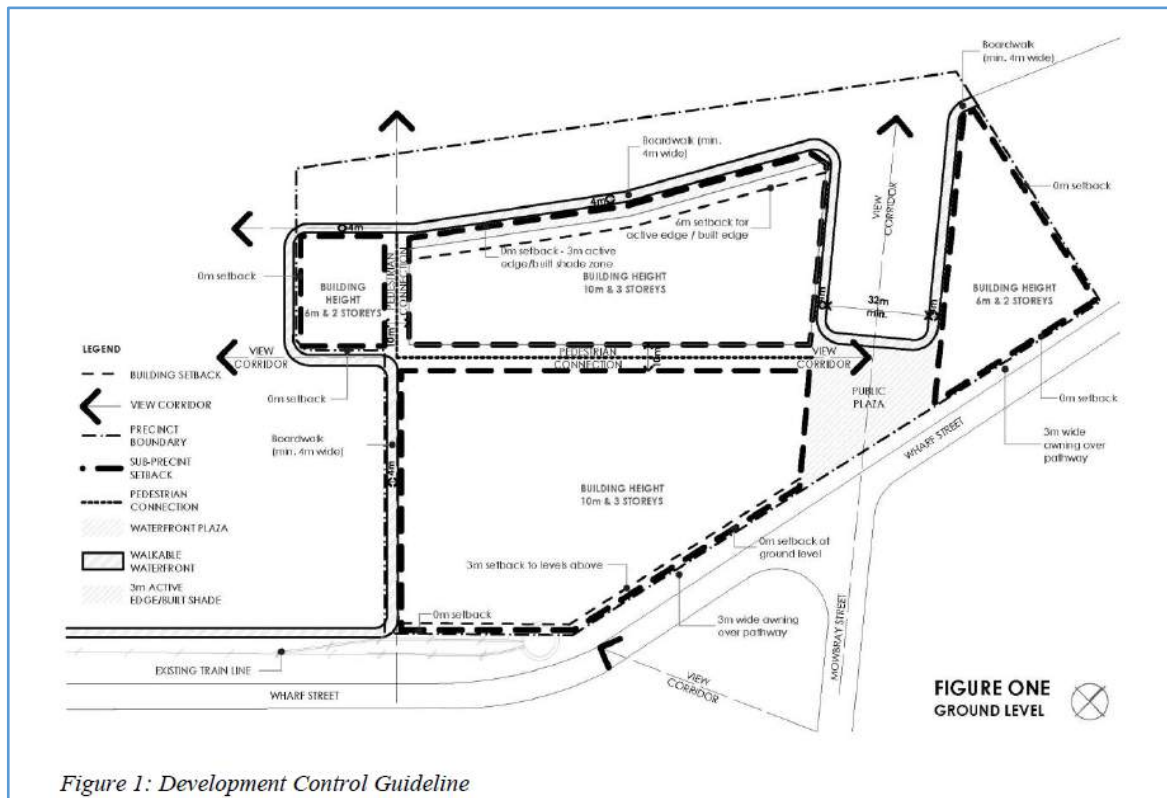


Figure 14: Design and Material Elements – Primary Hotel/Mixed-Use Structure.

In respect to the built form, this figure designates building footprints, setbacks, and maximum heights, all with the intent to achieve an option for the development of the site.

P2 sates: *"The bulk and scale of buildings is consistent with surrounding development and steps down to compliment the open space areas in the northern part of the Port Douglas Waterfront."*

Planning Commentary

A contemporary design is proposed which respects the performance criteria and submits that the overall design is respectful and consistent with the surrounds.

The redevelopment of the site is comparable to that of the existing L-shaped structure, with the biomimetics Nautilus design philosophy lending itself to allow the structure to seamlessly step down to two (2) and four (4) storeys to meet the street – refer **Figure 16** below

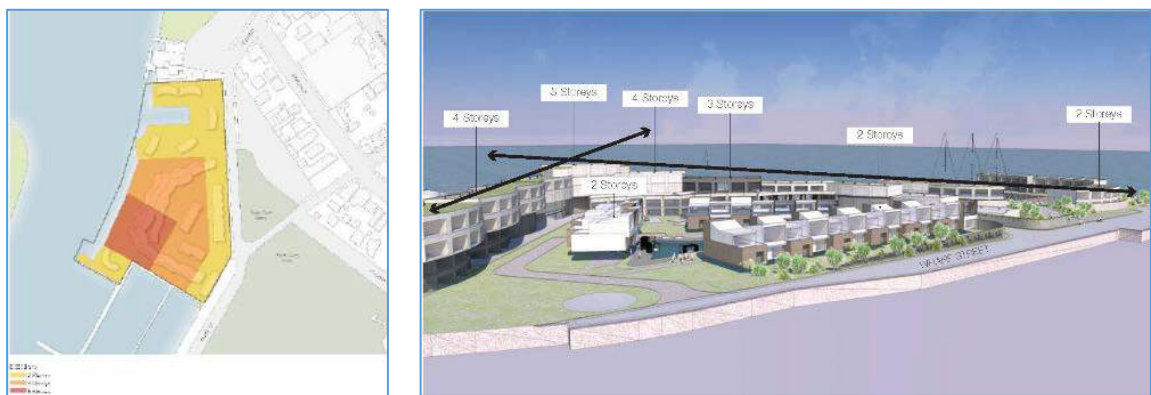


Figure 16: Urban Design Response – Building Height Gradient



In addition to this, attention is drawn to elevation provided, where it is identified that the streetscape is addressed via a series of two (2) storey structures, that seek to provide a connection to the existing urban streetscape and soften the built form to address the human scale.

Further, any building bulk created through the height of the primary structure is moderated and reduced through the naturally stepped design and a highly articulated façade. In respect to the wider urban context it is highlighted that viewlines are enhanced through the progression of the development, which generates a net benefit to the locality through the increase opportunity to access views and vistas of the surrounding natural environment – refer **Figure 17**.

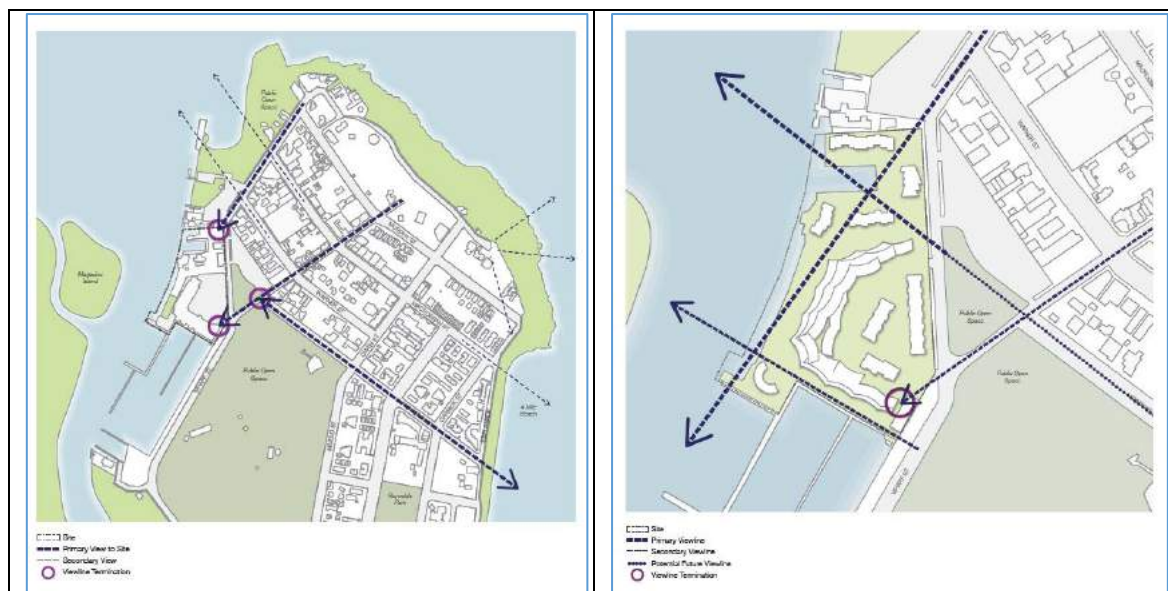


Figure 17: Urban Design Response - Viewlines

To confirm, the height of structure in respect to the height provisions of each precinct specified under the Control Guidelines is outlined under Table 4:

Table 4: Prescribed and Proposed Heights.

Prescribed Height Allowances	Building	Proposed Height		+/- difference in height (m)	Prescribed Roof Allowances	Amended +/- difference in height (m) ¹
		Storeys	Metres			
10m & 3 Storeys	Primary	2 storeys	7.9m	-2.1m	3.5m	-5.6m
		4 storeys	14.7m	+4.7m	3.5m	+1.2m
		5 storeys	18.6m	+8.6m	3.5m	+5.1m
	Villas 1-3	2 storeys	10.3m	+0.3m	3.5m	-2.7m
	Villas 4 & 5	2 storeys	8.65m	-1.35m	3.5m	-4.85m
	Villa 6	2 storeys	8.65m	+2.65m	3.5m	-0.85

6m & 2 Storeys	Commercial Tenancy / Public Colonnade	1 storey	4.5m	-1.5m	3.5m	-5.0m
	Pavilion	2 storeys	9.5m	+3.5m	3.5m	0m

1. Allowances for height requirements relating to roofs (and other related structures) have been included in defining the level in which the proposed maximum height of each structure departs from the prescribed allowable height, as it is deemed the proposed height + prescribed roof height is representative of the true maximum allowable height that can be accepted under the Planning Scheme. Additionally, it is noted that the maximum prescribed heights outlined under the Proposed Douglas Shire Planning Scheme include roof height.

This table illustrates the prescribed maximum height, standing anywhere between 0.85m to 5.6m below the current proposed arrangements. Accordingly, in respect to the proposed height departure, the provisions of P17 will be addressed, which states:

"Buildings are designed and sited to provide vistas along shared pedestrian/open space and movement areas in suitable location."

Urban Design Response that forms part of SJB's architectural design and purpose statement includes illustrations detailing how pedestrian movement, connectivity, and wayfinding will change and improve over the site.

The masterplan incorporates pedestrian connections to Wharf Street and delivers linkages with the northern portion of Wharf Street and Warner and Macrossan Streets. It is expected that this design will strengthen connections to the existing entertainment/retail/dining precinct. Secondary pedestrian connections are also established along the Wharf Street frontage, accommodating movement between Grant and Mowbray Streets.



Figure 18: Urban Design Response – Pedestrian Permeability and Access to Waterfront

The 'Crystalbrook Superyacht Marina' is supported by a networked series of footpaths and boardwalks, both covered and uncovered, that promote movement over the site and to adjacent areas of interest (i.e. Marina, Dickson's Inlet, CBD, etc.).

These movement corridors are complimented with tropical landscaping as a means of:

- Providing additional relief and protection from the elements;
- Generating visual interest; and
- Co-ordinating with the existing streetscape through embracing the local tropical vernacular.



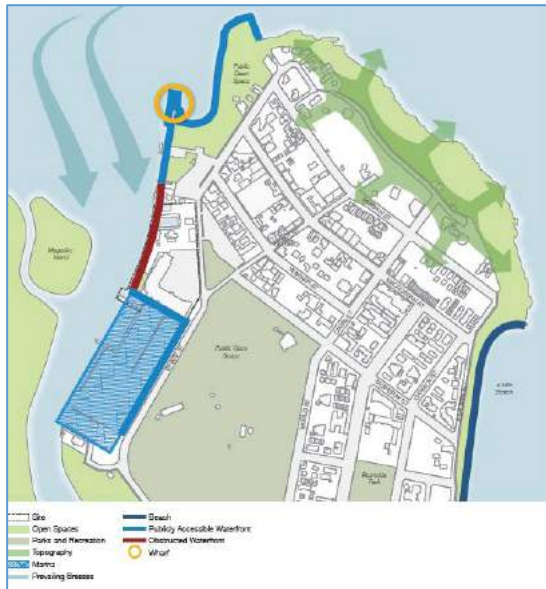


Figure 19: Urban Design Response – Pedestrian Permeability and Access to Waterfront (Cont.)

This Planning Report supports the application by Crystalbrook Superyacht Marina, Port Douglas Pty Ltd for a 'landmark' development consisting of an assortment of land uses including a 'new' hotel, residential apartments of varying sizes to meet the needs of residents along with cafes & restaurants day spa and function facilities over land situated at Wharf Street, Port Douglas.

The project team lead by Prime Group has assisted the applicant over the past few months to co-ordinate the architectural design works and the necessary technical reports in support of this application to Douglas Shire Council. We are now instructed to submit the overall development application for the consideration of Council.

Accordingly, this application has provided a description of the development and seeks the following approvals from Council:

- **Development Permit for a Material Change of Use (Holiday Accommodation [130 rooms], Indoor Sport and Entertainment, Multi-Unit Housing [54 Villas and Apartments], Restaurant, and Shopping Facility);**

This report has described the site, the development vision and the detailed elements that underpin the 'Crystalbrook Superyacht Marina'. The assessment items have, identified the applicable statutory and legislative requirements of Douglas Shire Council under their 2006 Planning Scheme; as well as at the State level under the *Planning Act 2016*.

The Planning Report and the technical investigations have presented evidence to support the project and demonstrate that where the performance/acceptable outcomes are not met in the relevant development codes that the project can be supported in respect of the 'higher order' elements of the Planning Scheme.

Accordingly, Council should recommend the project for approval on the following grounds:

1. The 'Crystalbrook Superyacht Marina' generally meets and exceeds the intent of the *Douglas Shire Planning Scheme* and is consistent with all the applicable State Assessment requirements;
2. The design team has addressed 'key planning' issues of built form and tropical urbanism where the 'highest and best' use of the land is promoted via innovative development and design arrangements;
3. The project will substantially improve and support the role and function of Port Douglas in relation to delivery of tourism and commercial activities with direct linkage and connections between the development site and to Macrossan Street, Grant Street and Wharf Street; and
4. It will positively contribute to the growth and vitality of the Marina Precinct and will improve the streetscape and character of this site

Overall, the project reflects substantial consistency with the intent and purpose of the Douglas Shire Planning Scheme. There are 'minor' departures away from the Acceptable Outcomes in respect of built form in favour (i.e. Building Height) though alternative approaches to meeting the Performance Outcomes though contemporary design and integration of landscaping and other contributing elements is submitted.

Approval is therefore, requested subject to the imposition of reasonable and relevant conditions.



ATTACHMENT 1

DA FORM 1 AND CURRENT TITLES



DA Form 1 – Development application details

Approved form (version 1.0 effective 3 July 2017) made under section 282 of the Planning Act 2016.

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) <i>(individual or company full name)</i>	Crystalbrook Superyacht Marina, Port Douglas Pty Ltd
Contact name <i>(only applicable for companies)</i>	Stuart Ricketts – Urban Sync Pty Ltd
Postal address <i>(P.O. Box or street address)</i>	C/- Urban Sync Pty Ltd, PO Box 2970
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4051 6946
Email address <i>(non-mandatory)</i>	stuart@urbansync.com.au
Mobile number <i>(non-mandatory)</i>	-
Fax number <i>(non-mandatory)</i>	-
Applicant's reference number(s) <i>(if applicable)</i>	17-224

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
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	1	SP288958	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	2	SP288958	Douglas Shire Council
c)	Unit No.	Street No.	Street Name and Type	Suburb
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	3	SP288958	Douglas Shire Council
	Unit No.	Street No.	Street Name and Type	Suburb
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	4	SP288958	Douglas Shire Council

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

Note: Place each set of coordinates in a separate row. Only one set of coordinates is required for this part.

☐ Coordinates of premises by longitude and latitude

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

☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

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

☒ Not required

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

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

Name of water body, watercourse or aquifer:

Dickson Inlet

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

Lot on plan description of strategic port land:

Name of port authority for the lot:	
<input checked="" type="checkbox"/> In a tidal area	
Name of local government for the tidal area (if applicable):	Douglas Shire Council
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 checked="" type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	177296 (Lot 1), 177289 (Lot 3), and 177290 (Lot 4)
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
CLR site identification:	

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS**Section 1 – Aspects of development****6.1) Provide details about the first development aspect**

a) What is the type of development? (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):

Mixed use development comprising approx. 130 hotel rooms, 45 villas, 9 apartments, a variety of retail and food and beverage outlets, and general/public space areas.

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 ☒ Yes – complete division 1 if assessable against a local planning instrument

Reconfiguring a lot ☐ Yes – complete division 2

Operational work ☐ Yes – complete division 3

Building work ☐ Yes – complete DA Form 2 – Building work details

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Hotel	Holiday Accommodation	130 rooms	n/a
Villas	Multiple Dwellings	45	n/a
Apartments	Multiple Dwellings	9	n/a
Retail Outlets	Shopping Facility	n/a	TBCm ²
Food and Beverage outlets	Restaurant	n/a	
Function Facilities	Indoor Sport and Entertainment	n/a	TBC

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 construction road (complete 13))

10) Subdivision

10.1) For this development, how many lots are being created and what is the intended use of those lots:

Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?

☐ Yes – provide additional details below

☐ No

How many stages will the works include?	
What stage(s) will this development application apply to?	

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?

Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment
12.1) What are the current and proposed areas for each lot comprising the premises?

Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)

12.2) What is the reason for the boundary realignment?

--

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)

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

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

\$	
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PART 4 – ASSESSMENT MANAGER DETAILS
15) Identify the assessment manager(s) who will be assessing this development application

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

PART 5 – REFERRAL DETAILS**17) Do any aspects of the proposed development require referral for any referral requirements?**

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

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

Matters requiring referral to the chief executive of the Planning Regulation 2017:

- ☐ Clearing native vegetation
- ☒ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA have not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure – designated premises
- ☐ Infrastructure – state transport infrastructure
- ☐ Infrastructure – state transport corridors and future state transport corridors
- ☐ Infrastructure – state-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure – state-controlled roads
- ☐ Land within Port of Brisbane's port limits
- ☐ SEQ development area
- ☐ 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 – residential development
- ☐ SEQ regional landscape and rural production area or SEQ Rural living area – urban activity
- ☒ Tidal works or works in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – construction of new levees or modification of existing levees (*category 2 or 3 levees only*)
- ☐ Wetland protection area

Matters requiring referral to the local government:

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

Matters requiring referral to the chief executive of the distribution entity or transmission entity:

- ☐ Electricity infrastructure

Matters requiring referral to:

- The **chief executive of the holder of the licence**, if not an individual
 - The **holder of the licence**, if the holder of the licence is an individual
- ☐ Oil and gas infrastructure

Matters requiring referral to the Brisbane City Council: <input type="checkbox"/> Brisbane core port land
Matters requiring referral to the Minister under the Transport Infrastructure Act 1994: <input type="checkbox"/> Brisbane core port land <input type="checkbox"/> Strategic port land
Matters requiring referral to the relevant port operator: <input type="checkbox"/> Brisbane core port land (below high-water mark and within port limits)
Matters requiring referral to the chief executive of the relevant port authority: <input type="checkbox"/> Land within limits of another port
Matters requiring referral to the Gold Coast Waterways Authority: <input type="checkbox"/> Tidal works, or development in a coastal management district in Gold Coast waters
Matters requiring referral to the Queensland Fire and Emergency Service: <input type="checkbox"/> Tidal works, or development in a coastal management district

18) Has any referral agency provided a referral response for this development application?		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application <input checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and the development application the subject of this form, or include details in a schedule to this development application (if applicable).		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application <input type="checkbox"/> I do not agree to accept an information request for this development application
Note: By not agreeing to accept an information request I, the applicant, acknowledge:
<ul style="list-style-type: none"> that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.
Further advice about information requests is contained in the DA Forms Guide .

PART 7 – FURTHER DETAILS

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

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

- ☐ Yes – the yellow local government/private certifier's 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

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 EM941) 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 "EM941" at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.

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

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

Hazardous chemical facilities

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

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

Note: See www.justice.qld.gov.au for further information.

Clearing native vegetation

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation 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 is accompanied by written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)
- ☒ No

Note: See www.qld.gov.au for further information.

Environmental offsets

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

- ☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter
- ☒ No

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

Koala conservation

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

- ☐ Yes
☒ No

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

Water resources

23.6) Does this development application involve **taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, taking overland flow water or waterway barrier works?**

- ☐ Yes – the relevant template is completed and attached to this development application
☒ No

Note: DA templates are available from www.dilgp.qld.gov.au.

23.7) Does this application involve **taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water** under the *Water Act 2000*?

- ☐ Yes – I acknowledge that a relevant water authorisation under the *Water Act 2000* may be required prior to commencing development
☒ No

Note: Contact the Department of Natural Resources and Mines at www.dnrm.qld.gov.au for further information.

Marine activities

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

- ☐ Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*
☒ No

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

Quarry materials from a watercourse or lake

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

- ☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
☒ No

Note: Contact the Department of Natural Resources and Mines at www.dnrm.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 Heritage Protection at www.ehp.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.dews.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*)

<input checked="" type="checkbox"/> A certificate of title <input type="checkbox"/> No Note: See guidance materials at www.ehp.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 ?			
<input type="checkbox"/> Yes – details of the heritage place are provided in the table below <input checked="" type="checkbox"/> No Note: See guidance materials at www.ehp.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 ?			
<input type="checkbox"/> Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the <i>Prostitution Regulation 2014</i> <input checked="" type="checkbox"/> No			
Decision under section 62 of the <i>Transport Infrastructure Act 1994</i>			
23.15) Does this development application involve new or changed access to a state-controlled road?			
<input type="checkbox"/> Yes - this application will be taken to be an application for a decision under section 62 of the <i>Transport Infrastructure Act 1994</i> (subject to the conditions in section 75 of the <i>Transport Infrastructure Act 1994</i> being satisfied) <input checked="" type="checkbox"/> No			

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist	
I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17 Note: See the <i>Planning Regulation 2017</i> for referral requirements	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of <i>Form 2 – Building work details</i> have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with development application 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 .	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans .	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21))	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration	
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct <input checked="" type="checkbox"/> Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the <i>Electronic Transactions Act 2001</i> 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 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	
Date receipted form sighted by assessment manager	
Name of officer who sighted the form	

The *Planning Act 2016*, the Planning Regulation 2017 and the DA Rules are administered by the Department of Infrastructure, Local Government and Planning. This form and all other required development application materials should be sent to the assessment manager.

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

I, MARK DAVIE [Insert name in full.]

Director of the company mentioned below.

and I, _____ [Insert name in full]

_____ [Insert position in full—i.e. another director, or a company secretary.]

Of **GAG Port Douglas Property Company No 2 Pty Ltd – ACN: 619 937 754** [Insert name of company and ACN.]

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

Wharf Street, Port Douglas (Real Property Description Lots 1, 2, and 3 on SP288958)

[Insert street address, lot on plan description or coordinates of the premises the subject of the application.]

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

Crystalbrook Superyacht Marina Port Douglas Pty Ltd
applicant.]

[Insert name of

on the premises described above for:

A Development Permit for a Material Change of Use for Holiday Accommodation, Indoor Sport and Entertainment, Multi-Unit Housing, Restaurant, and Shopping Facility as defined under the 2006 Douglas Shire Planning Scheme

[Insert details of the proposed development, e.g. material change of use for four-storey apartment building.]

Company Name and ACN: **GAG Port Douglas Property Company No 2 Pty Ltd – ACN: 619 937 754**

Signature of Director

Signature of Director/Secretary

Date

Date



Queensland
Government

Department of
Natural Resources and Mines

Author: Graeme Geisler
File number: 2017/006760
Directorate / Unit: State Land Asset Management
Phone: (07) 4741 1657

5 December 2017

Attn: Stuart Ricketts
Urbansync Pty Ltd
PO Box 2940
Cairns QLD 4870

By email: stuart@urbansync.com.au

Dear Stuart

Reference is made to the request for owners consent required to accompany the development application for Material Change of Use on Lot 4 on Survey Plan 288958, Off Wharf Street, Port Douglas for the purpose of a mixed use development.

The department hereby gives owner's consent to the above development application for Material Change of Use on Lot 4 on Survey Plan 288958, Off Wharf Street, Port Douglas for the purpose of a mixed use development.

Although owners consent for the development application has been provided, your client is always required to comply with the purpose, terms and conditions of Term Lease 239913 described as Lot 4 on Survey Plan 288958 and undertake works only if and when the development application has been approved by the assessment manager, and in accordance with the conditions of that approval.

A copy of this letter is to be attached to your DA Form 1 as the required evidence of owners consent.

Your client will also need to comply with all other legislative and regulatory requirements which may also include approvals that are not part of the assessment of the development application under the *Planning Act 2016* e.g. a marine park permit if in a marine park.

Further, please note that the above consent will expire on **5 June 2018**. Should the development application not be lodged with the assessment manager prior to this date, your client will be required again to lodge the DA Form 1 and any attachments with this Department with a further request for owners consent - any further request will need to be reconsidered by the Department.

It is also advised that any land use activities must comply with the *Aboriginal Cultural Heritage Act 2003* or the *Torres Strait Islander Heritage Act 2003*.

Finally, owner's consent is required under the *Planning Act 2016* to enable the application to be considered properly made for lodging with the assessment manager and is a completely separate process to assessment of the application under the *Planning Act 2016*.

Accordingly, the State may act at a later date as assessment manager or referral agency in the assessment of the development application - providing owners consent will not influence any role the State may have in this development assessment.

If you wish to discuss this matter please contact Graeme Geisler on (07) 4741 1657.

All future correspondence relative to this matter is to be referred to the contact Officer at the address below or by email to Townsville.SLAMS@dnrm.qld.gov.au. Any hard copy correspondence received will be electronically scanned and filed. For this reason, it is recommended that any attached plans, sketches or maps be no larger than A3-sized.

Please quote reference number 2017/006760 in any future correspondence.

Yours sincerely



Deanna Holder
Senior Land Officer
A duly authorised delegate of the Minister
under the current Land Act (Ministerial) Delegation

DA Form 1 – Development application details

Approved form (version 1.0 effective 3 July 2017) made under section 282 of the Planning Act 2016.

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

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

For a development application involving **building work associated with any other type of assessable development**, 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)	Crystalbrook Superyacht Marina, Port Douglas Pty Ltd
Contact name (only applicable for companies)	Stuart Ricketts – Urban Sync Pty Ltd
Postal address (P.O. Box or street address)	C/- Urban Sync Pty Ltd, PO Box 2970
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4051 6946
Email address (non-mandatory)	stuart@urbansync.com.au
Mobile number (non-mandatory)	-
Fax number (non-mandatory)	-
Applicant's reference number(s) (if applicable)	17-224

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
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	1	SP288958	Douglas Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	2	SP288958	Douglas Shire Council
c)	Unit No.	Street No.	Street Name and Type	Suburb
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	3	SP288958	Douglas Shire Council
	Unit No.	Street No.	Street Name and Type	Suburb
			Wharf Street	Port Douglas
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4877	4	SP288958	Douglas Shire Council

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

Note: Place each set of coordinates in a separate row. Only one set of coordinates is required for this part.

☐ Coordinates of premises by longitude and latitude

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

☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

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

☒ Not required

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

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

Name of water body, watercourse or aquifer:

Dickson Inlet

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

Lot on plan description of strategic port land:

Name of port authority for the lot:	
<input checked="" type="checkbox"/> In a tidal area	
Name of local government for the tidal area (if applicable):	Douglas Shire Council
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 checked="" type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	177296 (Lot 1), 177289 (Lot 3), and 177290 (Lot 4)
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
CLR site identification:	

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

a) What is the type of development? (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):

Mixed use development comprising approx. 126 hotel rooms, 45 villas, 9 apartments, a variety of retail and food and beverage outlets, and general/public space areas.

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 ☒ Yes – complete division 1 if assessable against a local planning instrument

Reconfiguring a lot ☐ Yes – complete division 2

Operational work ☐ Yes – complete division 3

Building work ☐ Yes – complete DA Form 2 – Building work details

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Hotel	Holiday Accommodation	Approx. 26 rooms	n/a
Villas	Multiple Dwellings	Approx. 45	n/a
Apartments	Multiple Dwellings	Approx. 9	n/a
Retail Outlets	Shopping Facility	n/a	Approx. 160m ²
Food and Beverage outlets	Restaurant	n/a	

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

☐ Yes

☒ 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)

☐ Subdivision (complete 10))

☐ Dividing land into parts by agreement (complete 11))

☐ Boundary realignment (complete 12))

☐ Creating or changing an easement giving access to a lot from a construction road (complete 13))

10) Subdivision

10.1) For this development, how many lots are being created and what is the intended use of those lots:

Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?

☐ Yes – provide additional details below

☐ No

How many stages will the works include?

What stage(s) will this development application apply to?

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?

Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment

12.1) What are the current and proposed areas for each lot comprising the premises?

Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)

12.2) What is the reason for the boundary realignment?

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: _____ | | |

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

PART 5 – REFERRAL DETAILS

17) Do any aspects of the proposed development require referral for any referral requirements?

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

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

Matters requiring referral to the **chief executive of the Planning Regulation 2017:**

- ☐ Clearing native vegetation
- ☒ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA have not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure – designated premises
- ☐ Infrastructure – state transport infrastructure
- ☐ Infrastructure – state transport corridors and future state transport corridors
- ☐ Infrastructure – state-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure – state-controlled roads
- ☐ Land within Port of Brisbane's port limits
- ☐ SEQ development area
- ☐ 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 – residential development
- ☐ SEQ regional landscape and rural production area or SEQ Rural living area – urban activity
- ☒ Tidal works or works in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – construction of new levees or modification of existing levees (*category 2 or 3 levees only*)
- ☐ Wetland protection area

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

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

Matters requiring referral to the **chief executive of the distribution entity or transmission entity:**

- ☐ Electricity infrastructure

Matters requiring referral to:

- The **chief executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual
- ☐ Oil and gas infrastructure

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

- ☐ Brisbane core port land

Matters requiring referral to the **Minister under the Transport Infrastructure Act 1994:**

- ☐ Brisbane core port land
- ☐ Strategic port land

Matters requiring referral to the relevant port operator :
<input type="checkbox"/> Brisbane core port land (below high-water mark and within port limits)
Matters requiring referral to the chief executive of the relevant port authority :
<input type="checkbox"/> Land within limits of another port
Matters requiring referral to the Gold Coast Waterways Authority :
<input type="checkbox"/> Tidal works, or development in a coastal management district in Gold Coast waters
Matters requiring referral to the Queensland Fire and Emergency Service :
<input type="checkbox"/> Tidal works, or development in a coastal management district

18) Has any referral agency provided a referral response for this development application?		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application		
<input checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and the development application the subject of this form, or include details in a schedule to this development application (if applicable).		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application
<input type="checkbox"/> I do not agree to accept an information request for this development application
Note: By not agreeing to accept an information request I, the applicant, acknowledge:
<ul style="list-style-type: none"> that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.
Further advice about information requests is contained in the <i>DA Forms Guide</i> .

PART 7 – FURTHER DETAILS

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

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

- ☐ Yes – the yellow local government/private certifier's 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

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 EM941) 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 "EM941" at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.

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

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

Hazardous chemical facilities

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

- ☐ Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application

☒ No

Note: See www.justice.qld.gov.au for further information.

Clearing native vegetation

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation 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 is accompanied by written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

Note: See www.qld.gov.au for further information.

Environmental offsets

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

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

☒ No

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

Koala conservation

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

☐ Yes

☒ No

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

Water resources

23.6) Does this development application involve taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, taking overland flow water or waterway barrier works?

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

☒ No

Note: DA templates are available from www.dilgp.qld.gov.au.

23.7) Does this application involve taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the *Water Act 2000*?

☐ Yes – I acknowledge that a relevant water authorisation under the *Water Act 2000* may be required prior to commencing development

☒ No

Note: Contact the Department of Natural Resources and Mines at www.dnrm.qld.gov.au for further information.

Marine activities

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

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

☒ No

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

Quarry materials from a watercourse or lake

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

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

☒ No

Note: Contact the Department of Natural Resources and Mines at www.dnrm.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 Heritage Protection at www.ehp.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.dews.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)

<input checked="" type="checkbox"/> A certificate of title <input type="checkbox"/> No <i>Note: See guidance materials at www.ehp.qld.gov.au for further information.</i>	
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 ?	
<input type="checkbox"/> Yes – details of the heritage place are provided in the table below <input checked="" type="checkbox"/> No <i>Note: See guidance materials at www.ehp.qld.gov.au for information requirements regarding development of Queensland heritage places.</i>	
Name of the heritage place:	Place ID:
Brothels	
23.14) Does this development application involve a material change of use for a brothel?	
<input type="checkbox"/> Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the <i>Prostitution Regulation 2014</i> <input checked="" type="checkbox"/> 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?	
<input type="checkbox"/> Yes - this application will be taken to be an application for a decision under section 62 of the <i>Transport Infrastructure Act 1994</i> (subject to the conditions in section 75 of the <i>Transport Infrastructure Act 1994</i> being satisfied) <input checked="" type="checkbox"/> No	

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist	
I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17 <i>Note: See the Planning Regulation 2017 for referral requirements</i>	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of <i>Form 2 – Building work details</i> have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with development application <i>Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.</i>	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21))	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
25) Applicant declaration	
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct <input checked="" type="checkbox"/> Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the <i>Electronic Transactions Act 2001</i> <i>Note: It is unlawful to intentionally provide false or misleading information.</i>	
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 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	
Date receipted form sighted by assessment manager	
Name of officer who sighted the form	

The *Planning Act 2016*, the *Planning Regulation 2017* and the DA Rules are administered by the Department of Infrastructure, Local Government and Planning. This form and all other required development application materials should be sent to the assessment manager.

**ATTACHMENT 2:
CONCEPT SKETCH PLAN**

Site Plan



ATTACHMENT 2
ARCHITECTURAL DESIGN PLANS
- SJB Architecture



SJB Architects



Crystalbrook Superyacht Marina Development

Port Douglas

Development Application

Prepared for
Ghassan Aboud Group

Issued
21/12/2017

We create amazing places



SJB is passionate about the possibilities
of architecture, interiors, urban design
and planning.

Let's collaborate.

Version: 01
Prepared by: AC
Checked by: KB

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Architects Statement



The Crystalbrook Marina redevelopment seeks to reinvigorate and revitalise the Port Douglas waterfront and create a vibrant new ecosystem within the Douglas Shine context. It will provide a world-class hotel and residential offering attracting local and international guests.

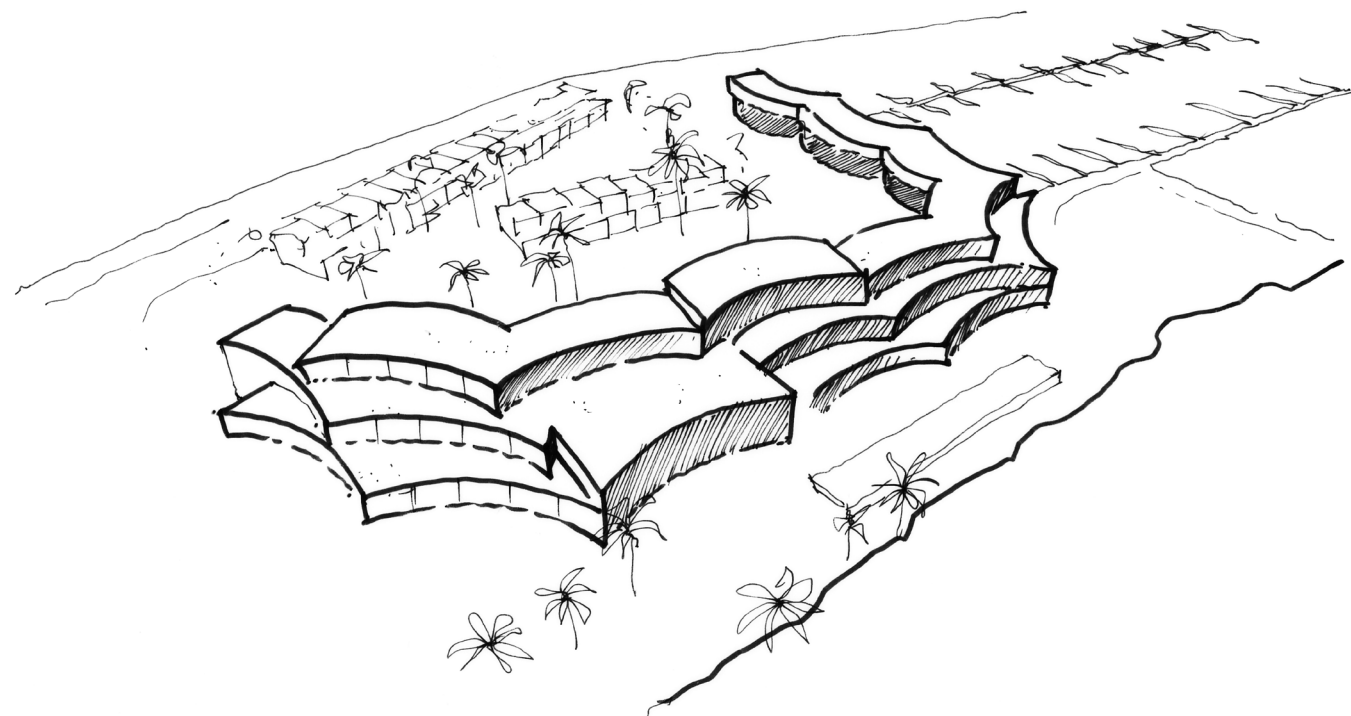
A 5-star hotel anchors the site, with a design language inspired by the nearby reef's structure and ecology. This language permeates throughout the residential, retail, hospitality and amenity buildings, with the dynamic, layered terracing creating an internationally recognisable architectural landmark.

Instantly identifiable, with the highest level of accommodation and amenity, the hotel will be clearly distinctive but also heavily connected to the environment and immediate context. Sustainability, in terms of building longevity as well as environmental response, is a key element of the design. The ethos of the development is 'responsible luxury' – a philosophy which affects everything from the performance of the building, to the energy efficiency, the sourcing of materials, and even the dining experience within the signature restaurant.

The site has been re-imagined as a car-free ground plane, with all parking placed underground – in stark contrast to the existing condition. A completely pedestrianised and walkable environment has been established. Extensive gardens infill all areas of the site with boardwalks and tree-lined paths creating permeability in and around the marina, hotel and villas.

New food and beverage premises both at the 'gateway' to the site – the northeast corner – and along the marina waterfront, will provide a vibrant offering for guests and residents of the development, as well as day-trippers going out to the reef.

A cocktail bar has been located in the southwest corner of the site, fronting directly onto the marina and Dickson Inlet. This too will provide another striking piece of architecture for the area, and a place to meet, relax, watch the sunset and take in the stunning natural surrounds of Port Douglas.





Executive Summary



34,000	m ²	Land Area (approx)
--------	----------------	--------------------

130	No.	Hotel Rooms
-----	-----	-------------

10	No.	Hotel Villas
----	-----	--------------

35	No.	Private Villas
----	-----	----------------

9	No.	Private Apartments
---	-----	--------------------

4,076	m ²	Retail and Dining
-------	----------------	-------------------

277	No.	Car spaces (on site)
-----	-----	----------------------





1.1 Location

The land is currently an existing property of approximately 34,000m2 which includes existing retail areas, a slipway, car park and marina.

--- Site extent





1.2 Site and Context

Natural Features



- [---] Site
- Open Spaces
- Parks and Recreation
- Topography
- Marina
- Prevailing Breezes
- Beach
- Publicly Accessible Waterfront
- Obstructed Waterfront
- Wharf

Vehicular Access and Movement



- [---] Site
- Major Car Parking
- Bus/Shuttle Parking
- Primary Vehicular Movement
- Secondary Vehicular Movement
- Township Gateway

Pedestrian Movement



- [---] Site
- Primary Pedestrian Movement
- Secondary Pedestrian Movement
- Recreational Pedestrian Movement

Key View Corridors



- [---] Site
- Primary View to Site
- Secondary View
- Viewline Termination

Manifesto

An understanding of place, landscape and history is fundamental to this design project.

It is no longer acceptable to simply impose old ways of thinking on fragile and unique landscapes. This design process respects and engages with the land in a harmonious and sustainable way. The proposal reflects a balanced, holistic design and careful insertion of urban form into the (re-established) natural setting. It also encompasses a flexible, adaptable outcome, responsive to Port Douglas' re-emerging urban.



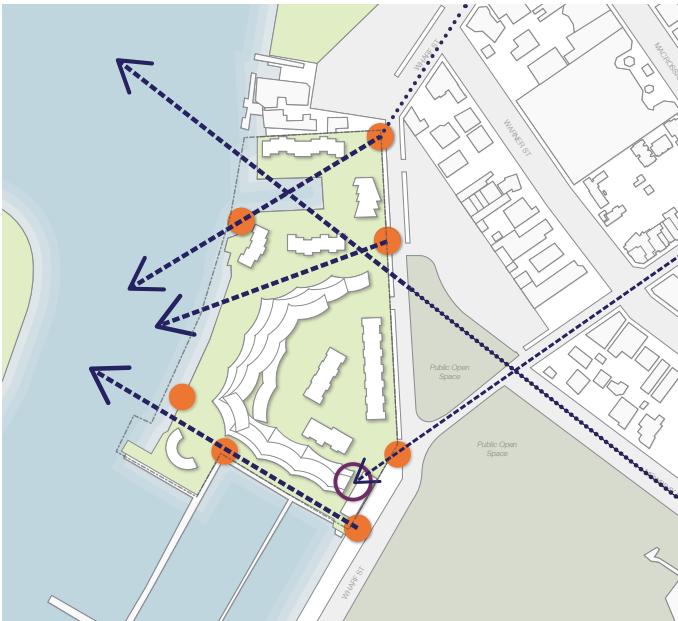
1.3 Urban Design Response

Increase Pedestrian Permeability / Improve Access to Waterfront



- [---] Site
- Primary Pedestrian Movement
- - - Secondary Pedestrian Movement
- Arrival Node/Wayfinding

Define and Establish View lines to Waterfront



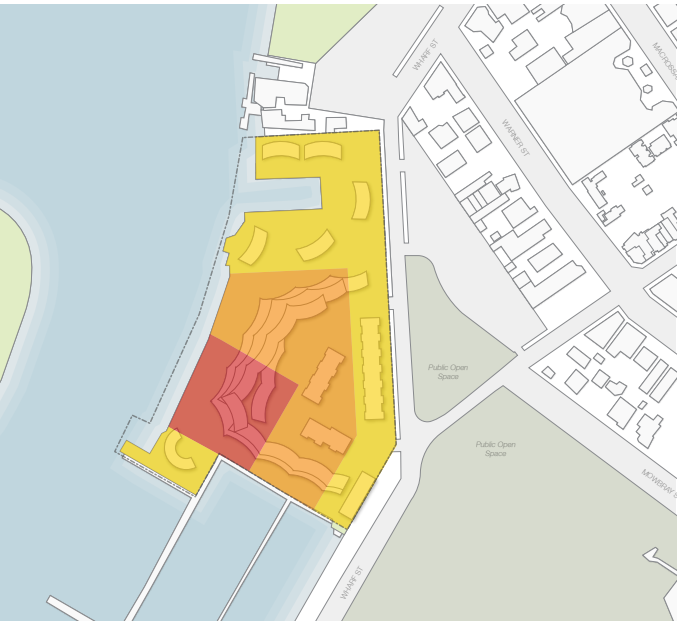
- [---] Site
- Primary Viewline
- - - Secondary Viewline
- ... Potential Future Viewline
- Viewline Termination
- Arrival Node/Wayfinding

Consolidate Access, Increase Vegetation and Decrease Vehicular Presence within the Site



- [---] Site
- Primary Vehicular Movement
- - - Secondary Vehicular Movement
- Services/Loading Zone
- Reinstated Tropical Vegetation
- Driveway

Building Height Gradient to Maintain Street Character and Protect Surrounding Amenities



- [---] Site
- 2 Storeys
- 4 Storeys
- 5 Storeys

Key Themes

A cohesive piece of urban fabric, creating a new sense of arrival to Port Douglas

A new urban structure for the site will integrate with the surrounding local fabric, whilst aligning new spaces and connections with existing streets and arrival points, supporting legibility and accessibility. The site boundaries will be highly permeable, open and welcoming, while also providing a new definition to existing street edges.

A new open space network.

Quality public and private spaces that proliferate and enliven the urban form, and reconnect the City. A series of linked space that create a unified identity.

A dynamic ground plane

The new spaces and connections will be abuzz with people and movement, with activity types and levels changing throughout the day and evening.

A focus on tropical living

Tropical living will integrate the landscape and design elements into the built environment to deliver: shelter from sun and rain; a contrast of light and shade; sufficient spaces around and between buildings; minimisation of radiant heat and heat island effects with green roofs and vertical landscapes; high quality responsive landscaping; and passive design that responds to the tropical climate, such as street canopies as an architectural expression of the rainforest canopy.

1.4 Existing Site & Surrounding Area



1 Wharf Street



2 Existing building on site



3 Marina



4 Existing building on site



5 Balley Hooley train track



6 Existing Duck Pond



7 Existing landscape on site



8 Balley Hooley

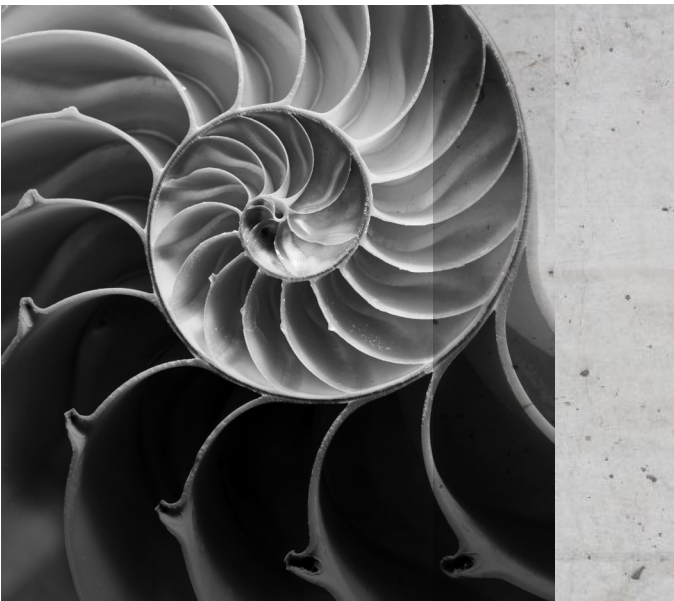


9 Existing Duck Pond



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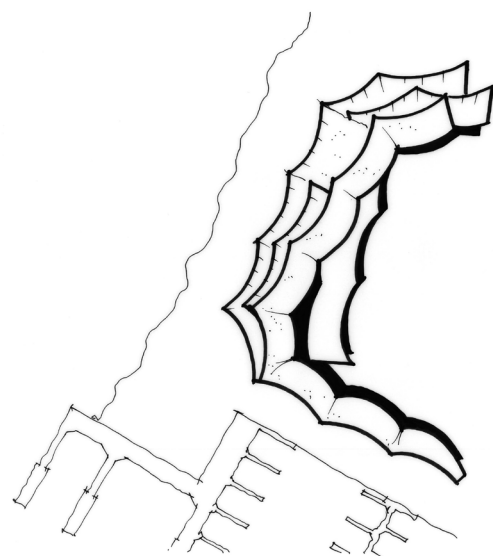
2.1 Concept & Vision



ARCHITECTURAL CONCEPT

Architecturally and conceptually, the building form of the hotel references organic forms found within a reef ecosystem. Scalloped modules, consisting of typically 5 hotel suites, are stacked and stepped to create a dynamic and instantly identifiable building form – like a tidal movement of peaks and troughs the scalloped form also reflects the endless energetic movement of the ocean.

A kind of Fibonacci sequence of repeating segments (found in the nautilus shell, the sea horse, etc) is also evident. This theme of repeating geometries and modulation affects all building forms across the site.

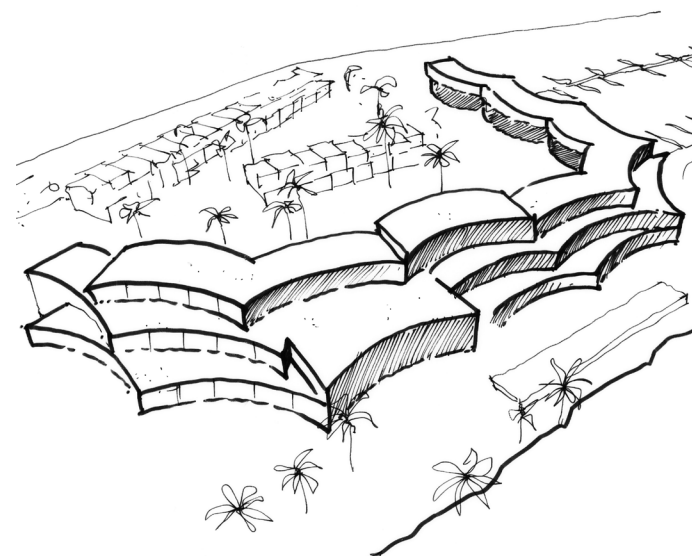


AUSTRALIA’S GREATEST RESORT MARINA. THE EPITOME OF LUXURY CASUAL.

This project will revitalise the port Douglas Marina precinct, a truly world-class site that demands design thinking of the highest calibre.

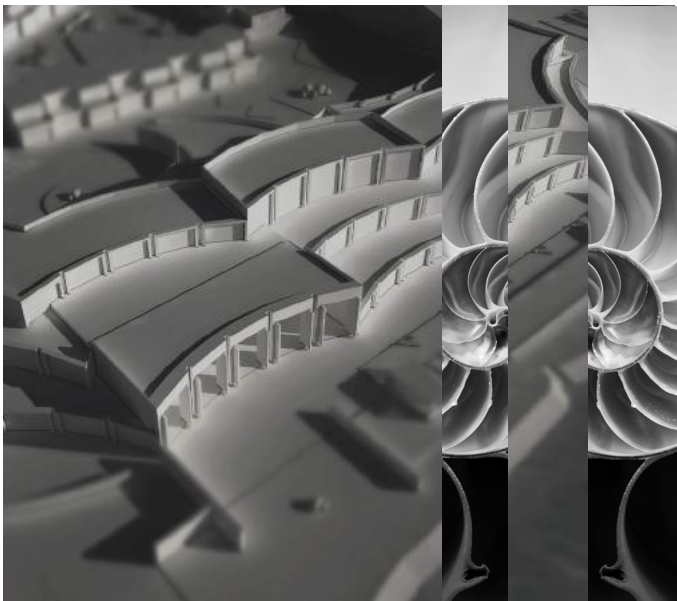
A 5 star hotel anchors the site, setting a design language inspired by the reef’s ecosystem, which permeates throughout the residential, retail, hospitality and amenity buildings. An exciting new identity for the precinct that will garner international attention for its design nous, sustainable luxury as well as its abundant natural beauty.

The hotels dynamic, layered terracing animates the form creating an internationally recognisable architectural landmark.



STACKING LAYERED CONCRETE FORMS WITH TROPICAL OVERGROWTH

Stacking forms allow for layered landscaping, spacious terraces and elevated private gardens, while reinforcing the biomimicry of the building form.



BIOMIMICRY

An approach that seeks sustainable solutions to human challenges by emulating nature's time-tested patterns and strategies.

2.2 Character

DESIGN CUES FROM PORT DOUGLAS HERITAGE



DAINTREE RAINFOREST
COCKTAIL LOUNGE

Local, tropical planting and a canopy like atmosphere seamlessly uniting inside and outside space. Inspired by the world renowned Daintree rainforest.



GREAT BARRIER REEF
ARCHITECTURE & SCULPTURE

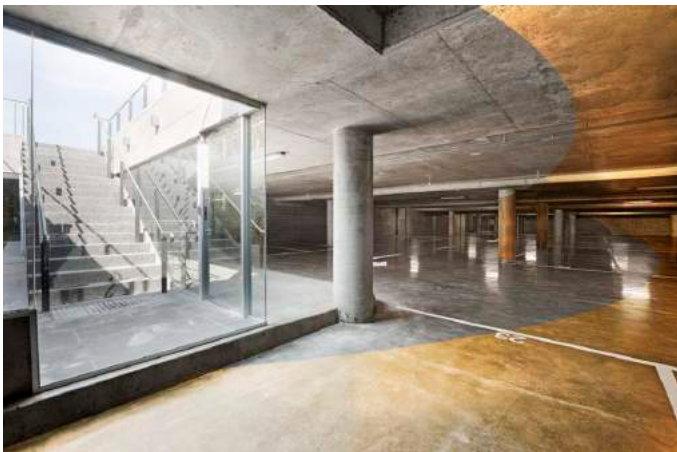
The biggest draw card for Port Douglas tourism, the reef inspired the natural materiality and modular ‘ecosystem’ of the architecture.

Custom made sculpture by Jamie North combines eroded concrete forms with various plant life, mimicking the diverse ecosystem of the reef.



SUGAR CANE
ARRIVAL

Sugar Cane is celebrated, planted with intelligent up-lighting, framing views through the lobby space and adding some lush greenery on the backdrop of concrete and timber.



GOLD MINING
BASEMENT SUPER-GRAPHIC

The gold super-graphic car park is a nod to the mining heritage of Port Douglas, that saw its population rise to its highest ever level of 12,000 in 1880. The measure of restraint in keeping the gold scheme to the underground keeps the hotel itself free of flashy, ‘traditionally luxurious’ finishes.

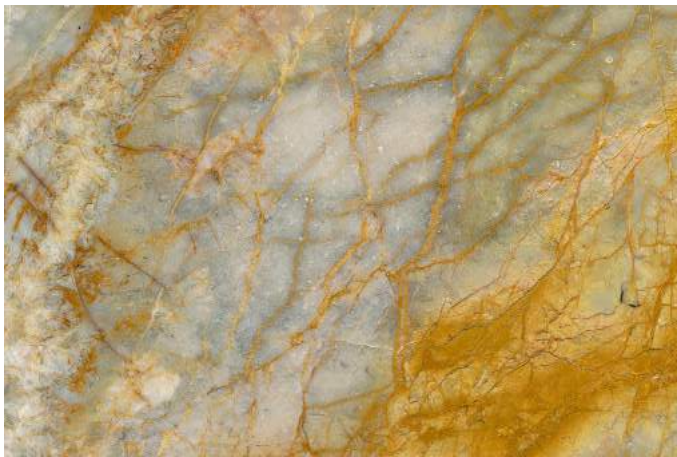
2.3 Character

DESIGN CUES FROM THE PORT DOUGLAS CONTEXT



SUSTAINABLE MATERIALS

Bagasse is a 100% sustainable material, the husky by-product of sugar extraction from cane. The material has found popularity in interior design of late for its natural aesthetic and sustainable credentials, in the case of this hotel development it helps share story of a key local industry, strengthened by the end of the Bally Hooley line at the Marina.



LOCAL STONE

Local stone from local manufacturers allow for an authentic Port Douglas design. As an example, the marble shown above is from Chillagoe Quarry, located in North Queensland. A gold touch within the stone is also reminiscent of the local mining heritage.



LOCAL TIMBER

North Queensland is home to a variety of local timbers, including Forest Red Gum, Blackbutt, Gympie Messmate, Spotted Gum and White Mahogany. Timber is a sustainable, light-weight building material suitable for particularly warm climates such as Port Douglas.



GREEN ROOFS

Open breathable space, responsive facades and lush landscaped areas. Landscaped roofs assist to passively cool the buildings and blend the architecture into the landscape.

2.4 Authentically Local Design

ARCHITECTURAL VISION



FRAMED VIEWS



TROPICAL WELLNESS SANCTUARY

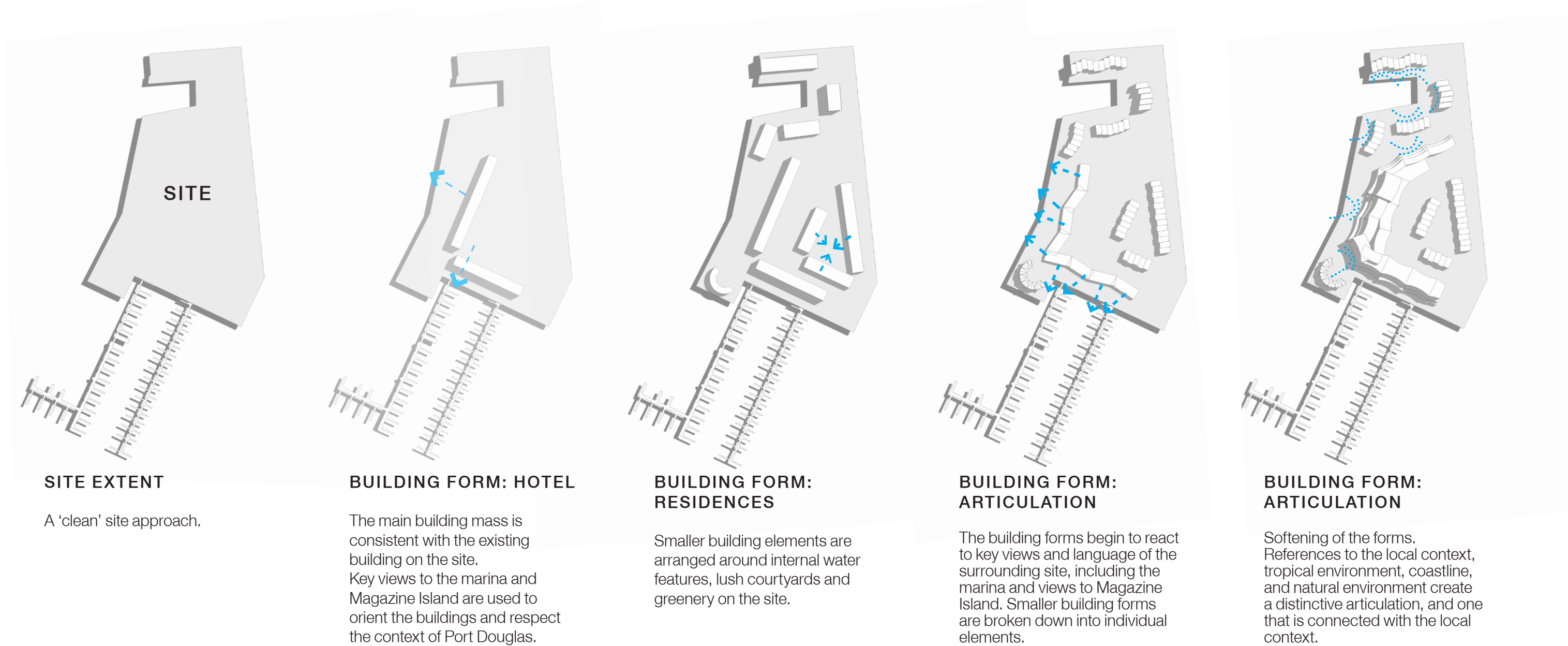


SEAMLESS TRANSITION IN > OUTSIDE



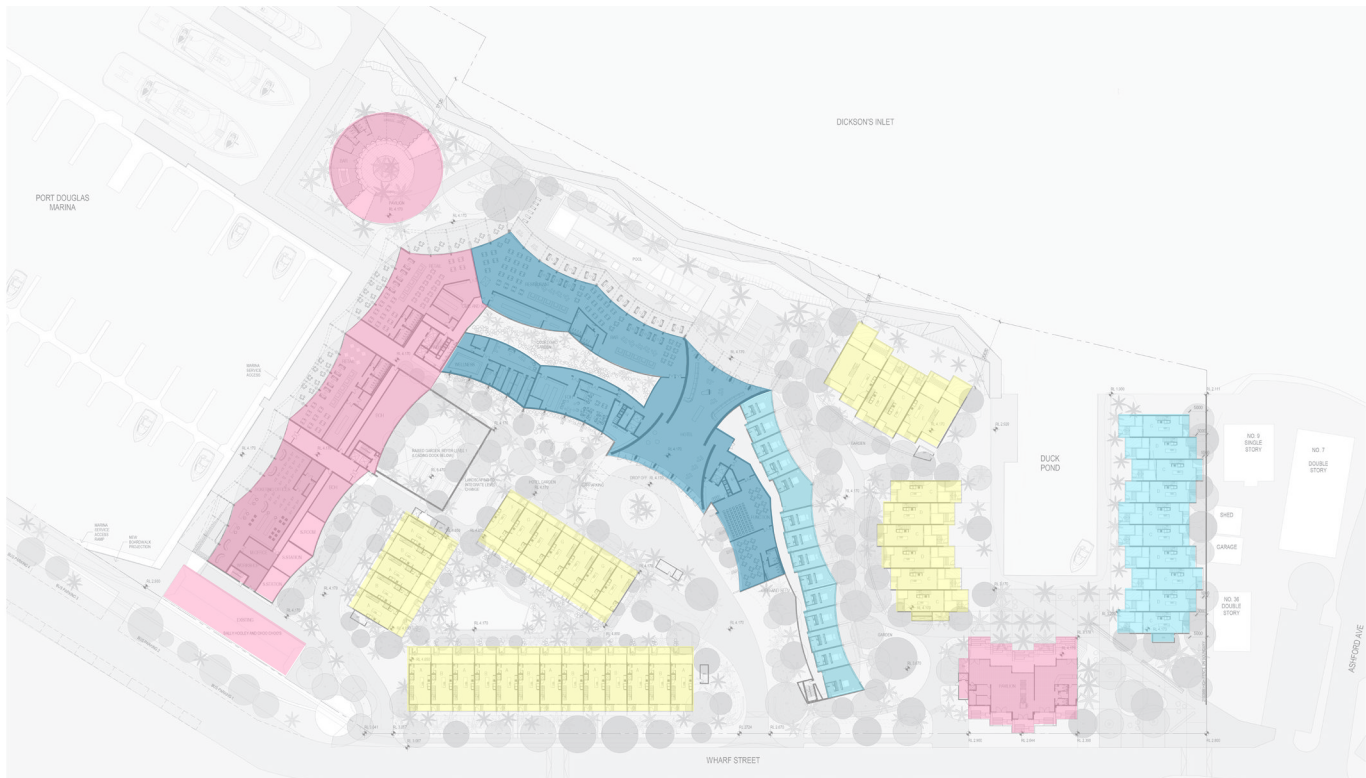
NATURAL MATERIALITY, REFINED
DETAILING

2.5 Form & Massing



Design Response

2.6 Site Conditions



Site Uses

- Hotel Public Areas
- Hotel Rooms
- Retail / Food & Beverage
- Residential



Site Circulation - Pedestrian Linkages & Way-finding

- Major Public Circulation
- Minor Pedestrian Circulation
- Public Point of Interest

Design Response

2.7 Site Plan



Localised Sustainability

3.1 Integrated Greenery and Landscaping



Passive Design

The existing site is extensively covered with hard surfaces (car parking, pavement, and industrial service yards). The proposed development integrates extensive landscaping into and around the site, over and between built form.

Greenery serves to provide shading and a cooling effect to the overall development. Landscaped roofs (a combination of vegetated and permeable gravel treatments) provide both insulation and usable rooftop spaces.

Site Permeability

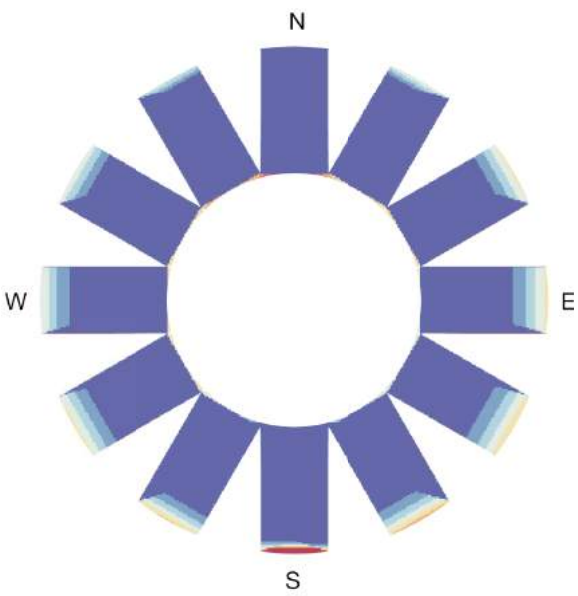
Removal of extensive car parks and hard surfaces from the existing site and integration of extensive landscaping around new buildings.



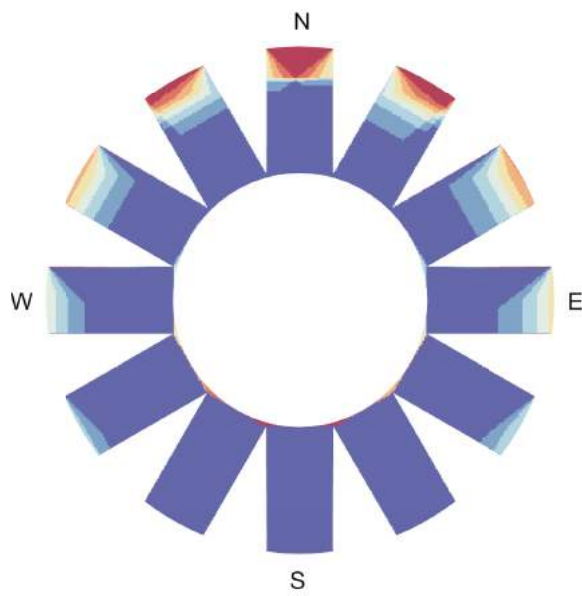
Landscaped Roofs

3.2 Shading Strategies

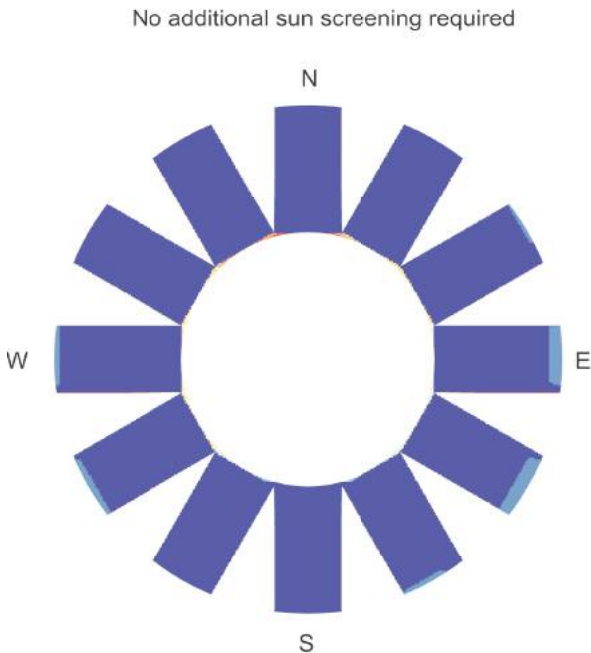
Solar Analysis



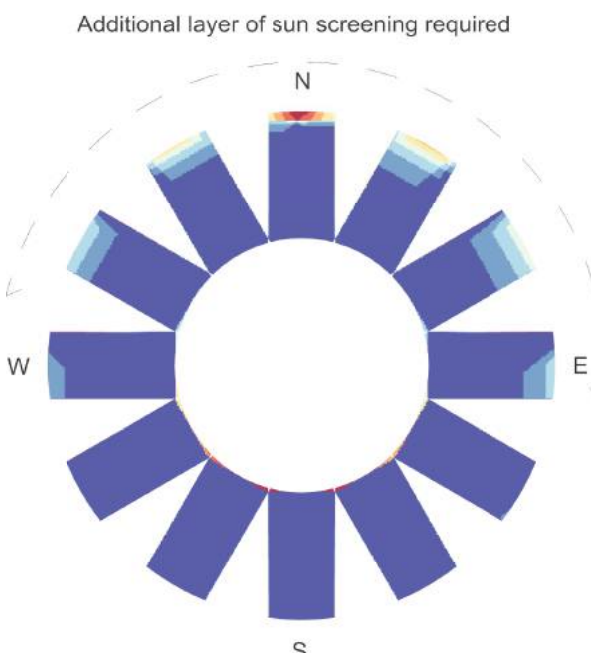
Sunlight Hours - No Sun Screening
December 21 9am-3pm



Sunlight Hours - No Sun Screening
June 21 9am-3pm



Sunlight Hours - With 2.0m Canopy to Rooms
December 21 9am-3pm

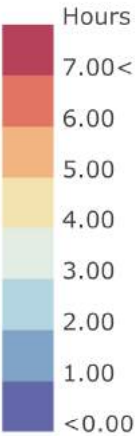


Sunlight Hours - With 2.0m Canopy to Rooms
June 21 9am-3pm

Sunlight Penetration and Shading

Energy modelling of the proposed building form, occupancy and climate is used to determine appropriate thermal envelope responses. The fundamental considerations are shading (avoidance of excessive passive solar gains, direct and diffuse) and airtightness.

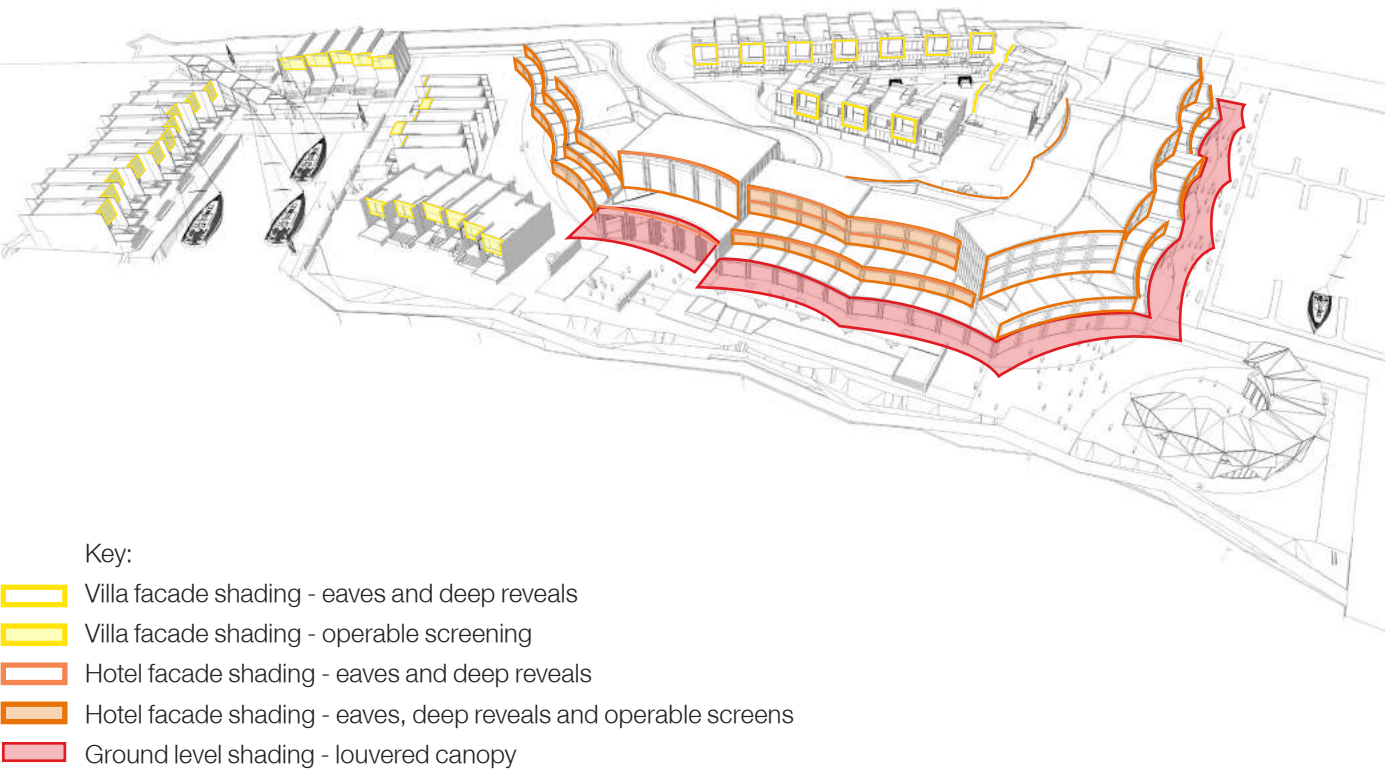
The diagrams above illustrate the effects of the no sun screens versus the proposed shading devices on an individual hotel room at various orientations. Each rectangular segment of the 'fan' represents a room, the colouration represents the number of hours of sunlight penetrating into the room



Localised Sustainability

3.3 Shading Strategies

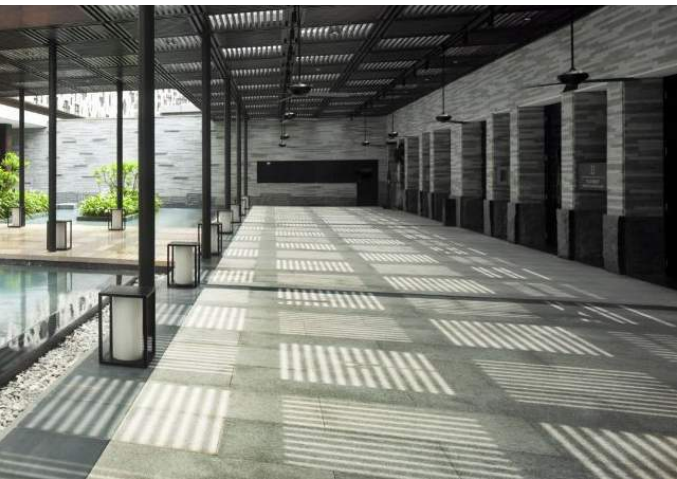
Response to Climatic Conditions



Shading Devices

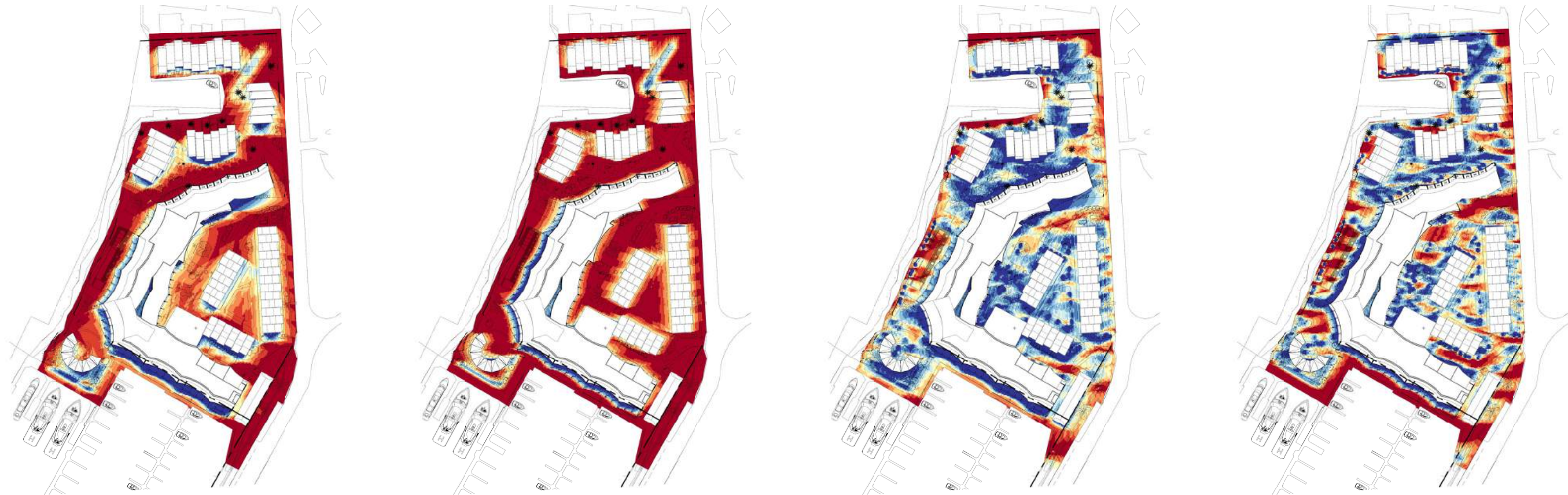
Based on analysis of sunlight penetration, various shading devices are proposed for different conditions. As illustrated diagrammatically above, for the hotel eaves and deep reveals are proposed to all orientations, and additional operable (and perforated) screens are proposed in north, east and west orientations which require additional sun screening. For the villas, eaves and deep reveals, as well as operable screen are integrated into the designs.

Extensive ground level canopies are also proposed outside food, beverage and retail areas to provide solar (and weather) protection to internal and external spaces.



3.4 Ventilation

Heat Mapping



Sunlight Hours - Buildings and Canopies Only
June 21 8am-4pm

Sunlight Hours - Buildings and Canopies Only
December 21 8am-4pm

Sunlight Hours - Buildings, Canopies and Vegetation
June 21 8am-4pm

Sunlight Hours - Buildings, Canopies and Vegetation
December 21 8am-4pm

Site Analysis

The diagrams above illustrates the effects of the proposed canopies and extensive vegetation. Vegetation modelled is based on the landscaping plan prepared for the application. Colouring on the diagrams represents the number of hours of direct sunlight on the ground plane.

The 2 diagrams for 'building and canopies only' illustrate the effects of the proposed ground floor canopy over public spaces - therefore providing a cool zone to these areas.

The diagrams illustrating the effects of 'buildings', canopies and vegetation' show the combined effect of the proposed canopies and landscaping strategy.

Localised Sustainability

3.5 Ventilation

Vegetation as a Cooling Device



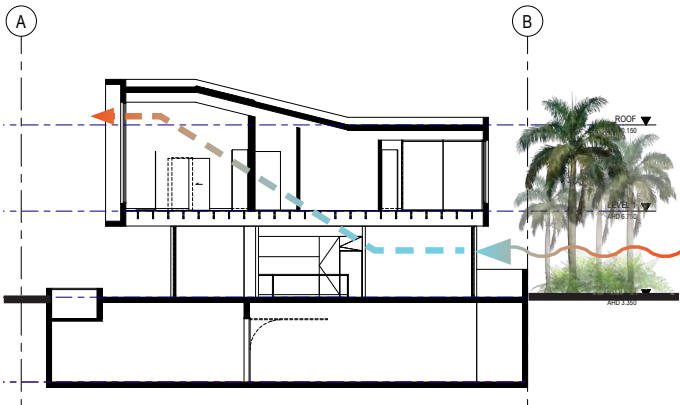
Passive Design

The climate of Port Douglas presents both challenges and opportunities. High temperature and humidity for large portions of the year are such that cooling is the dominant energy demand with no heating required.

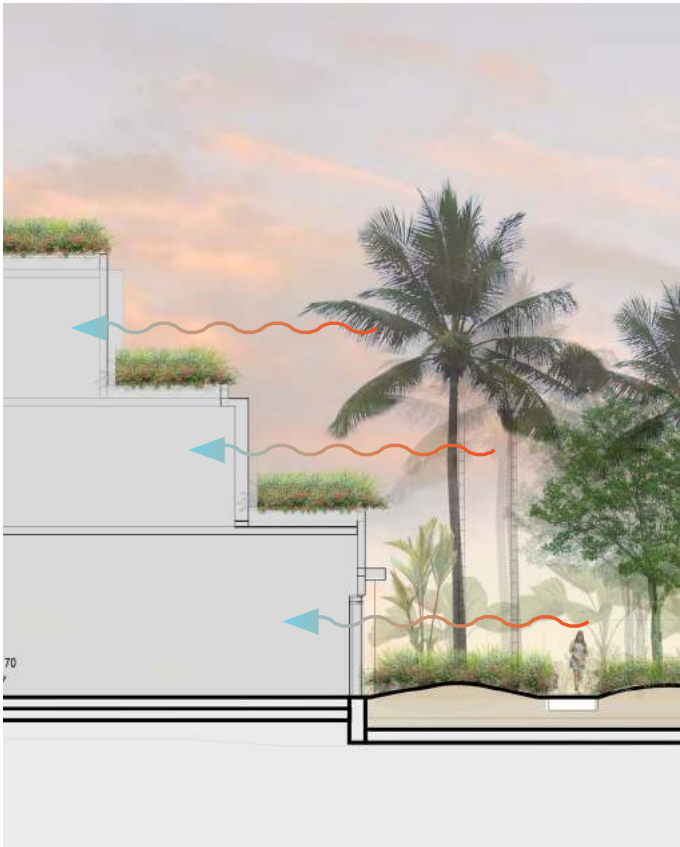
Building form and aperture arrangement are designed to allow bulk air movement such that natural ventilation can be used (with ceiling fans) in lieu of air conditioning during the cooler winter season, providing a 'mixed mode' solution.

As illustrated by heat mapping of the site, vegetation is strategically designed to create cool zones around the site. Ventilation flow (bulk air movement) through these cool zones provides cool air through the hotel spaces. In addition to extensive landscaping at ground, balcony planters or proposed to provide coolth (and mitigate heat) to upper floors of the building.

It is acknowledged that buildings in the tropics that switch between natural ventilation and mechanical AC need careful consideration of moisture transport/condensation. Significant energy and detrimental air quality issues (i.e. mould growth) could arise due to condensation occurring on internal finishes due to high moisture content in natural ventilation mode, then over-use of cooling when in mechanical AC mode. These issues could be mitigated through airtightness testing, vapour membranes and limits on cooling set-points.

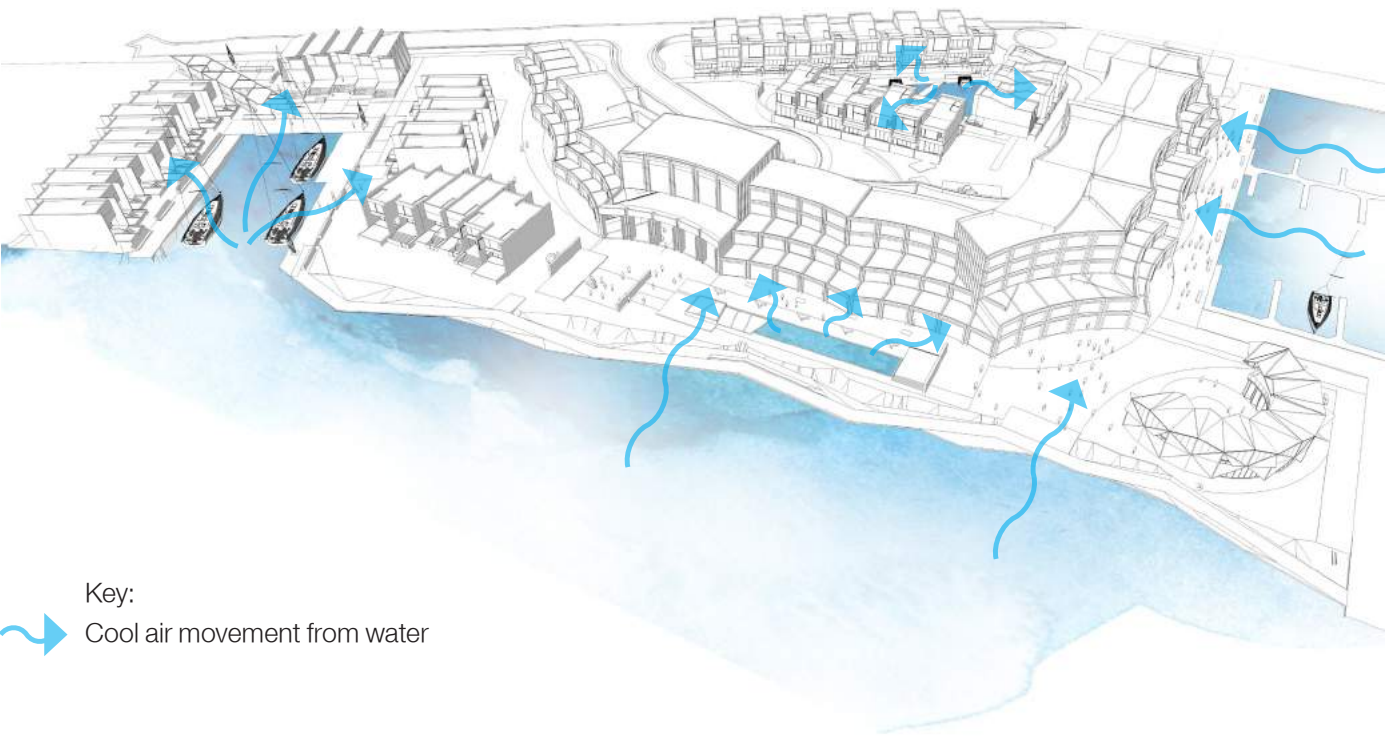


Villa Passive Ventilation Flow



Integrated Balcony Greenery

3.6 Cooling Strategies



Key:
Cool air movement from water

Building Services

The adjacent waterfront and proposed pools provides passive cooling to surrounding spaces. Building are located to capture prevailing breezes as they pass over the surrounding water zones.

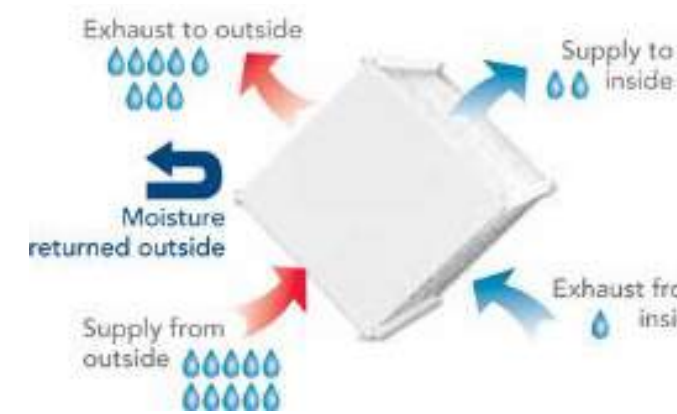
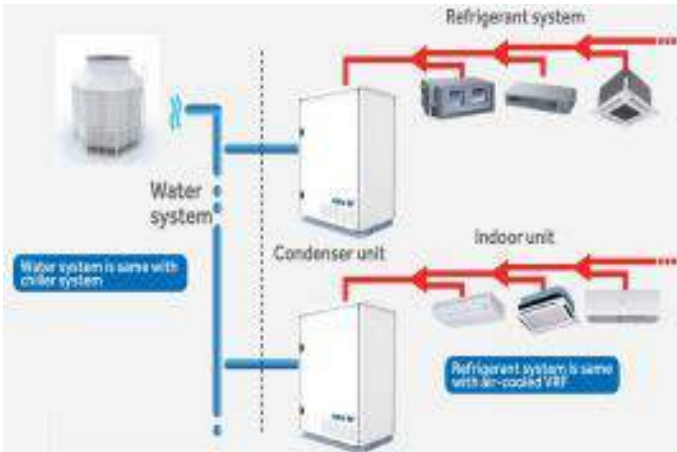
Supplementing passive strategies, and to provide for the predominant cooling demands it is likely that two separate approaches are required for the hotel/commercial spaces and the villas.

Hotel/Commercial Spaces:

A central chilled water loop (central water-cooled chiller and cooling tower heat rejection) serving local FCUs and AHUs across the site. Heat rejection centralised to a consolidated cooling tower(s).

Private Villas:

One or two condenser water loops (each with cooling tower heat rejection) serving local water-sourced VRF units within each private villa and/or satellite buildings (e.g. pavilion). Water-sourced VRF systems are complementary to private villas where individual electricity metering is required.



Heat recovery

All HVAC systems should be provided with “enthalpy recovery”, transferring heat and moisture between outside air intake and exhaust air. Enthalpy recovery reduces cooling energy by pre-cooling and pre-drying outside air. Two types are anticipated to be provided; centralised Dedicated Outside Air System (DOAS) with enthalpy recovery for the hotel/commercial spaces, and unitary enthalpy recovery units for the private villas.

Localised Sustainability

3.7 Energy Use and Generation

Renewable Energy and Storage



Renewable Energy

Photovoltaic (PV) renewable energy technology has evolved to be the pinnacle on-site energy generation solution for the built environment given its compelling business case, technological maturity, minimal maintenance profile and emissions reduction benefit. This technology now provides building owners with the real ability to generate their own electricity to significantly reduce operating costs and GHG emissions. Similar to PV, advancements in battery energy storage are such that there are technically mature energy storage solutions to extend on-site PV generation systems. Benefits include providing peak demand/cost management, increased utilisation of on-site renewable generation and improved resilience to network failures or other events (e.g. cyclones). Combined with an embedded metering system and energy technology software, solar PV and energy storage is proposed to provide for a ‘micro-grid’ where all generation sources and loads are controlled within the site, providing cost and resiliency advantages.



Energy Storage

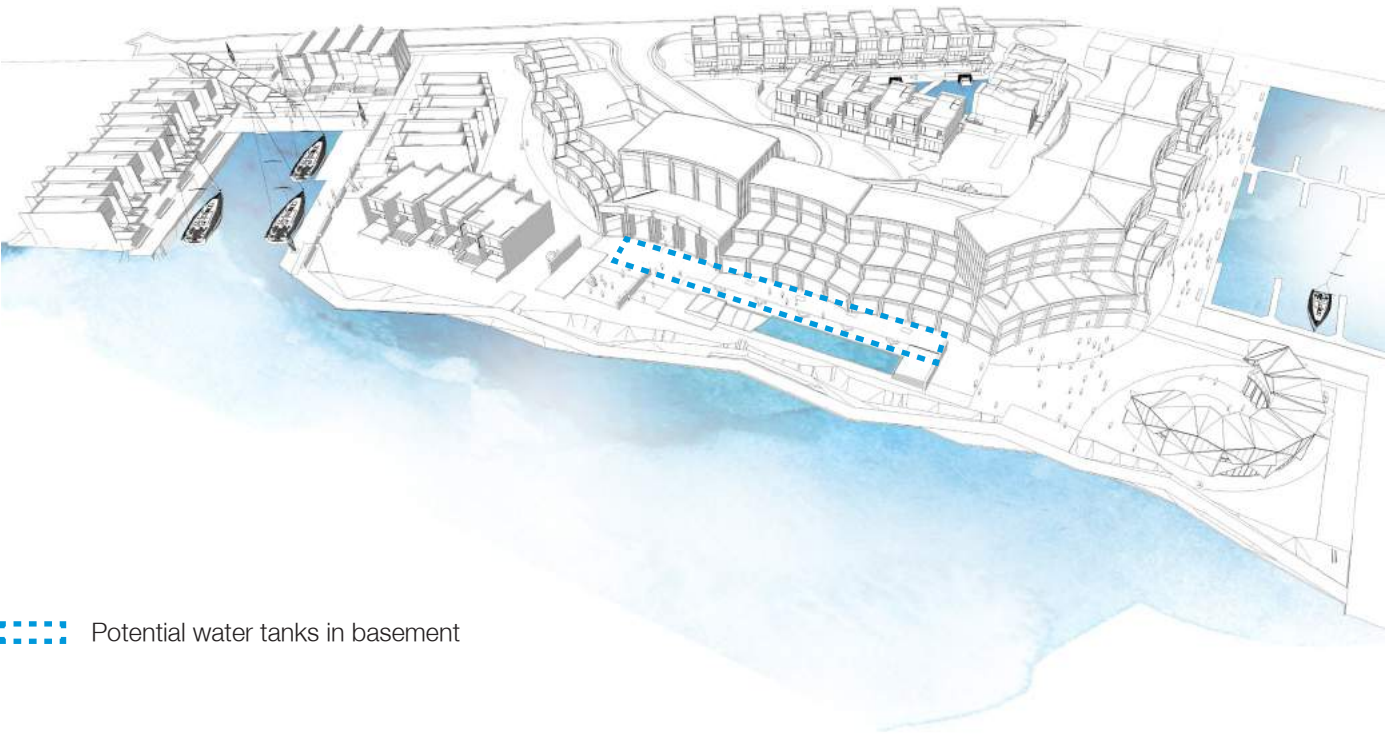


Photovoltaic

Localised Sustainability

3.8 Water Initiatives

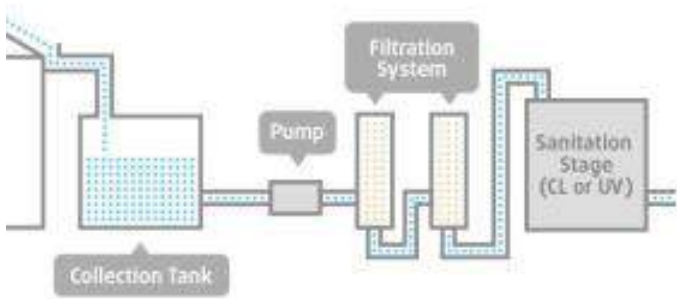
Catchment, Storage and Reuse



Water Efficiency

Although monthly rainfall varies significantly throughout the year, non-potable water harvest & reuse systems (rainwater & condensate) could be incorporated for suitable uses (toilet flushing, landscape irrigation, pool top-up and heat rejection). It's likely that guests would associate 'responsible luxury' with the broadly understood practice of rainwater harvesting. Rainwater storage volume is pending detailed site water balance analysis.

Water efficient fixtures and fittings would also be selected within context of 'responsible' luxury.



Water reuse

Localised Sustainability

3.9 Paddock to Plate



Local produce, local farming, local Industry,

‘Responsibly luxury’ is not just about buildings, the approach extends to a complete guest experience - dining, living and socialising.

Through the establishment of the hotel brand and with connections to local producers the impact of the project extends beyond the site itself. It is envisaged that produce farmed locally would be cut in the hotel kitchens, viewed prior to preparation and served in the restaurant to provide a complete paddock to plate dining experience.

Study Areas

4.1 Key Diagram

- 01
Hotel Arrival
- 02
Plaza, Pavilion & Duck Pond Villas
- 03
Marina Boardwalk
- 04
Hotel Frontage
- 05
Marina Pavilion
- 06
Marina Interface
- 07
Residential Villas
- 08
Hotel Crown



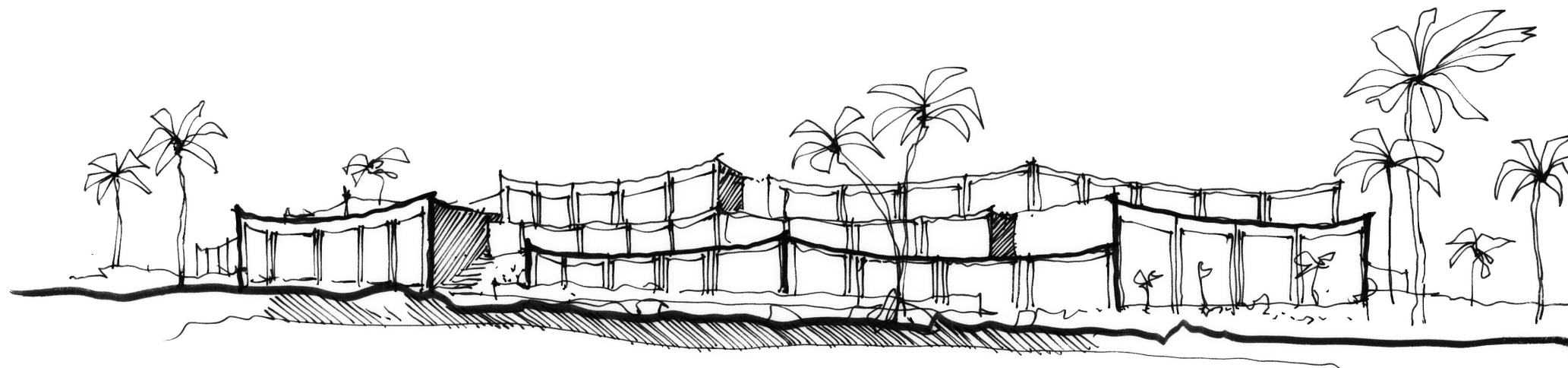
Study Areas

4.2 Hotel Arrival

Entering off Wharf Street one is immediately immersed into the sanctuary of the new development. Extensive tropical vegetation lines the arrival road and pathways that lead to the hotel drop off and valet.

Once guests have arrived at the hotel lobby all cars and buses are whisked underground, or off site.

The immediate experience for guests and residents is a grand, double height arrival lobby, framing views over Dickson Inlet, the mangroves and mountains beyond. Even on arrival the hotel presents itself as a bold and visually unique building. A place that will linger in the memory.



Study Areas

4.3 Hotel Arrival



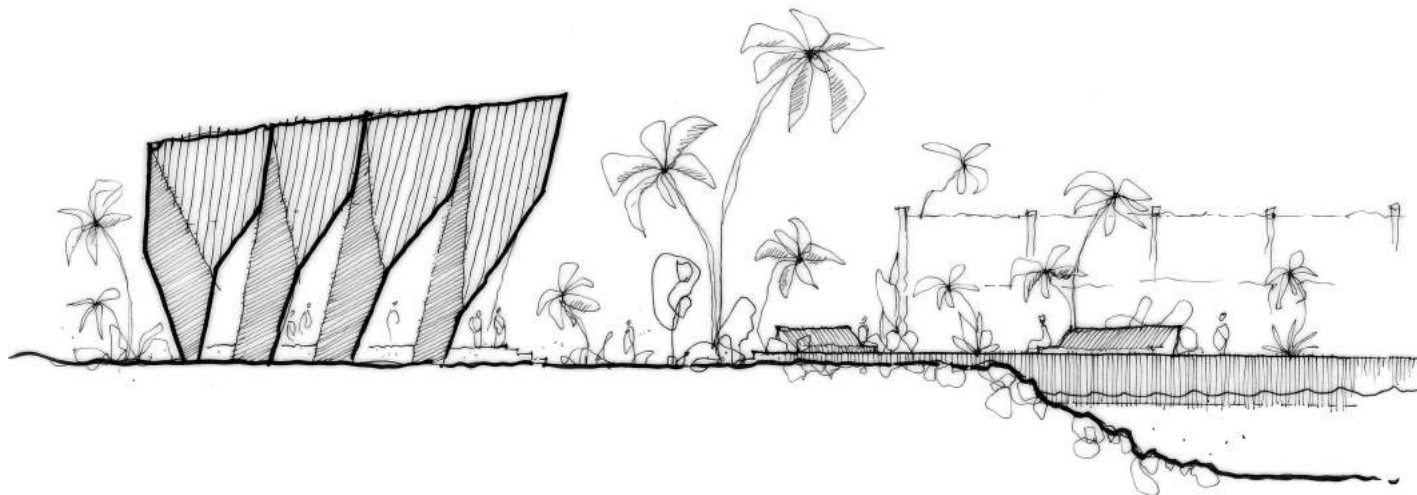
Study Areas

4.4 Plaza, Pavilion & Duck Pond Villas

A civic 'plaza' space fronting the duck pond is punctuated with landscaping, public furniture, and shading elements. A long canopy extending from the street to the water's edge functions as a directional cue into the site.

A distinctive and eye-catching retail 'pavilion' fronts the duck pond (as well as the street edge) and provides activation to the public area with cafe and gallery spaces at the ground level. This pavilion sits within, and provides an edge to the plaza space with the expansive transparency of the ground level allowing views to the water and mountains beyond.

The dynamic angular forms are linked to the faceted language of the hotel, yet unique, with screening to the upper level responding to the tropical climate and conditions. These screens are operable and create an animated and dynamic building. Activation is provided all day at ground level, with overflow to the upper level, which also provides space for weddings and functions.



Study Areas

4.5 Plaza, Pavilion & Duck Pond Villas

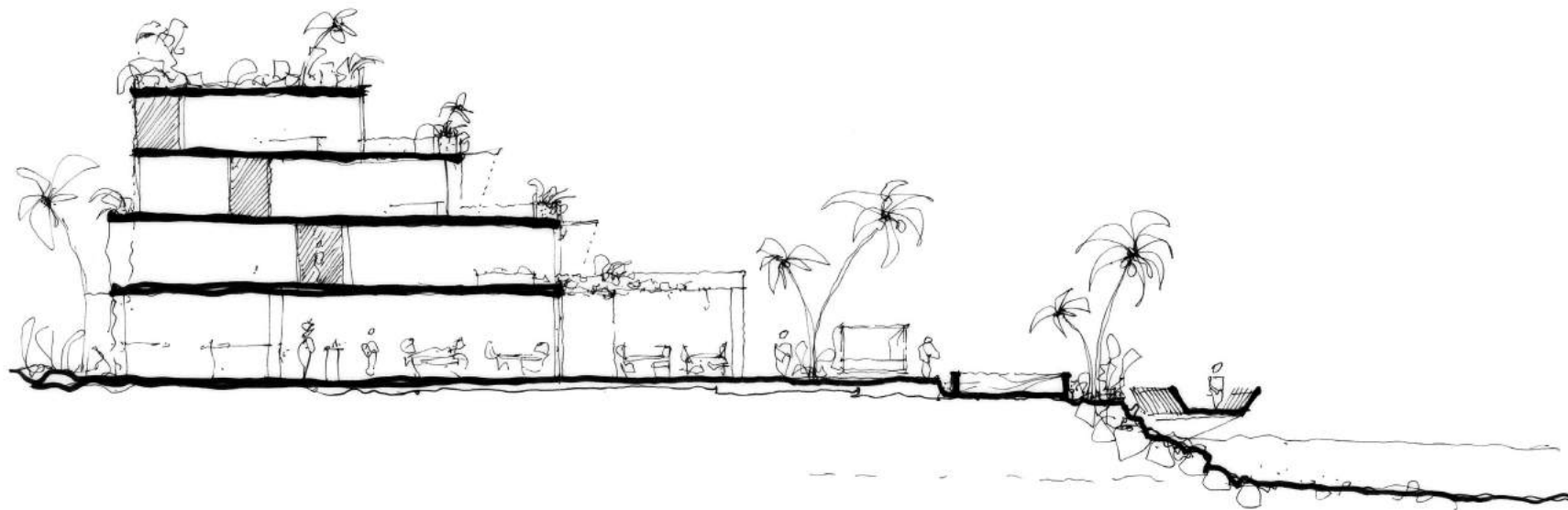


Study Areas

4.6 Marina Boardwalk

A boardwalk that circulates around the entire edge of the site has been created. This new element and attraction allows the public, and guests, to enjoy the waters edge, the boats, and the vistas to the nearby mangroves and more distant mountain ranges.

The boardwalk provides a new feature to the site allowing improved permeability and movement from one end of the site to the other. It's dynamic 'folded' form also takes cues from the gateway pavilion, and the sunset bar.



Study Areas

4.7 Marina Boardwalk

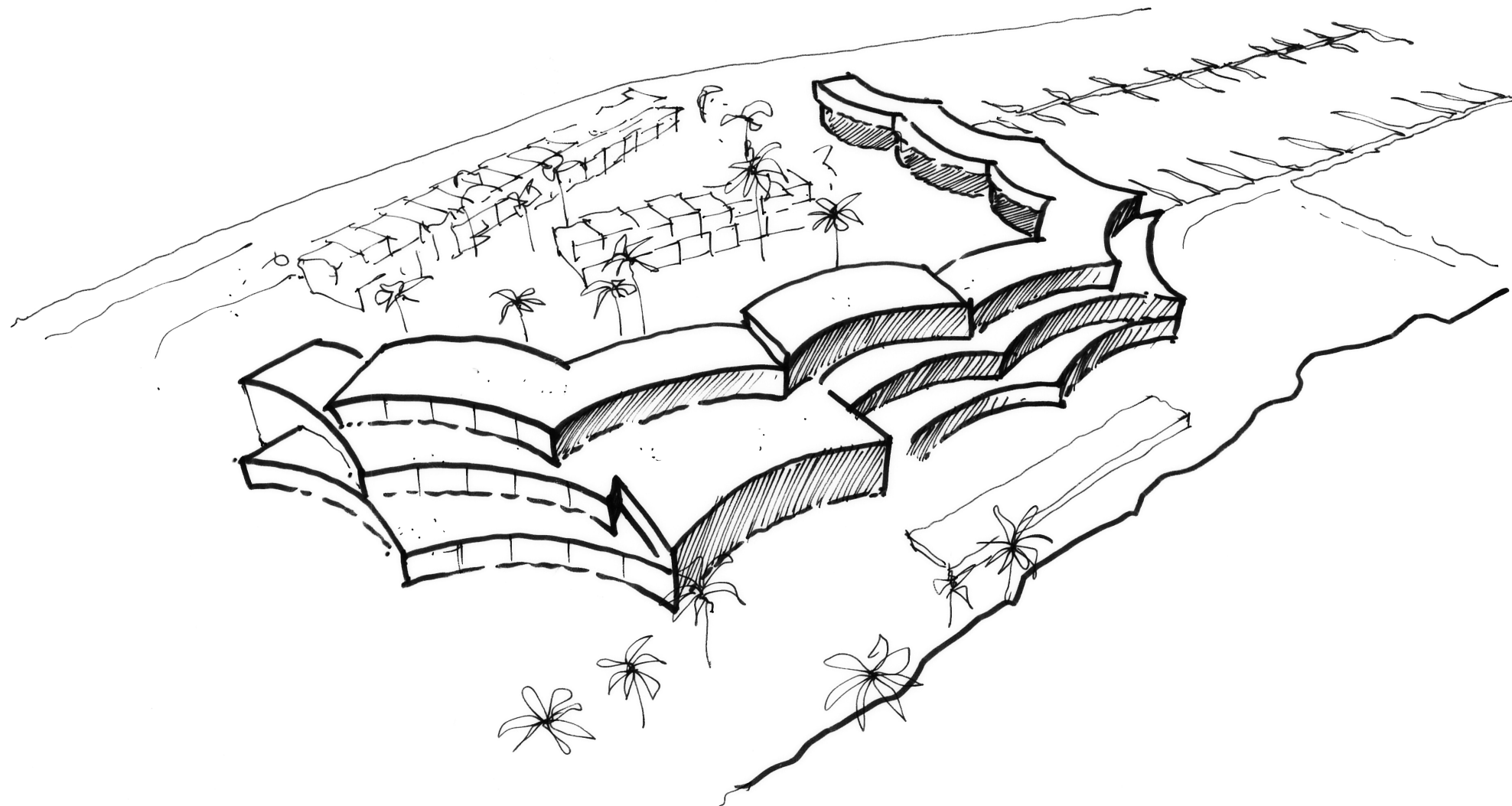


Study Areas

4.8 Hotel Frontage

Passing through the lobby one arrives to the gardens and landscaping on the inlet side of the hotel. Again, a double height space signifies the lobby and lounge within. Grand, double height timber doors create framed views into and out of the hotel.

This area of the hotel also builds on the 'indoor/outdoor' theme, blurring these spaces so that the natural context and environment are continually celebrated.



Study Areas

4.9 Hotel Frontage



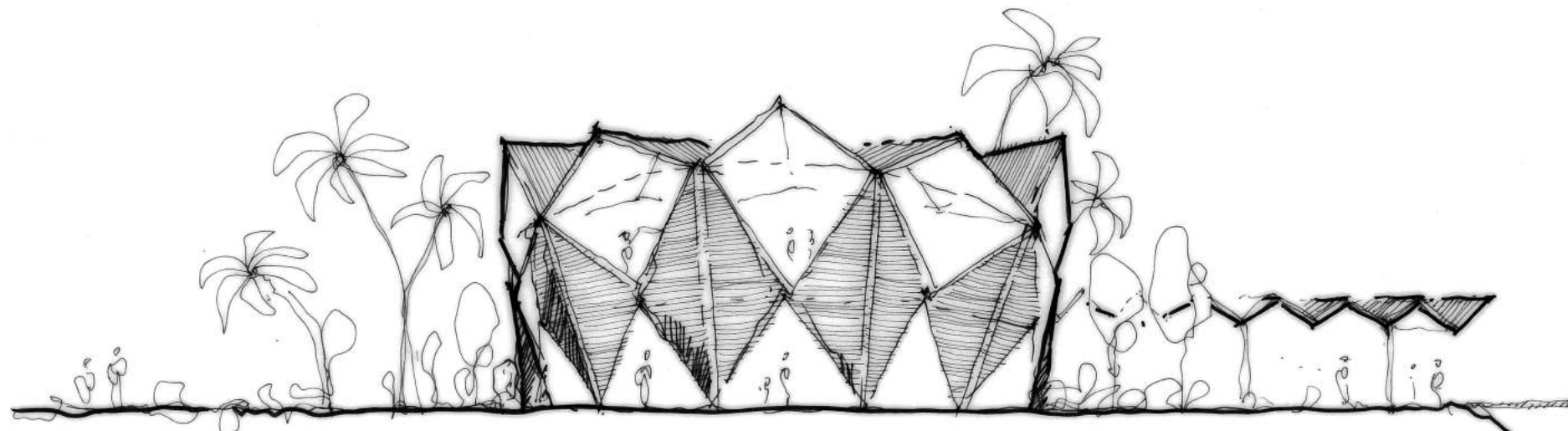
Study Areas

4.10 Marina Pavilion

A faceted architectural form provides a point of difference to the surrounding hotel, and a signature element at the corner of the site.

A food and beverage offering at ground level serves guests and tourists visiting the area, while the upper level provides space for 'booths' that can be booked and cocktail areas

The two-storey structure, provides outlooks to both the marina and surrounding landscape. The architecture of the roof form is 'tropical' in nature and distinctive - a spot to get that 'instagram' shot.



Study Areas

4.11 Marina Pavilion

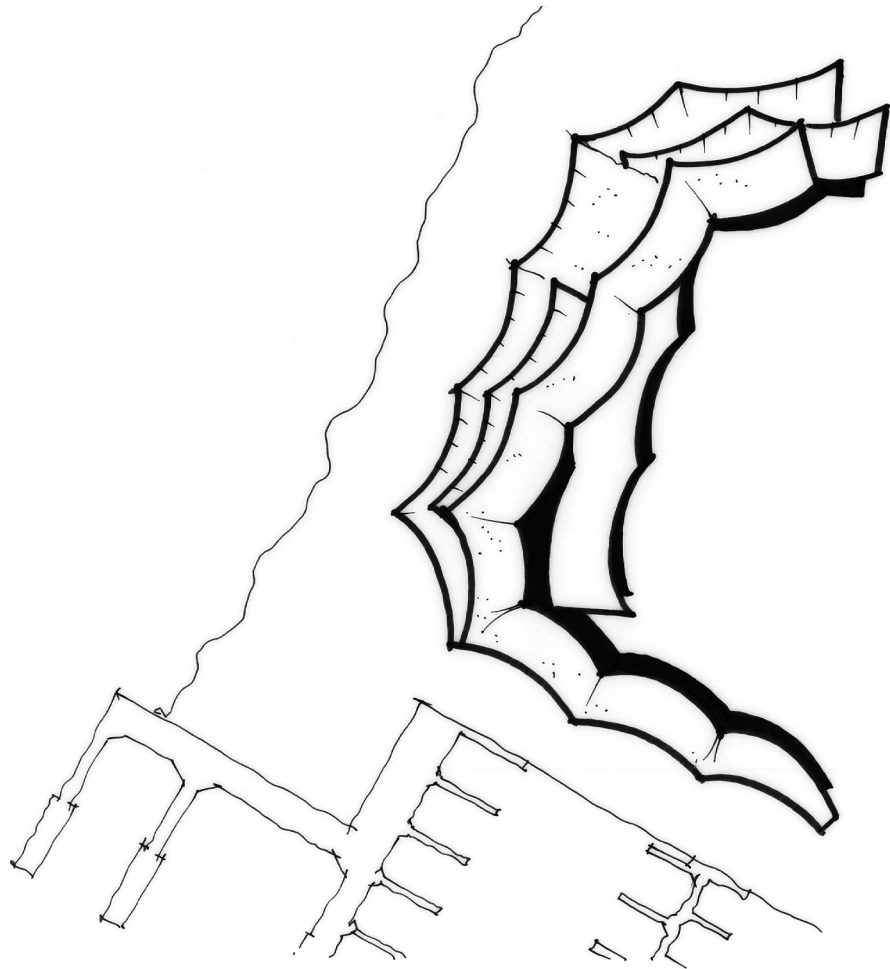


Study Areas

4.12 Marina Interface

Super yachts, tour boats, private charters, a reinvigorated and activated marina brings people, action and creates place.

Way-finding markers provide directional cues, while the strong frames of the architecture provide a rhythm along the boardwalk. An expansive canopy provides weather protection to diners, and pedestrians, while allowing light to penetrate through.



Study Areas

4.13 Marina Interface



Study Areas

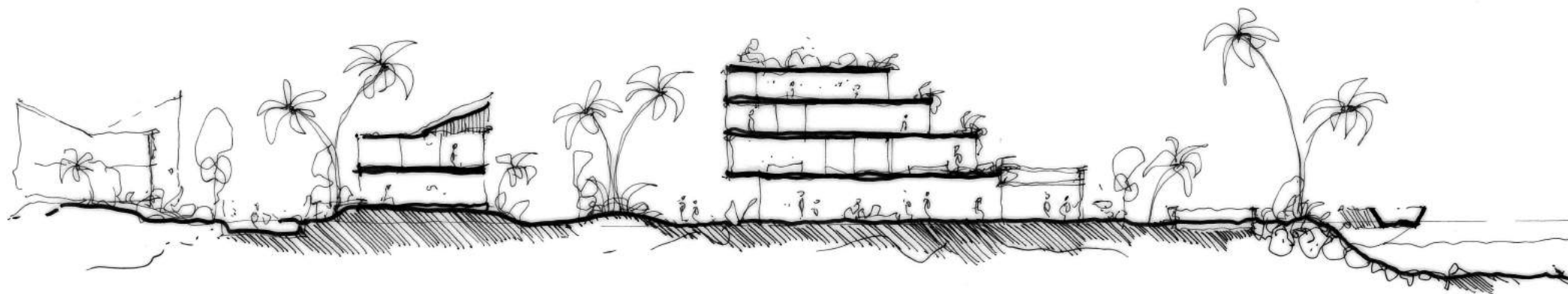
4.14 Residential Accommodation

Residential accommodation is proposed in various configurations, including single level apartments, villas (some associated with the hotel), and high end dwellings. A diversified product is provided to accommodate a variety of demographics.

Residential villas are either surrounded by lush gardens or 'lagoon' pool areas. Two high end residences are proposed, and located at the south of the 'duck pond'.

Clean, simple forms, provide clarity to the individual dwellings while framing views of the surrounding landscape. Articulation and variation of the residences is created through occupation and use. Large eaves and operable screens provide protection, and respond to the tropical environmental conditions.

A contemporary palette and the integration of natural materials, textured with refined detail create an everlasting and timeless design.



Study Areas

4.15 Residential Accommodation



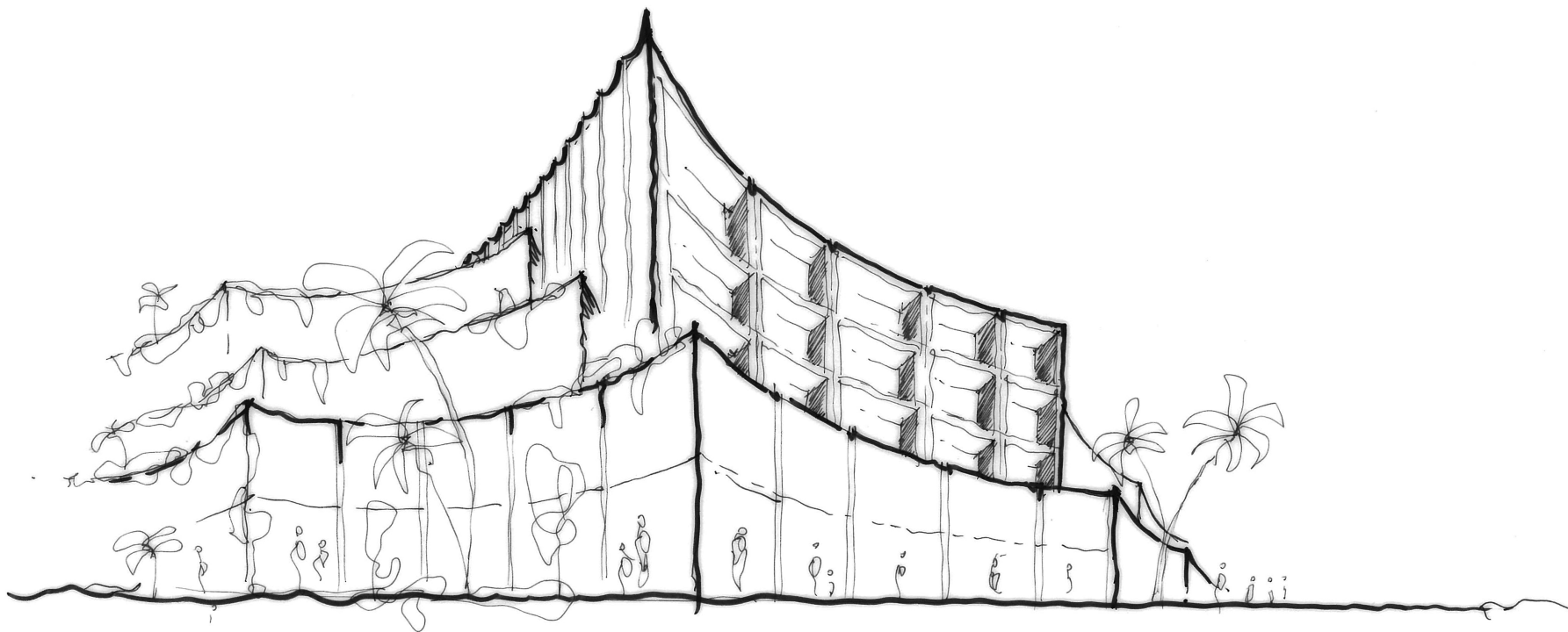
Study Areas

4.16 Hotel Crown

The architecture is punctuated with a crown articulated with a refined metal treatment and slight patina to its surface – providing shimmer and lustre in visual contrast to the masonry elements nearby. The dynamic curves of the architecture are expressed and highlighted and the upper volume acts as a crowning element to the building.

A variety of hotel room types are peppered throughout the development - deluxe rooms, suites, and grand suites. The 'crown' includes the two unique and most extravagant rooms with extensive views out over the inlet and the distant mountain ranges.

A sophisticated yet tropical aesthetic is proposed throughout, with every room foreseen a talking point in itself.



Study Areas

4.17 Hotel Crown



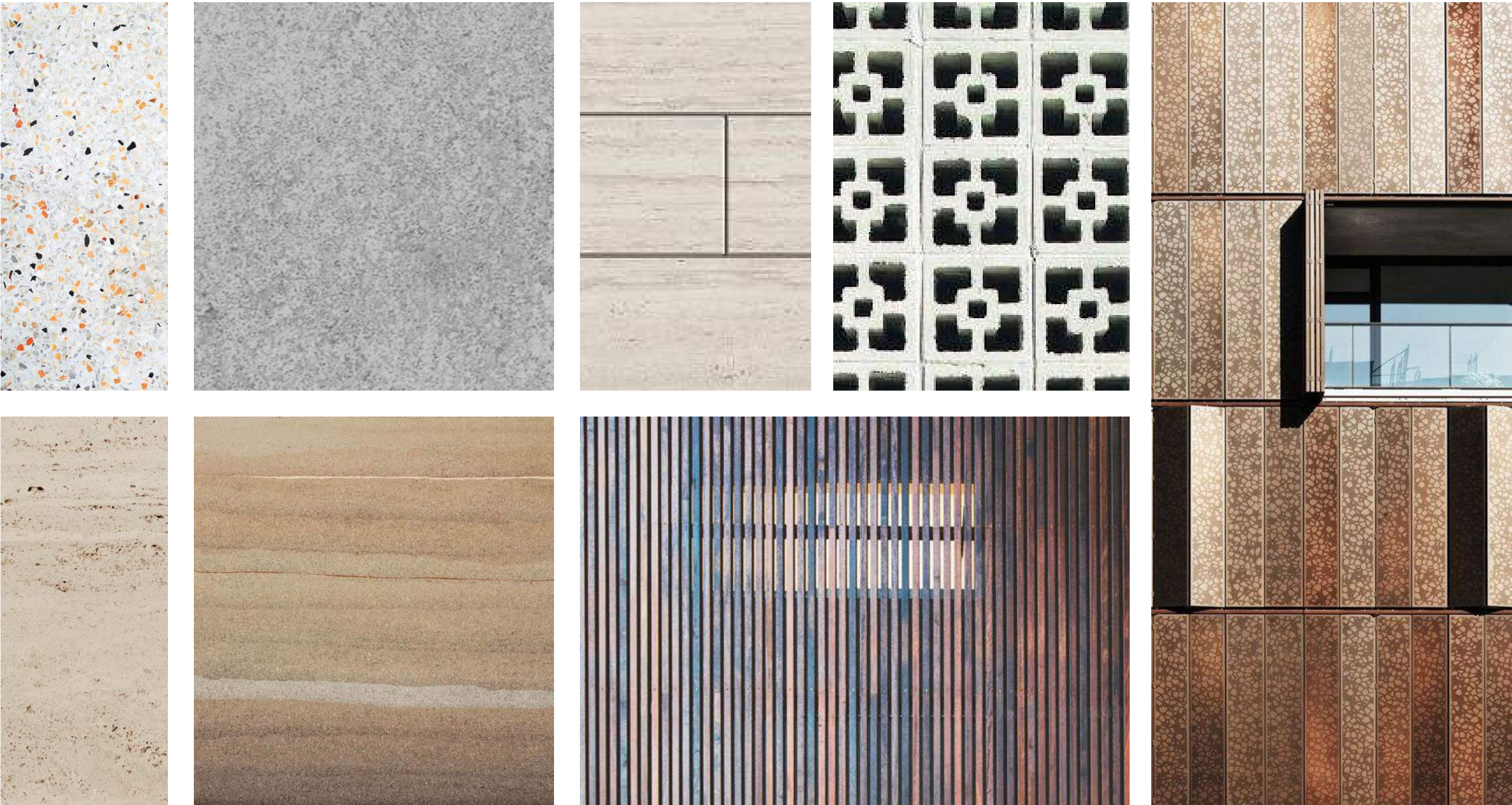
Study Areas

4.18 Precedents



Study Areas

4.19 Materiality



Study Areas

4.20 Development Summary

LEVEL		NUMBER	NLA	UFA	TCE	UCA	FECA	GFA
BASEMENT	CAR PARKING	HOTEL/MARINA/CO	205 No.	15873.0 m²			15873.0 m²	15873.0 m²
		RES. BASEMENT 0	35 No.	7079.0 m²			7079.0	
		RES. BASEMENT 1	10 No.	1458.0 m²			1458.0	
		RES. BASEMENT 2	26 No.	605.0 m²			605.0	
		TOTAL	277 No.	1596.0 m²			1596.0	
	BICYCLE PARKS	BICYCLE RM	23 No.	92.0 m²			92.0 m²	
		EOT		101.0 m²			101.0 m²	
	COMMON	VALET		250.0 m²			250.0 m²	
		COMMON/CIRCULATION		565.0 m²			565.0 m²	
	BACK OF HOUSE & SERVICES	STAIRS/LIFTS/HK		522.0 m²			522.0 m²	
		LOADING DOCK		1123.0 m²			1123.0 m²	
		BOH		359.0 m²			359.0 m²	
		RESTAURANT BOH		367.0 m²			367.0 m²	
		CARPARK INTAKE		250.0 m²			250.0 m²	
		PUMP X2		232.0 m²			232.0 m²	
		CHILLER PLANT		118.0 m²			118.0 m²	
		CCTV		19.0 m²			19.0 m²	
		OFFICE		36.0 m²			36.0 m²	
		WASTE		153.0 m²			153.0 m²	
		CARPARK EXHAUST X3		106.0 m²			106.0 m²	
		CHEMICAL STORE		38.0 m²			38.0 m²	
		MAINTENANCE WORKSHOP		30.0 m²			30.0 m²	
		PURCHASING AND RECEIVING		18.0 m²			18.0 m²	
		STORE/ARCHIVE		16.0 m²			16.0 m²	
		DIRTY LINEN		20.0 m²			20.0 m²	
		CLEAN LINEN		40.0 m²			40.0 m²	
		GENERAL STORE		33.0 m²			33.0 m²	
		POOL PLANT X2		389.0 m²			389.0 m²	
		WATER TANK		220.0 m²			220.0 m²	
		TELECOMMUNICATIONS		19.0 m²			19.0 m²	
		FIRE CONTROL		19.0 m²			19.0 m²	
LEVEL		NUMBER	NLA	UFA	TCE	UCA	FECA	GFA
GROUND	HOTEL		3441.0 m²	4431.2 m²	3272.8 m²	1654.0 m²	11375.5 m²	13029.5 m²
		DELUXE ROOMS	12 No.	50.0 m²	312.0		600.0 m²	
		SUITE ROOMS	1 No.	97.0 m²	included in deluxe	72.0	97.0 m²	
		SUITE ROOMS	1 No.	76.0 m²	included in deluxe	9.0	76.0 m²	
		LOBBY		907.0 m²	1292.0	209.0	907.0 m²	
		BAR		477.0 m²	included in lobby		477.0 m²	
		RESTAURANT		597.0 m²	included in lobby		597.0 m²	
		FUNCTION					365.0 m²	
		WELLNESS					332.0 m²	
		FOH					314.0 m²	
		COMMON/CIRCULATION					858.0 m²	
		STAIRS/LIFTS/HK					347.0 m²	
		BOH					297.0 m²	
		SERVICES					185.0 m²	
		RETAIL		579.0 m²	321.0 m²	1270.0 m²	579.0 m²	
		RETAIL		436.0 m²	104.0 m²		436.0 m²	
		COMMERCIAL		530.0 m²	172.0 m²		530.0 m²	
	TENANCY	MARINA OFFICE		52.0 m²			52.0 m²	
		MARINA WORKSHOP		57.0 m²			57.0 m²	
		MARINA BAR		277.0 m²	309.0 m²	85.0 m²	277.0 m²	
		PLAZA PAVILION		436.0 m²	332.0 m²		436.0 m²	
	RESIDENTIAL	VILLA A - 3 BED	10		77.3 m²		773.0 m²	
		VILLA B - 2 BED	8		77.3 m²		618.4 m²	
		VILLA C - 3 BED	12		74.0 m²		888.0 m²	
		VILLA D - 3 BED	6		74.0 m²		444.0 m²	
		VILLA E - 4 BED	2		146.0 m²		292.0 m²	
		VILLA F - 3 BED	4		77.3 m²		309.2 m²	
		VILLA G - 2 BED	3		77.3 m²		231.9 m²	
LEVEL	APT	TYPE	NLA	UFA	TCE	UCA	FECA	GFA
LEVEL 01	HOTEL		793.0 m²	4557.0 m²	933.0 m²	345.0 m²	11141.0 m²	11486.0 m²
		DELUXE ROOMS	41 No.	50.0 m²	774.0	246.0	2050.0 m²	
		SUITE ROOMS	2 No.	75.0 m²	included in deluxe	18.0	150.0 m²	
		SUITE ROOMS	4 No.	80.0 m²	included in deluxe	36.0	320.0 m²	
		SUITE ROOMS	1 No.	69.0 m²	included in deluxe	9.0	69.0 m²	
		SUITE ROOMS	1 No.	87.0 m²	included in deluxe	9.0	87.0 m²	
		SUITE ROOMS	1 No.	77.0 m²	included in deluxe	9.0	77.0 m²	
		SUITE ROOMS	1 No.	137.0 m²	included in deluxe	9.0	137.0 m²	
		SUITE ROOMS	1 No.	102.0 m²	included in deluxe	9.0	102.0 m²	
		COMMON/CIRCULATION		1816.0 m²			1816.0 m²	
		STAIRS/LIFTS/HK		452.0 m²			452.0 m²	
		BOH		72.0 m²			72.0 m²	
	RESIDENTIAL	VILLA A - 3 BED	10		97.0 m²		970.0 m²	
		VILLA B - 2 BED	8		73.0 m²		584.0 m²	
		VILLA C - 3 BED	12		92.0 m²		1104.0 m²	
		VILLA D - 3 BED	6		92.0 m²		552.0 m²	
		VILLA E - 4 BED	2		185.0 m²		370.0 m²	
		VILLA F - 3 BED	4		87.0 m²		348.0 m²	
		VILLA G - 2 BED	3		87.0 m²		261.0 m²	
		APT - 3 BED	1		182.0 m²	53.0 m²	182.0 m²	
		APT - 2 BED	1		139.0 m²	34.0 m²	139.0 m²	
		APT - 2 BED	1		130.0 m²	34.0 m²	130.0 m²	
	AMENITIES	YOGA/GYM/STEAM/SAUNA			376.0 m²		376.0 m²	
		TENANCY		348.0 m²			348.0 m²	
		PLAZA PAVILION		445.0 m²			445.0 m²	
LEVEL	APT	TYPE	NLA	UFA	TCE	UCA	FECA	GFA
LEVEL 02	HOTEL		0.0 m²	3275.0 m²	1331.0 m²	243.0 m²	4725.0 m²	4968.0 m²
		DELUXE ROOMS	30 No.	50.0 m²	774.0	180.0	1500.0 m²	
		SUITE ROOMS	1 No.	95.0 m²	included in deluxe	9.0	95.0 m²	
		SUITE ROOMS	1 No.	81.0 m²	included in deluxe	9.0	81.0 m²	
		SUITE ROOMS	1 No.	76.0 m²	included in deluxe	9.0	76.0 m²	
		SUITE ROOMS	1 No.	87.0 m²	included in deluxe	9.0	87.0 m²	

LEVEL	APT	TYPE	NLA	UFA	TCE	UCA	FECA	GFA
LEVEL 02			0.0 m²	3275.0 m²	1331.0 m²	243.0 m²	4725.0 m²	4968.0 m²
		SUITE ROOMS	1 No.	71.0 m²	included in deluxe	9.0	71.0 m²	
		SUITE ROOMS	1 No.	75.0 m²	included in deluxe	9.0	75.0 m²	
		SUITE ROOMS	1 No.	77.0 m²	included in deluxe	9.0	77.0 m²	
		BAR		481.0 m²	398.0 m²		481.0 m²	
		COMMON/CIRCULATION		1046.0 m²			1046.0 m²	
		STAIRS/LIFTS/HK		237.0 m²			237.0 m²	
		BOH		72.0 m²			72.0 m²	
	RESIDENTIAL	APT - 3 BED	1	182.0 m²	53.0 m²		182.0 m²	
		APT - 2 BED	1	139.0 m²	34.0 m²		139.0 m²	
		APT - 2 BED	1	130.0 m²	34.0 m²		130.0 m²	
	AMENITIES	YOGA/GYM/STEAM/SAUNA		376.0 m²	38.0 m²		376.0 m²	
LEVEL	APT	TYPE	NLA	UFA	TCE	UCA	FECA	GFA
LEVEL 03			481.0 m²	1675.0 m²	1318.0 m²	165.0 m²	3106.0 m²	3271.0 m²
	HOTEL	DELUXE ROOMS	20 No.	50.0 m²	774.0	120.0	1000.0 m²	
		SUITE ROOMS	1 No.	78.0 m²	included in deluxe	9.0	78.0 m²	
		SUITE ROOMS	1 No.	76.0 m²	included in deluxe	9.0	76.0 m²	
		SUITE ROOMS	1 No.	71.0 m²	included in deluxe	9.0	71.0 m²	
		SUITE ROOMS	1 No.	87.0 m²	included in deluxe	9.0	87.0 m²	
		SUITE ROOMS	1 No.	78.0 m²	included in deluxe	9.0	78.0 m²	
		BAR		481.0 m²	398.0 m²		481.0 m²	
		COMMON/CIRCULATION		689.0 m²			689.0 m²	
		STAIRS/LIFTS/HK		216.0 m²			216.0 m²	
	RESIDENTIAL	APT - 3 BED	1	130.0 m²	8.0 m²		130.0 m²	
		APT - 2 BED	1	100.0 m²	8.0 m²		100.0 m²	
		APT - 2 BED	1	100.0 m²	8.0 m²		100.0 m²	
	AMENITIES	GARDEN TERRACE			122.0 m²		0.0 m²	
LEVEL	APT	TYPE	NLA	UFA	TCE	UCA	FECA	GFA
LEVEL 04	HOTEL		0.0 m²	514.0 m²	235.0 m²	0.0 m²	514.0 m²	514.0 m²
		GRAND SUITE	1 No.	148.0 m²	164.0		148.0 m²	
		GRAND SUITE	1 No.	177.0 m²	71.0	12.0	177.0 m²	
		COMMON/CIRCULATION		101.0 m²			101.0 m²	
		STAIRS/LIFTS/HK		88.0 m²			88.0 m²	
AREA SUMMARY	AREAS		NLA	UFA	TCE	UCA	FECA	TOTAL
			4715	30325	7090	2407	46735	49142

Study Areas

4.21 Development Summary

AREA SUMMARY	AREAS	NLA	UFA	TCE	UCA	FECA	TOTAL
		4715	30325	7090	2407	46735	49142

PARKING SUMMARY	TYPES	No.	BASE AREA	NOTES
	HOTEL	50 No.	130	10 + 1 space per 3 rooms
	VILLAS/APARTMENTS	72 No.		Including 18 tandems to east and south garden villas
	FOOD AND BEV	136 No.	4076	1 space for 30m2 GFA
	RETAIL	19 No.	582	1 space for 30m2 GFA
	MARINA VISITORS	126 No.	per berth	Refer Engineering Report
	<u>TOTAL PARKING</u>	403 No.		Including 6 disabled spaces and 6 disabled spaces
	<u>WHARF STREET PARKING</u>	126		Existing 141, less 15 removed for bus zone
	<u>TOTAL REQ. ON SITE</u>	277		
	<u>TOTAL PROVIDED ON SITE</u>	277		
	<u>BUS PARKING</u>	4		

ACCOMMODATION SUMMARY	TYPES	HOTEL	PRIVATE	TOTAL	PERCENTAGE
	DELUXE ROOMS	103 No.		103	56%
	SUITE ROOMS	25 No.		25	14%
	GRAND SUITE ROOMS	2 No.		2	1%
	<u>TOTAL ROOMS</u>	130		130	
	APARTMENTS		9 No.	9	5%
	VILLAS - 2 BED		11 No.	11	6%
	VILLAS - 3 BED	8 No.	24 No.	32	17%
	VILLAS - 4 BED	2 No.		2	1%
	<u>TOTAL RESIDENTIAL</u>	10	44	54	
		140.0 no.	44.0 no.	184.0 no.	100%